

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0979 **Your Ref:** MP/P/2017/0979
Date: 15th December 2017

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

Location: O. S Grid Ref: 390 492 Wrexham Warehouse Project, 4 Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Application for Planning Permission for Change of use to form Training and Educational facility (in retrospect).

I refer to your consultation dated 29/11/2017 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit.

The proposed development site shares an existing access with the business known as Bowling Bank Garage located at the front of the site.

Assuming typical vehicle speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing shared access is 5.7m wide and is capable of accommodating the simultaneous passage of 2 vehicles.

Visibility from the existing shared access appears adequate in the north westerly direction providing a splay in excess of 2.4 x 120m. However, visibility is frequently impeded in this direction by vehicles which often park along the site frontage. Visibility in the south easterly direction is also inadequate providing a splay of approximately 2.4 x 33m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the adjoining business ie/ R & R Engineering.

I would therefore not normally wish to support any proposed development utilizing this existing access which is likely to result in any significant increase in vehicle movements. However, this is an existing access which I assume could have experienced more vehicle movements generated by the previous businesses operating from the development site.

In terms of parking and turning provision at the development site, I comment as follows:-

I understand that up to 6 members of staff could be present on site at any one time. I understand that any staff vehicles currently either park at the front of the site fronting Bowling Bank Garage or alternatively in the Premier Decorations car park (by informal agreement) on the opposite side of the road.

Layout Plan Drg. No. W135/002

The submitted layout plan indicates the provision of 2 additional spaces fronting Bowling Bank Garage at 90° to the road. The provision of such spaces is considered unacceptable as they encroach onto the highway / footway. Parking along this section also impedes visibility from existing access points and impedes pedestrian movements along Oak Road.

The submitted layout plan also indicates the provision of 16 spaces on the opposite side of the road in the Premier decorations car park. However, it is not clear as to whether such spaces can be secured in perpetuity.

Layout Plan Drg. No. W132/005 Rev A

The submitted layout plan indicates the provision of 6 no. additional spaces west of the development site at the Fairhood Engineering unit. I would assume that this area would be required for parking and turning for the existing business. I understand that this parking cannot be secured in perpetuity.

Anyone parking in this location visiting the Training Facility would have to walk along the carriageway to reach the site given the significant level of indiscriminate parking along this section of Oak Road which would be considered unacceptable.

Although the provision of 16 spaces in the Premier Decorations car park would be of benefit, the additional spaces proposed further along Oak Road are considered unacceptable.

However, I understand that the majority of students attending the facility will arrive / leave by mini bus or be dropped off by parents as they are unlikely to own cars. A turning facility is available for such a vehicle within the curtilage of the site.

Although the proposed parking arrangements are not ideal, the proposed development without the rear extension previously proposed under planning application P/2017/0765 is not considered likely to have any detrimental effect on highway safety. However, it may be considered appropriate to impose a personal permission for such a development to avoid over intensification of use of the site for future developments.

I therefore have no objections to the proposed development on highway grounds.

Supplementary Notes

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



 Service Manager Environment