MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1462	**Your Ref:**	P/2024/1462
Date:	16/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMRYWIO AMOD 2 CANIATÂD CYNLLUNIO P/2020/0658 I DIWYGIO CYNLLUNIAU - UNO DWY O UNEDAU A CHODI RHWYSTR YCHWANEGOL WRTH FYNEDFA'R SAFLE / VARIATION OF CONDITION 2 OF PLANNING PERMISSION P/2020/0658 TO AMEND PLANS - MERGING OF 2 UNITS INTO 1 AND ADDITIONAL BARRIER TO SITE ENTRANCE

LOCATION: LAND AT, ASH ROAD SOUTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UG

I refer to your consultation / email dated 24/10/2024 in respect of the above.

General

The proposed development comprises the sub-division of a previously approved single industrial unit into 2 no. separate units of the same LPGN 16 class use.

Access

The proposed development site is located on Ash Road South which is an unclassified road subject to a 40mph speed limit.

Any proposed / existing access in this location would require 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 in the south easterly direction is approximately 2.4 x 100m measured to the nearside edge of the adjoining highway which is considered adequate given the proximity of the junction with Bridge Road North. Visibility in the north westerly direction is adequate providing a splay in excess of 2.4 x 120m measured to nearside edge of the adjoining highway.

The existing / proposed access currently serves the Bridge Business Centre which is occupied by a number of office units. The proposed / existing access is 7.3m wide with kerb radii of less than 15m as it was never intended to provide access to 16.5m long HGVs. The LHA previously recommended that the existing kerb radii are increased to 15m in order to accommodate the turning movements of larger HGVs. The requested information was never submitted for approval.

The existing access road including a footway on the southern side leading to the site has not been surfaced or provided with appropriate crossing points. Previous planning consents required the construction of a 2.0m wide footway along Ash Road South providing a continuous footway link up to the junction with Bridge Road North. This footway has not been constructed. The LHA assume that enforcement action will ensure that that the access road is surfaced and the footway link is completed (Planning Ref: P/2007/0433 & P/2010/0223).

The LHA previously recommended the construction of a 2.0m wide footway along the site frontage along Ash Road South and a footway link on the northern side of the existing access road in the interest of highway safety. It was previously recommended that the applicant submits a revised layout plan indicating this detail. In addition, if the proposed footway was intended for adoption by the Council then a s.38 / 278 agreement should have been applied for by the applicant. This was never submitted.

Based on the above, the recently constructed 2m wide footway on the northern side of the access fronting Ash Rd South along with the main access serving the industrial unit will remain the responsibility of the applicant / land owner.

Proposed Barrier to Site Entrance

The LHA have no objection to the proposed barrier on highway grounds.

Conclusion

The Local Highway Authority (LHA) understand that planning consent at the site for 2 units was granted on 17/12/2020. It is understood the current application is simply proposing the sub-division of the existing single unit into 2 units of the same / existing LPGN 16 class use therefore the LHA raise no objections on highway grounds.



On behalf of Chief Officer, Environment & Technical

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.