MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1674	**Your Ref:**	P/2024/1674
Date:	27/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU UNED DDIWYDIANNOL (DOSBARTH B1/B8) GAN GYNNWYS DARPARIAETH BARCIO / ERECTION OF INDUSTRIAL UNIT (CLASS B1/B8) INCLUDING PARKING PROVISION

LOCATION: BRYN Y PYS HOME FARM, WREXHAM ROAD, OVERTON, WREXHAM, LL13 0HG

I refer to your consultation / email dated 20/12/2024 in respect of the above.

General

The development site comprises the erection of 2 no. B2 / B8 Industrial Units located at Home Farm, Overton. The proposed development site is located on the Bryn y Pys Home Farm industrial estate which is accessed off a private driveway off the A528 Overton Road (Classified Road).

Access

The proposed development site is located on the Bryn y Pys Home Farm industrial estate served by a private driveway accessed off the A528 Overton Road. The A528 Overton road is a classified road subject to a 60mph speed limit.

Based on typical speeds of 60mph, any proposed / existing access would require visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is adequate providing splays in excess of the above requirements. Although the required splay in the westerly direction cuts across a section of land on the opposite side of the road, it was previously understood that the applicant owns the land over which the splay passes and can be controlled accordingly.

The existing access is approximately 20m wide at the main entrance and is surfaced with hard bound materials. The site access road leading to the industrial units reduces in width but provides a number of passing places to facilitate two-way vehicle movements.

It is understood that the proposed industrial units will typically include vehicle movements by car and 7.5T panel van which will be 7.2m in length. Vehicles visiting the site could be limited in size by a suitable Service Delivery Management Plan (SDMP).

The proposed internal access serving the site is approximately 7m wide.

Parking & Turning Provision
Adequate parking & turning provision must be provided within the curtilage if the site. In terms of parking provision, the Local Highway Authority (LHA) would recommend that maximum LPGN 16 standards are provided within the curtilage of the site.

The submitted application refers to Class B1/B8 use whereby the submitted Highway Technical Note refers to Class B2/B8 Use. The LHA recommends the applicant clarifies this issue.

The proposed gross floor area of the units is stated as being 246m^2 on layout plan (Drg. No. ISA 511P 202 Rev B) whereas the Highways Technical Note refers to the gross floor area as being 270m^2. The LHA recommends the applicant clarifies this issue and amends the submitted information accordingly.

The submitted layout plan indicates the provision of 5 no. parking spaces. However, LPGN 16 requires a minimum of 10% parking provision to mobility standards. **This detail needs to be indicated on a revised layout plan.**

Swept Path Details

The submitted swept path details indicate the turning movements of a large car and 7.2m long panel van within the curtilage of the site. Although, these movements appear achievable with the 5 no. proposed parking spaces, **the LHA would need to confirm the actual class use of the development / number of parking spaces required before confirming acceptance.**

Service Delivery Management Plan (SDMP)

Given the layout of the industrial estate and access road, it may be considered appropriate to include a condition for a SDMP to control the size of delivery vehicles servicing the site.

Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16 eg/ cycle parking / shelters. **Any such requirements once discussed / agreed will need to be referenced / indicated on a revised layout.**

Sustainability

The development site is located on a rural, classified road along which there is limited footway provision and no lighting provision. There are no local facilities / services available that are easily accessible other than by car. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for employees / customers to walk safely to local facilities and public transport stops.

I have spoken with our Transport Section who have advised that there is no public bus service running along the A528 providing a sevice between Wrexham and Overton.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require developments to provide safe walking and cycling routes to local facilities and public transport stops.

Traffic Generation

The submitted Highways Technical Note includes TRICs data for the proposed industrial units. However, the submitted data only includes 3 no. sites ranging in gross floor areas of 190 – 890m^2 whereas the actual site is either 246 or 270m^2 gfa. **The LHA recommend that any review includes a larger sample set of similar floor areas to the proposed development.**

The location categories for the selected sites include 2 no. edge of town sites and 1 no. freestanding. The LHA do not consider the existing site to be in an edge of town location. **The LHA recommend that any review includes sites of comparable locations.**

TRICS survey data must be no more than 8 years old. **Two out of three of the selected sites included survey data that exceeds 8 yrs.**

It is unclear how representative the submitted data selected is.**The LHA request the applicant submits further details to address the above.**

Accident Data

The submitted Transport Statement indicates that a review of the most recent 10 year period in the vicinity of the main access confirms that a total of two accidents have been recorded between 2020 and 2022 (inclusive) as follows:-

i) 1 slight severity accident at the A528 / Argoed Lane junction and

ii) 1 fatal accident along the access to Lower Lodge.

The Technical Note concludes that the accident data does not represent a cause for concern or indicate any accident clusters that could be exacerbated by the modest level of additional traffic generated as a result of the proposed development.

However, a review of Crashmap indicates the following accidents in the 10yrs between 2013 – 2023:-

i) 1 slight severity accident on the A528 approximately half way between the main access to the industrial estate and Argoed Lane junction (15/01/2023)

ii) 1 serious severity accident on the A528 approximately half way between the main access to the industrial estate and Argoed Lane junction 03/10/2019)

iii) 1 fatal accident along the access to Lower Lodge (03/02/2021)

However, after reviewing the above data, it is agreed that the data does not indicate any accident clusters that could be exacerbated by the likely modest level of additional traffic generated as a result of the proposed development (traffic generation to be reviewed).

Service Delivery Management Plan (SDMP)

It may be considered appropriate to include a condition requiring the submission of a Service Delivery Management Plan (SDMP) prior to commencement, which limits delivery vehicles / HGVs visiting the site to a maximum size / length.

Refuse Collection / Recycling

It is assumed that the proposed business will be serviced by a private contractor.

In conclusion, the LHA request the following information:-

- **Parking & Turning Provision**
  Adequate parking & turning provision must be provided within the curtilage if the site. In terms of parking provision, the Local Highway Authority (LHA) would recommend that maximum LPGN 16 standards are provided within the curtilage of the site.

  The submitted application refers to Class B1/B8 use whereby the submitted Highway Technical Note refers to Class B2/B8 Use. The LHA recommends the applicant clarifies this issue.

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- Swept Path Details

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- **Traffic Generation**

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review includes a larger sample set of similar floor areas to the proposed development.

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TRICS survey data must be no more than 8 years old. **Two out of three of the selected sites included survey data that exceeds 8 yrs.**

It is unclear how representative the submitted data selected is.**The LHA request the applicant submits further details to address the above.**



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.