

MEMORANDUM

From:	Planning Control Manager	To:	Chief Officer Planning & Regulatory
Our Ref:	PR/DC/P/2019/0356	Your Ref:	KH/P/2019/0356
Date:	30 th May 2019		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 338 495 Williams Wrexham, Dunster Road, Wrexham Industrial Estate, Wrexham.

Development: Erection of steel portal farmed building for the maintenance of caravans and light / heavy commercials.

I refer to your consultation dated 14/05/2019 in respect of the above.

Access

The development site is located on Dunster Road which is an unclassified road subject to a 40mph speed limit. However, I would estimate typical speeds at being around 30mph for vehicles approaching from the north and 25mph for vehicles approaching from the south given the proximity to the junction with Redwither Road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in the north direction and 2.4 x 33m in the southerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

In theory, visibility from the existing access is adequate in the northerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, in reality visibility is typically impeded in both directions from the existing access by parked vehicles either side of the access. I assume that the majority of these vehicles are associated with the existing business.

These vehicles significantly reduce visibility at the access which is unacceptable. Vehicles typically park half on / half off the existing footway and impact on pedestrian movements.

I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements at the site given the lack of visibility at this access. I understand from our Traffic Section that it is proposed to implement a Traffic Regulation Order (TRO) to implement double yellow lines along this section of Dunster Road to address this problem. I understand that the consultation process will be instigated shortly but may not necessarily be successful. It may be considered appropriate to restrict any development at the site until the proposed TRO is implemented.

The existing access is approximately 20m wide reducing to 6.5m approximately 12.2m behind the adjoining carriageway. The access is surfaced with hard bound materials. The existing access is gated approximately 12.2m behind the adjoining carriageway.

Assuming 16.5m long articulated HGVs visit the site, I would normally recommend any proposed access is a minimum of 7.3m wide with 15m kerb radii with any gates being erected a minimum distance of 15m behind the adjoining highway.

Parking & Turning Provision

I understand that the existing business buys, sells and maintains caravans, light / heavy industrial & commercial vehicles.

The existing business appears to accommodate a significant number of vehicles including HGVs occupying a large proportion of the site. I assume that the site currently struggles to accommodate all associated staff vehicles, vehicles for sale and vehicles for servicing within the confines of the site with some vehicles spilling onto the adjoining highway.

I would recommend that the applicant provides a suitably scaled layout plan indicating where staff vehicles, vehicles for sale and those vehicles awaiting servicing park within the site. Details of the maximum number of vehicles typically present on site will need to be provided including details of staff numbers / vehicles.

I would recommend that the applicant provides details of the maximum size of vehicles that visit the site eg/ 16.m long HGVs and details of where such vehicles turn within the site eg/ details of turning circle, turning head, swept paths of such vehicles entering / exiting the site.

It is important that the site provides adequate parking & turning provision within the curtilage of the site so as not to create any issues on the adjoining highway. If the application is supported, it may be considered appropriate to include a condition for a "servicing / parking management plan" to limit the number of vehicles at the site.

Traffic Generation

No details of existing / proposed daily vehicle movements at the site have been provided. The submitted Design & Access Statement indicates that the current unit is at capacity and the proposed building is required for future growth of the business suggesting that additional vehicle movements are anticipated. **I would recommend that the applicant provides the above information.**

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.

Peter D. K. W. P.

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Planning Control Manager