

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0607 **Your Ref:** MP/P/2012/0607
Date: 19th October 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 497 Broadway Leisure, Unit 2a, Coed Aben Road, Wrexham Industrial Estate, Wrexham.

Development: Change of use from light industrial to caravan sales and repairs and parts and accessories. Erection of storage container to rear (in retrospect).

I refer to your consultation dated 28/08/2012 and email dated 18/10/2012 including revised layout plan in respect of the above.

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

I understand that the development falls under B1 – Light Industrial Use which would require a maximum of 1 car space per 30m² gross floor space. Based on a gross floor area of 271m², would equate to a maximum of 9 spaces. However, the revised layout plan appears to propose only 6 spaces which is considered inadequate for the proposed development. I understand that there are at least 3 no. staff employed at the site.

When visiting the site on 31/08/2012, only 2 of the original proposed car spaces were available for customer / staff parking. All other areas of the site were occupied by caravans that were either for sale or awaiting repair.

I understand that a typical touring caravan plus car would be approximately 12m in length. The site does not appear to have any turning facility available to accommodate the turning movements of such vehicles which is considered unacceptable. I assume that any such vehicles accessing the site would need to either reverse into the site off the adjoining highway or reverse out of the site which is considered unacceptable. No swept path analysis has been provided to demonstrate how such vehicles turn within the site.

The revised layout plan has attempted to demonstrate how a 15m long HGV and a 7.5 Ton HGV will turn within the curtilage of the site. It would appear impossible for a 15m long HGV to turn within the site given the restricted nature of the site. The suggested swept path analysis for the 7.5T HGV does not appear to have been carried out with appropriate software eg/ Autotrack or similar and is considered inadequate.

The revised layout plan does not indicate the full extent of the car park / turning area to the rear of the site. I previously recommended that any HGV and car / caravan turning facility should be provided at the front of the development site for ease of access as such vehicles are unlikely to attempt to turn in this location within such a restricted site. This has not been demonstrated on the submitted layout plan.

When visiting the site on 31/08/2012, a medium sized delivery vehicle (ie/ HGV) arrived at the site and parked along Coed Aben Road. I understand that this vehicle intended to reverse off Coed Aben Road into the site due to the restricted space within the site.

Coed Aben forms an integral part of the WIEAR Scheme providing access into and through Wrexham Industrial Estate. Any shortfall in parking provision and / or lack of suitable turning facility at the development site would be considered detrimental to highway safety.

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

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.**

Peter Donohue

P.P.

Network and Infrastructure Manager