

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2019/0217 **Your Ref:** SEH/P/2019/0217
Date: 22nd March 2019

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

Location: O. S Grid Ref: 357 527 Former ROC Office, Unit 1, Borrass Road, Borrass, Wrexham.
Development: Change of use to dog daycare and holistic therapy centre.

I refer to your consultation dated 21/03/2019 in respect of the above:-

Access

The proposed development site is located on Borrass Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Based on speeds of 30mph, any proposed / existing access 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 in both directions providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing shared access serving the development site is only 3.4m wide and cannot accommodate the simultaneous passage of 2 no. vehicles. I would normally recommend that such a shared access be at least 4.8m wide. The existing gates are setback 9.4m behind the adjoining carriageway.

There is no footway or street lighting provision along this section of Borrass Road. However, I assume that staff / customers will typically arrive by car.

I would not normally wish to support any proposed development that is likely to result in any significant increase in vehicle movements through this existing sub-standard access.

Previous planning consent (ref: P/2012/0365) for the Open Minds Training & Therapy Centre at Unit 1 included various planning conditions as follows:-

- Widening of the existing access to 4.8m
- Setting back of existing access gates to 10m behind adjoining highway.

I also previously recommended that the proposed parking spaces are marked out with white lining materials.

The above conditions have not been implemented at the development site.

Parking & Turning Provision

The proposed development would need to provide adequate parking and turning provision within the curtilage of the site. Parking provision would need to meet the requirements of Local Planning Guidance Note – 16 (LPGN 16)

I assume that the proposed Dog Care / Grooming business would come under LPGN 16 – Class D1 Use which requires a maximum of 2 car spaces plus 1 car space per 25m² gross floor space. Based on an estimated gross floor area of 313m², the proposed development would require a maximum of 15 spaces. There would appear to be scope to accommodate up to 16 spaces for Unit 1 at the site which would be considered adequate.

There would appear to be adequate communal space for turning of larger delivery vehicles within the curtilage of the site

Operation of Business

I understand that clients arriving to the site will be staggered. Arrivals are likely to be between 8:00am – 10:00am with collection between 4:00pm – 6:00pm. There will also be a courtesy pick up and drop-off service offered to clients.

I understand that there will be 2 staff employed in the first instance with up to 5 members of staff being employed as the business becomes established.

Providing the original conditions relating to planning consent ref: P/2012/0365) are implemented at the site, I would have no objections to the proposed development on highway grounds.

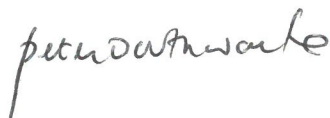
Based on the above, I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

- ZJ41** **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) Nos. -----.
- 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.
- NONSTD** **ACCESS WIDTH**
039R The vehicular access hereby approved shall be a minimum width of 4.8 metres for a minimum distance of 10m behind the adjoining highway.
- ZJ09A** **NO GATES WITHIN 10 METRES**
033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- ZJ08** **ACCESS SURFACE (10 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.
- NONSTD** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on approved drawing No.----- shall be fully laid out using white lining materials, 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.



 Planning Control Manager