

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0099 **Your Ref:** MP/P/2020/0099
Date: 3rd April 2020

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 386 497 Land at unit 108 Abbey Road South, Wrexham Industrial Estate, Wrexham.

Development: Erection of New Industrial Building.

I refer to your consultation / email dated 01/04/2020 including revised layout plans Drg. No. ARD-TACP-ES-00-DR-A-701 & ARD-TACP-PS-00-DR-A-702 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. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access appears adequate providing splays in excess of 2.4 x 33m in both directions. Any proposed modifications to the existing access will need to maintain the above splays. The submitted plans do not indicate the required visibility splays. **The full extent of these splays will need to be indicated on a revised layout plan from the modified access.**

Proposed Site Plan Drg. No. ARD-TACP-PS-00-DR-A-702

Access

The existing access is 4.6m wide and gated 3m behind the edge of carriageway. The access takes the form of a dropped kerb vehicular crossing and is surfaced with hard bound materials.

I understand that the applicant is proposing to widen the access and extend the existing dropped kerb to form an improved access. I would recommend that the access is widened to a minimum width of 5.5m. The submitted site plan indicates a proposed access width of 6.3m which is considered adequate subject to adequate visibility being provided. The access will need to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

A suitable condition will be required to ensure that the access gates are kept open during operating hours. The applicant will need to apply for s.184 consent in order to widen the existing access and modify the existing kerbs / footway.

Existing Businesses

I understand that the site currently serves 3 individual businesses ie/ the furniture shop, Event in a Tent and VSS (Engineering Workshop). I would recommend that the applicant provides further information in respect of the existing businesses as follows:-

- Gross floor Areas (m2) of each existing business unit and number / location of parking spaces currently allocated to each of the existing businesses.
- Number of staff employed at each existing business and how many staff require parking.
- Details of previous permitted planning consents attached to each unit ie/ LPGN 16 - A1, B2 etc.
- Details & plan indicating previously approved parking and turning areas for each business.
- Maximum size / length of vehicle currently visiting the site (where does this turn within the site).

The proposed development must not impact on the existing parking and turning areas for the existing businesses. The 3 no. proposed industrial buildings appear to be located in the same area where vehicles / equipment related to the existing businesses are occupying. The submitted layout plan Drg. No. ARD-TACP-PS-00-DR-A-702 also appears to indicate a red line (application site) around the whole outside space which would suggest that no parking and turning would remain for the existing businesses which would be unacceptable. I assume a revised layout plan with a red line shown around the actual development site will be required.

Parking and Turning Provision

Adequate parking and turning provision will need to be provided at the site for both the existing and proposed businesses as indicated above.

LPGN 16 (Class B2 Use) would require the provision of a maximum of 8 spaces. I would recommend that maximum parking provision is provided at the site given the existing on-street parking issues in this area. The submitted plan Drg. No. ARD-TACP-PS-00-DR-A-702 appears to indicate a total of 21 spaces for the existing and proposed businesses.. I assume that spaces 1 - 9 will be allocated to the 3 proposed units and the remaining 12 spaces allocated to the existing businesses.

The previously submitted layout plan (Drg. No. ARD-TACP-PS-00-DR-A-703) indicated the swept path details of a 6m long van. I assume that this will be the maximum size / length of vehicle likely to visit the site. A suitable condition requiring a Service and Delivery Management Plan (SDMP) could limit the maximum size of delivery vehicle visiting the existing / proposed site.

Surface Water Drainage

A suitable scheme to dispose of highway surface water run-off within the site will need to be submitted and approved. This will need to be assessed / approved by our Flood Management Officer.

Service and Delivery Management Plan (SDMP)

It would be considered beneficial to request a suitable Service and Delivery Management Plan to ensure that the use of the site does not result in vehicles parking on the adjoining highway exacerbating the existing on-street parking problem in this area and vehicles greater in length than 6m visiting the site without adequate turning provision.

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, appearing to be 'G. P. M.', is located below the text of the supplementary notes.

Chief Officer, Environment & Technical