MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1020	**Your Ref:**	P/2024/1020
Date:	25/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I GREU UNED GOLCHI CEIR A GOSOD TEIARS / CHANGE OF USE OF LAND TO CREATE CAR WASH AND TYRE FITTING UNIT

LOCATION: 1 SALOP ROAD, WREXHAM, LL13 7AF

I refer to your consultation / email dated 05/06/2024 in respect of the above.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:

- Based on typical speeds of 20mph for vehicles travelling west along Rivulet Road, any proposed access would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. I would recommend the applicant submits a revised layout plan indicating the full extent of the proposed visibility splays from the new access.

- I would recommend the applicant provides details of the largest size delivery vehicle that will service the site and includes swept path details of such a vehicle entering, maneuvering and exiting the site in both directions off / onto Rivulet Road including details of such vehicles turning left out of the site when cars are parked in the 2 no. on-street parking bays and getting back into the nearside lane when turning towards the junction with Salop Road. This could be controlled by a condition requiring the submission of a Service Delivery Management Plan (SDMP) to limit the size / length of vehicles permitted at the site.

- The submitted layout plan indicates a potential yellow box marking which could be installed across the proposed access. However, such markings are typically used at junctions not private accesses. I would recommend that a “Keep Clear” road marking (Welsh over English) is provided on the nearside lane to improve accessibility to/from the site. I would recommend the applicant liaises with our Traffic Section on this detail. I would recommend this detail is indicated on a revised layout plan.

- I would request clarification in respect of the floor areas for each business (tyre fitting / car wash) along with their specific LPGN 16 class use and which spaces are allocated to which business.
- The application indicates that 8 full time staff will be employed at the site. I would recommend that details of where these staff will park are provided.

- I have emailed our Active Travel Section in respect of any specific requirements for the proposed development (eg/ cycle parking / shelters) that may be required under the Active Travel Act Guidance. I would recommend the applicant indicates details of such provision on a revised layout plan.

- I would recommend the applicant submits a plan / details of the proposed lining & signage scheme for the parking and movement of traffic within the site.

- Adequate provision for waste collection / recycling will be required for the proposed development. I assume that this service will be carried out by a private contractor. I would recommend that applicant confirms this arrangement.

- If the application is supported I would recommend any permission includes a condition as follows:-

  No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*

10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



Chief Officer, Environment & Technical