

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PP/2010/0852

Your Ref: KH/P/2010/0852

Date: 19TH October 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 492 R & R Engineering, Oak Road, Bowling Bank, Wrexham.

Development: Extension to existing storage building.

I refer to your consultation dated 11/10/2010 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit.

Any proposed / existing access would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access is currently inadequate in both directions providing a splay of approximately 2.4 x 80m in the north westerly direction and 2.4 x 30m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in the north westerly direction by an existing boundary fence and by vegetation fronting the development site in the south easterly direction. Visibility in the north westerly direction was difficult to assess given the presence of staff vehicles being parked along the footway / highway verge.

The existing access serving the development site is approximately 3.7m wide and is gated at 5.5m behind the adjoining carriageway. I would normally recommend that such an access be at least 4.8m wide with any gates being erected at least 10m behind the adjoining highway.

I understand that the only vehicle typically visiting the site is a forklift truck which carries materials to the site from the existing premises across the road. However, I understand that on occasion a flat bed truck delivers materials to the site and also collects finished products.

At present, the development site appears capable of providing turning provision for either of these vehicles within the curtilage of the site. However, a detailed layout plan does not appear to have been submitted with the application demonstrating how such a facility will be provided once the new building is constructed.

In terms of parking provision at the proposed development site, I comment as follows:-

Although there would appear to be space available within the curtilage of the site to accommodate a limited no. of parking spaces, it would appear that the majority of the existing staff park indiscriminately along the footway fronting the development site. This arrangement is considered unacceptable in that it compromises pedestrian safety, impedes visibility from the access and also damages the footway / verge.

I cannot therefore fully assess the application due to lack of information.

Please ask the applicant to provide a more detailed layout plan of proposed access arrangements including proposed visibility splays and parking / turning arrangements at the proposed development site.

In the absence of the above I would recommend **refusal** for the following reasons:-

1. **Inadequate information has been submitted to show that the proposal is acceptable in terms of access arrangements including proposed visibility splays.**
2. **Inadequate information has been submitted to show that the proposal is acceptable in terms of parking and turning provision.**



Infrastructure and Planning Manager