

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0199

Your Ref: SEH/P/2018/0199

Date: 17th December 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Unit A, Maesgwyn Road, Wrexham.

Development: Change of use from Garage to Retail / Trade of Carpets and Flooring.

I refer to your consultation / email dated 17/12/2018 in respect of the above.

Access

The proposed development site is located on Maesgwyn Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

There is an existing 3.5m wide access which incorporates a roller shutter. I understand that it is proposed to utilise this access to accommodate off-road servicing / parking for light van and car.

Any proposed / existing access 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.

Could you please ask the applicant to indicate the above splays on a revised layout plan.

I understand that the building previously formed part of the Dave Bennett Bodyshop which previously accessed directly onto Mold Road. This previous unit has now been sub-divided with the front section forming part of the new ATS unit. I understand that the existing / proposed building already has a permitted B2 Class Use.

It is considered that the existing building would have already generated a given number of vehicle movements associated with its previous use except that the traffic associated with the proposed development will now access via Maesgwyn Road as opposed to directly onto Regent Street.

Vehicles currently appear to park behind the 1.5m wide footway along the site frontage which is considered to be a potential source of danger to road users / pedestrians. I previously recommended that parking in this location is prevented by an appropriate scheme of landscaping / boundary treatment. Such a scheme would need to ensure adequate lateral and pedestrian visibility is provided / maintained. A 600mm high boundary wall along the site frontage (except obviously where doors / access points exist) would be considered acceptable

Parking & Turning Provision

I understand that visitors to the site are fairly low. I understand that parking for 1 car is typically required by a member of staff. One van is used by carpet fitters for around an hour in the morning and one delivery vehicle for around 15 minutes. Occasionally, sales representatives visit the site.

A previous appeal at the site in respect of the proposed carpet shop (Decision - Dated 17/02/2017) was dismissed. However, more recent discussions have taken place with the Highway Authority to find a potential solution for the site in order to support the proposed development.

Although off-road parking could be provided within the premises for a car and light van, it does not address how a larger delivery vehicle could be accommodated in respect of loading / unloading at the site. The site frontage is subject to a traffic regulation order which prevents waiting / loading / unloading. It has been suggested that the applicant discusses the potential to implement a revision to the existing traffic order at the site to incorporate a designated loading bay along the site frontage. In order to support the current application, it is considered that the suggested designated loading bay is put in place. Such a proposal will require public consultation. I would recommend that the applicant contacts our Traffic Section (Contact Darren Green on Tel: 01978 729643) to discuss the process and fees required to instigate the above process.

I would recommend that the current application is placed in abeyance subject to the above Traffic Regulation Order being implemented.

The submitted layout plan (Proposed Access & Parking) indicates a proposed loading area fronting the premises and 3 no. bollards to prevent parking behind the adopted footway which is considered acceptable in principle. The proposed bollards will need to be located in private land (not adopted highway).

Service & Delivery Management Plan

I would recommend a condition requiring the submission of a suitable Service & Delivery Management Plan in order to control how staff cars / deliveries are parked / managed at the premises to minimize disruption along Maesgwyn Road.

I await the requested details.

Supplementary Notes

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

Peter Dwyer

lm Planning Control Manager