

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Gwyn Humphreys                      |
| <b>Our Ref:</b> | ET/DC/PP/P/2023/0422 Res(2)            | <b>Your Ref:</b> | P/2023/0422                         |
| <b>Date:</b>    | 24/11/2023                             |                  |                                     |

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## TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU UN ADEILAD DOSBARTH B1 (DIWYDIANNOL YSGAFN) AC UN ADEILAD DOSBARTH B8 (ADEILAD WARWS) (OL-WEITHREDOL) / ERECTION OF ONE CLASS B1 BUILDING (LIGHT INDUSTRIAL) AND ONE CLASS B8 BUILDING (WAREHOUSE BUILDING) (IN RETROSPECT)

LAND TO THE NORTH AND WEST OF MAELOR GAS WORKS PICKHILL CROSS LANES  
Grid Ref: E 338036.89 N 348207.62

I refer to your consultation / email dated 23/11/2023 including Transport Note / Letter from Axis dated 25/10/2023 in respect of the above.

### **Access**

The proposed development site is accessed off the Maelor Works Complex which was previously occupied by the Wales Gas Transmission Offices / Business. The site currently appears to be used by a number of businesses ie/ Wales & West Utilities, Flo Gas, Quantum and Ningbo.

It is unclear if all of these businesses have planning consent to operate from this site.

The access is located off the B5130 which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions in accordance with TAN 18. Visibility from the existing access appears 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 60m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / tree. I assume the applicant does not have control of this land to carry out improvements.

I would not normally be able to support any proposed development that is likely to generate any significant increase in vehicle movements compared with its previous use (ie/Wales Gas Transmission Offices / Business). However, this is an existing access and I understand the previous use did generate a significant number of vehicle movements.

The existing access onto the B5130 Holt Road is approximately 7.3m wide with 15m kerb radii. The access benefits from tapered slip lanes on both sides.

I would therefore normally recommend that any proposed development is limited to what was previously experienced / permitted at the site. The previous Wales Gas Transmission Business would appear to have generated significantly more movements than are currently being generated at the site.

#### **Transport Note / Letter (dated 25/10/2023 from Axis)**

The Transport Note indicates that the site was previously occupied by a facility that came under Class B2 – General Industry Use which accommodated purifier boxes, a concentrated liquor plant and benzol plant.

Based on the previous floor area of this site (5370m<sup>2</sup>), TRICs data has been used to estimate the potential daily traffic movements this site is likely to have generated. Based on this information, it is estimated that the previous site could have generated approximately 124 two way daily movements.

In comparison, it is estimated from additional TRICs data that the proposed B8 Use (revised 408m<sup>2</sup> gfa) has the potential to generate 12 two-way daily vehicle movements. (Note: Table 2 incorrectly indicates a gfa of 398m<sup>2</sup> generating 15 two-way daily movements). The proposed B1 Use (506m<sup>2</sup> gfa) has the potential to generate 48 two-way daily vehicle movements. The overall estimated traffic generation for the proposed site (units A & B) is calculated at being 60 two-way daily vehicle movements.

In comparison, the previous industrial use at the site had the potential to generate approximately 124 two-way daily vehicle movements. This equates to a potential reduction of 64 two-way daily vehicle movements. Based on the submitted information, the proposed change of use at the site would be considered acceptable.

#### **Service Delivery Management Plan (SDMP)**

Although the above information indicates that the estimated two-way daily vehicle movements are likely to be significantly less than what has previously been generated at the site, it may be considered appropriate to request a SDMP in which the likely vehicle movements could be controlled at the site although this may be difficult to enforce.

#### **Parking and Turning Provision**

Parking provision at the development site will need to be provided in accordance with LPGN16 requirements. The proposed Class B8 Use (506m<sup>2</sup> gfa) business would normally require a maximum of 5 parking spaces. The proposed Class B1 Use (revised 408m<sup>2</sup> gfa) business would normally require a maximum of 14 parking spaces equating to a total of 19 spaces (max).

Submitted layout plan (Drg. No. 2938-01-ATR01) indicates the provision of 19 parking spaces for the two units which is considered acceptable.

The submitted plan (Drg. No. 2938-01-ATR01) also indicates the provision of adequate turning space to accommodate the turning movements of a 16.5m long HGV.

#### **Active Travel**

I would recommend that you / 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 (eg/ access layout, road markings, cycle paths, cycle parking, potential financial contributions in respect of Active Travel improvements eg/ this could be

conditioned via a s.106 agreement) that may be required under the Active Travel Act Guidance.  
**Any such modifications should be referenced / indicated on a revised layout.**

I have no objections to the proposed development and would recommend that any permission include the following condition:-

#### CONDITION

|             |                                                                                                                   |
|-------------|-------------------------------------------------------------------------------------------------------------------|
| <b>ZJ41</b> | <b>GENERAL LAYOUT</b>                                                                                             |
| 026R        | Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@ |

#### Supplementary Notes

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



Chief Officer, Environment & Technical

