

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0510 **Your Ref:** MRJ/P/2020/0510
Date: 21st October 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 537 Lindop Garage, Glanllyn Road, Bradley, Wrexham.
Development: Relocation of existing vehicular access and extension to car park.

I refer to your consultation dated 20/10/2020 in respect of the above.

Access

The proposed development site is accessed off Llay New Road (B5425) which is a classified road subject to a 40mph speed limit.

Any existing / proposed access in this location would normally be required to provide visibility splays of 2.4m x 120m in both directions measured to the nearside edge of the adjoining in accordance with TAN 18. Visibility from the proposed access is adequate providing splays in excess of 2.4 x 120m in both directions.

The proposed access is 7.4m wide and appears to be utilized for customers / staff / vehicles for sale. No details appear to have been submitted which identify which spaces are used for existing / proposed customers / staff / vehicles for sale. I understand that there is an issue with lack of parking for staff at the site who typically have to park along Glanllyn Road. **I would recommend that this detail is provided to ensure that the proposed spaces are provided for existing staff.**

The proposed new access will involve the lowering of the existing kerbline and modifications to the existing cycleway / footway. The applicant will need to enter into a s.278 agreement with the Council to carry out these works. The existing dropped kerb access serving the site will need reinstating to full height footway construction.

Parking & Turning Provision

No details appear to have been submitted which identify which spaces are used for existing / proposed customers / staff / vehicles for sale. I understand that there is an issue with lack of parking for staff at the site who typically have to park along Glanllyn Road. **I would recommend that this detail is provided to ensure that the proposed spaces are provided for existing staff.** The proposal appears to indicate the provision of an additional 9 spaces. Designation of such spaces should be marked on a revised layout plan. If the application is supported then I would recommend that all spaces are clearly marked out for their proposed users.

I understand that transporters bringing in new vehicles currently have to park on Llay New Road to offload vehicles. This practice is obviously far from ideal in highway safety terms and should be carried out within the curtilage of the site. I would recommend that any proposed access is designed to accommodate access for such vehicles (ie/ transporters) which allows the vehicle to enter and leave the site in a forward gear. **I would recommend that the applicant provides suitable swept path details of such a vehicle entering, turning and leaving the site in a forward gear. A Service & Delivery Plan could be requested which indicates how specific car parking spaces will be kept clear when vehicles are delivered and how this will be managed.**

There would appear to be an existing culvert / watercourse in the proposed area of the extended car park. I assume that our Flood Management Section will be consulted on this proposal.

Construction Traffic Management Plan (CTMP) including provision for contractor parking.

I would recommend a condition is included requiring a Construction Traffic Management Plan (CTMP) including provision for contractor parking.

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 blue ink, consisting of a stylized 'K' followed by a horizontal line.

Chief Officer, Environment & Technical