

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2021/0306	Your Ref:	BB/P/2021/0306
Date:	11 th May 2021		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 499 1 Salop Road, Wrexham.

Development: Unit for fitting tyres and car wash.

I refer to your consultation / email dated 25/03/2021 in respect of the above.

Access

The proposed development site is located on the corner of Salop Road (Classified) and Rivulet Road (unclassified) which are both subject to a 30mph speed limit.

Visibility at the junction of Rivulet Road / Salop Road is adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing access serving the site is located on Rivulet Road approximately 13m away from the junction with Salop Road. This access is approximately 4.4m wide and is gated 2.2m behind the edge of carriageway. Visibility from the existing access is substandard providing splays of approximately 2.4 x 12m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary walls along this section.

This part of the highway network is particularly busy and careful consideration would need to be given to providing appropriate access to the site. If the existing access is to be utilized then any development would need to be limited to the existing traffic generation experienced by the former theatre. I assume that the former theatre generated a very limited number of daily vehicle movements.

Any intensive use of the site utilizing the existing access has the potential to result in backing up of vehicles towards / onto Salop Road which is unacceptable.

Proposed Layout Plan

The submitted layout plan appears to indicate the widening of the existing access to 7.2m onto Rivulet Road. It is considered likely that the proposed development will generate significantly more vehicle movements than the previous theatre. As indicated above, such an access would not be supported on highway safety grounds.

I would recommend that the applicant considers closing up the existing access and re-locating a more suitable access towards the eastern end of the site. However, this has the potential to result in conflict of vehicle movements with the access to the Cambrian Industrial Estate on the opposite side of Rivulet Road. Consideration will need to be given to the location of the existing watercourse / culvert in this location. Assuming typical speeds of around 30mph for vehicles travelling west along Rivulet road and 20mph coming off Salop Road from the west, any proposed access would normally be required to provide visibility splays of 2.4 x 43m to the east and 2.4 x 25m to the west measured to the nearside edge of the adjoining highway.

I would recommend that the applicant provides further details of how a suitable access (including dimensions and visibility splays) could be provided off Rivulet Road.

The proposed car washing facility may have the potential to back up out of the site and cause issues on the adjoining highway without careful consideration to its layout.

Traffic Generation

No information in respect of the existing daily vehicle movements generated by the site (by the former theatre) or anticipated daily movements from the proposed development have been provided. **I would recommend that the applicant provides this information.** I assume that previous movements were fairly low and only included evenings and possibly weekends.

No details of the maximum size of vehicle anticipated to visit the site have been provided, dimensions of proposed access point, swept paths of larger vehicles, turning / parking areas. **I would recommend that the applicant provides this information.**

Parking & Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site. The submitted plans do not provide sufficient detail.

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical