

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0165 **Your Ref:** P/2021/0165
Date: 26th March 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 385 496 FS Jones Warehouse, Abbey Road South, Wrexham Industrial Estate, Wrexham.

Development: Extension to existing storage facilities.

I refer to your consultation / email dated 24/02/2021 in respect of the above.

Access

The proposed development site is located on Abbey Road South which is an unclassified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access serving the development site 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 is approximately 10.7m wide reducing to 6.2m wide at approximately 6.7m behind the adjoining carriageway. The access is gated at this point. The access is surfaced with hard bound materials.

I would normally recommend that any proposed / existing access of this nature is gated at least 20m behind the adjoining highway to accommodate articulated HGVs clear of the adjoining highway. However, the gates are left permanently open during operating hours.

Parking & Turning Provision

In terms of parking provision, I comment as follows:-

The proposed development including the existing warehouse comprises a gross floor area of 3814m². Based on LPGN 16 Class B8 Use, the overall development would require maximum of 38 spaces.

The existing car park appears to provide 13 spaces on the northern side of the site with up to 3 spaces for HGVs provided on the southern side of the site.

The proposed / existing parking provision represents a 66% shortfall in parking provision compared with LPGN 16 maximum standards. There is a significant existing on-street parking problem in this area which is attributed to nearby businesses.

However, I understand that no additional staff are proposed to be employed as a result of the proposal and it would appear that the existing car park is adequate to cater for the current / proposed business. Given the significant shortfall in parking provision at the site, it may be considered appropriate to include a condition which is only for the benefit of FS Jones while they occupy the site and not for the benefit of the land.

In terms of turning provision, I comment as follows:-

The existing car park appears to provide up to 3 spaces for HGVs provided on the southern side of the site.

Larger HGVs typically have to reverse into the site due to the restricted turning space within the site which is far from ideal. However, I understand that the proposed extension is purely for additional storage. I understand that it is not intended to increase the number of larger HGVs visiting the site.

I have no objections to the proposed development on highway grounds and recommend any permission include the following conditions:-

CONDITIONS

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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



Chief Officer Environment & Technical