

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0480 **Your Ref:** SJG/P/2012/0480
Date: 11TH July 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: Unit 2, Redwither Road, Wrexham Industrial Estate, Wrexham.

Development: Construction of Authorised Test Centre and Change of Use of Existing Building to HGV Workshop.

I refer to your consultation dated 03/07/2012 in respect of the above.

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

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.

Visibility from the existing access serving the development site is adequate in both directions providing splays compliant with TAN 18.

I understand that the proposed development site was previously used as a haulage and distribution centre. I assume that this operation would have generated significantly more HGV movements than the proposed Test Centre.

However, the submitted Design & Access Statement does not give any indication of the likely vehicle movements (cars & HGVs) that the proposed development will generate. However, I understand that only 10 HGVs will visit the site each day with a maximum of 2 no. HGVs being on site at the same time. I understand that HGVs will enter the site and drive to the proposed new building for servicing / MOT testing. I understand that servicing of HGVs is already taking place on site. I understand that it is proposed to employ a total of 7 staff who are likely to require parking provision within the curtilage of the site. Could you please ask the applicant to include such detail in a revised Design & Access Statement.

The existing access serving the development site appears to be shared with the adjoining business (Websters). This access is approximately 4.6m wide and cannot accommodate the simultaneous movements of 2 no. HGVs. I would normally recommend that such an access be at least 7.3m wide for the first 20m behind the adjoining carriageway with 15m kerb radii. Any proposed access should be surfaced with hard bound materials with appropriate measures taken to prevent private surface water from flowing onto the adjoining highway.

The applicant has suggested that he wishes to carry out improvements to the access to accommodate HGV movements including widening of access to 7.3m, provision of 15m kerb radii on western side of access and re-surfacing of access with hard bound materials. The proposed access improvements are considered adequate to serve the proposed development.

Parking provision at the proposed development site appears adequate. However, I would recommend that the proposed spaces are marked out using white lining material.

There would appear to be sufficient space within the curtilage of the site for HGVs to turn around and exit the site in a forward gear.

Subject to the submission of a revised Design & Access Statement, I have no objections to the proposed development and would recommend that any permission be subject to the following conditions:-

CONDITIONS

ZJ15A 038R VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE) EMPTY SPLAY

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ11 039R ACCESS WIDTH

The vehicular access hereby approved shall be a minimum width of 7.3 metres.

ZJ22 035R PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

ZJ37 026R SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE) E06N No part of the development shall commence until a scheme detailing the E07N construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access including footways serving the development site*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

Note to Applicant

- *The proposed access including footways should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Peter Dornthwaite

p.p. Network and Infrastructure Manager

