

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Jenni Perkins                    |
| <b>Our Ref:</b> | ET/DC/P/2024/0082                      | <b>Your Ref:</b> | P/2024/0082                      |
| <b>Date:</b>    | 02/12/2024                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

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**PARRYS RETAIL FURNITURE WAREHOUSE MOLD ROAD GWERSYLLT WREXHAM**  
**Grid Ref: E 331973.48 N 353074.86**

I refer to your consultation / email dated 22/02/2024 in respect of the above.

We understand that the applicant proposes to use the former warehouse for working on up to 20nr vehicles on a daily basis, driving the vehicles from the Toyota Garage in Bradley, and the trips will be spread over the working day.

The site has been purchased by Toyota to alleviate parking and congestion issues at the Bradley showroom and garage on Mold Road. There would be no customers visiting the site.

The site is adjacent to the classified A541 Mold Rd, and connected to this road by Hardwick Drive, which whilst not being shown as adopted yet, is used as a public vehicular access/residential and commercial access road, and may be adopted at some stage.

Can the applicant confirm that they will simply deliver vehicles as and when there is space to be able to work on them, up to a limit of the 20 shown on the plan as a maximum? For a unit of this size, 24nr "parking spaces" is in excess of LPG16 requirements. The provision of 3 staff car parking spaces would seem reasonable. The site plan should be modified to include adequate provision for secure bicycle storage in accordance with LPG16.

For those vehicles not fit to be driven, will they be delivered on a wagon, and if so, can the applicant show via a swept path plan how a delivery wagon of a defined size can deliver, offload and turn within the site?

We note concerns have been raised regarding parking on the roadside and use of an access not within the title or gift of the applicant to use. Can the applicant provide written assurances that neither staff parking nor customer vehicles for working on will spill out beyond the land within the red line of this proposal?

Should the LPA approve this proposal, can a suitably worded condition be applied requesting details of refuse collection, lockable cycle storage, facilities for lockers and changing, external lighting

The site is in a sustainable location with bus stops, train station and local amenities within 500m of the site. The Mold Rd incorporates a shared cycle path crossing Hardwick Drive and there is a footpath shown on the Active Travel plan for Wales leading through the site.

The LHA do have concerns over the lack of drainage within the entrance off Hardwick Drive and potential for gravel to be washed onto Hardwick Drive. Can the applicant provide a detail showing an aco drain or similar to prevent rainwater and gravel from spilling onto Hardwick Drive? Additional traffic flow proposed by this development will increase the effects of gravel being dragged onto the highway, and will increase the risk of skidding during icy weather as well as causing damage to the highway surface. Whilst Hardwick Drive is not recorded as an adopted highway on the WCBC mapping records, it is a road used by the public and may become adopted in the future.

### **Summary and Conclusion**

Whilst the LHA have no objection to the proposal in principle, we do request this be subject to the following suitably worded conditions including:

- Provision of a Service Delivery Management Plan that demonstrates a commitment to avoiding overspill parking on the site, and, in the event of HGV delivery of vehicles to and from the site ensures space is available without obstructing or hindering access to neighbouring units. The provision of turning and unloading should be demonstrated on a suitably scaled plan with swept path analyses.
- Provision of a drainage improvement at the entrance to reduce the risk of surface water and loose gravel overflowing onto Hardwick Drive
- Amended proposals including details of secure cycle parking, refuse collection, external lighting for safe access.



On behalf of The 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](mailto: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 asked 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 from 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.*