

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0667 **Your Ref:** KH/P/2012/0667
Date: 27th September 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 504 Cytec Engineering Materials Ltd, Abenbury Way, Wrexham Industrial Estate, Wrexham.

Development: Construction of Two Storey Laboratory Building.

I refer to your consultation dated 26/09/2012 in respect of the above.

The development site is situated on Abenbury Way which is an unclassified road subject to a 40mph speed limit.

The development site appears to have 2 main access points served off Abenbury Way, one being located to the east of the main building serving the main car park and HGV deliveries and one to the west of the main building serving the smaller car park.

Any proposed / existing accesses in this location 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.

Visibility from the easterly access is adequate in the north easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing boundary fence fronting the site.

Visibility from the westerly access serving the smaller car park is inadequate providing visibility splays of approximately 2.4 x 80m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing boundary fence.

I would therefore not normally support any proposed development that is likely to result in a significant increase in vehicle movements through either of these sub-standard access points.

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

Planning application ref: P/2012/0517 was recently submitted for the erection of an office building and storage unit served off the westerly access.

I understand that the proposed office development falls under B2 – General Industrial Use which would require a maximum of 1 car space per 50m² gross floor space. Based on a gross floor area of 802m², would equate to a maximum requirement of 16 no. additional spaces.

The proposed storage building would fall under B8 – Storage & Distribution Use which would require a maximum of 1 car space per 100m² gross floor space. Based on a gross floor area of 93.6m², would equate to a maximum requirement of 1 no. additional space. Based on the overall development, a maximum of 17 additional spaces would be required. An additional 22 spaces are proposed off the existing car park which is considered adequate.

It was assumed that although 17 no. extra staff were to be re-located at the site, vehicle movements associated with these staff would not result in any significant increase in vehicle movements as they already visit the site on a regular basis.

The proposed development now appears to involve the construction of a 2 storey laboratory located to the front of the westerly car park where it was proposed to accommodate 15 no. spaces to cater for the new office building and storage unit. It would appear that these proposed 15 no. spaces would be deleted if the laboratory is approved.

Based on B2 – General Industrial Use, LPGN 16 would normally require 1 car space per 50m² gross floor space. The proposed laboratory (776m² gross floor space) would therefore require a maximum of 16 additional spaces over and above those spaces proposed for the new office block / storage unit.

I understand that no additional staff will be employed as a result of the proposed laboratory.

After visiting the site on the 27/09/2012, the main easterly car park was full with some cars parked along the internal footpath. The visitor car park was also full with additional cars parked in this area. The side road (known as Link Road) running alongside the development site had vehicles parked along its length which may well have been associated with the site.

The existing spaces located in the westerly car park in the area of the proposed laboratory were occupied with a few spaces being available in the central area of the car park.

This would suggest that the site has very limited spare capacity to meet current parking demands without the proposed development.

I cannot therefore fully assess the application due to lack of information.

Please ask the applicant to provide further information as follows:-

- The total number of spaces currently available in both car parks (including layout plans), details of gross floor areas for each existing building / unit and their associated class uses (see LPGN 16). Such information should enable an assessment of the suitability of the existing parking arrangements to be carried out.

This should be related to shift patterns and maximum number of staff / vehicles present on site at any one time.

- Clarification as to why no additional staff are being employed at the proposed laboratory. Any additional staff will have implications relating to traffic generation and visibility issues at the existing access points.

I wait the requested information.

Peter Douthwaite

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Network and Infrastructure Manager

