

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0765 **Your Ref:** MP/P/2017/0765
Date: 21st September 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: Extensions and alterations.

I refer to your consultation dated 14/09/2017 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. However, vehicles appear to park randomly within the site and along the shared access which is not ideal.

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 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 a number of 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:-

In respect of the previous application ref: P/2015/0224 for Change of Use, it was suggested that up to 6 members of staff could be present on site at any one time. I understand that any staff vehicles will either park at the front of the site fronting Bowling Bank Garage or alternatively in the BICC Social Club car park (by informal agreement) on the opposite side of the road.

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 was available at this time for such a vehicle to turn within the curtilage of the site.

Based on the existing D1 Use, the existing training facility (429m² gfa) would require a maximum of 19 parking spaces. The proposed extension along with the existing facility (560m² gfa) would require a maximum of 24 spaces.

The proposed parking arrangements are not ideal and there would only appear to be around 2 no. parking spaces available on site plus a turning area. However, details of the proposed parking arrangements have not been provided with this application. The proposed extension will result in the removal of the existing on site turning area which is considered unacceptable. This will result in vehicles (cars, mini-bus & delivery vehicles) having to reverse out onto the highway which is unacceptable.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway.**
2. **The proposed development does not make adequate provision for the turning of vehicles clear of the adjoining carriageway.**
3. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**

Supplementary Notes

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

peter oonwanto

M Service Manager Environment