

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0891 Res(3)	Your Ref:	P/2023/0891
Date:	05/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ADEILAD FFRÂM BORTAL DUR / ERECTION OF STEEL PORTAL FRAMED BUILDING

WILLIAMS WREXHAM DUNSTER ROAD WREXHAM INDUSTRIAL ESTATE WREXHAM
Grid Ref: E 338425.65 N 349571.06

I refer to your consultation / email dated 20/03/2024 including revised layout plan (Drg. No. PL002 Rev B) and revised Planning Statement from Creative Planning in respect of the above.

Access

The development site is located on Dunster Road which is an unclassified road subject to a 40mph speed limit. However, I would estimate typical speeds at being around 30mph for vehicles approaching from the north and 25mph for vehicles approaching from the south given the proximity to the junction with Redwither Road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in the north direction and 2.4 x 33m in the southerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

In theory, visibility from the existing access is adequate in the northerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, in reality visibility is typically impeded in both directions from the existing access by parked vehicles either side of the access. It is not clear whether any of these vehicles are associated with the existing business.

These vehicles significantly reduce visibility at the access which is unacceptable. Vehicles typically park half on / half off the existing footway and impact on pedestrian movements.

It would normally be considered difficult to support any proposed development that is likely to result in any significant increase in vehicle movements at the site given the lack of visibility at this access. I understand from our Traffic Section that they have implemented a Traffic Regulation Order (TRO) to include double yellow lines along this section of Dunster Road to address this problem. However, I understand that the work could not be completed for a short distance beyond the main access in the northerly direction due to parked vehicles. **Our Traffic Section have requested that if the**

application is supported, any further development at the site does not commence until the original proposed TRO is implemented / completed. I assume this could take the form of a Grampian style condition. I would recommend the applicant liaises with our Traffic Section on progressing this matter.

The existing access off Dunster Road is approximately 20m wide reducing to 6.5m approximately 12.2m behind the adjoining carriageway. The access is surfaced with hard bound materials. The existing access is gated approximately 12.2m behind the adjoining carriageway.

I understand that 16.5m long articulated HGVs are the largest vehicles that visit the site. I would normally recommend any proposed access is a minimum of 7.3m wide with 15m kerb radii with any gates being erected a minimum distance of 15m behind the adjoining highway. However, I understand that this is an existing access where the gates will remain open during operational hours and the proposed development will not result in any significant increase in vehicle movements.

I understand the business has recently acquired the site to the south where some additional parking is provided. This site appears to have a separate access onto Redwith Road (Classified – 40mph). Visibility from this existing access is compliant with current standards (TAN 18).

I understand that this access will remain closed up. **I would therefore recommend a condition that requires this access is permanently closed up and the existing dropped kerb reinstated to full height footway construction.**

Parking & Turning Provision

I understand that the existing business buys, sells and maintains caravans, light / heavy industrial & commercial vehicles.

The existing business appears to accommodate a significant number of vehicles including HGVs occupying a large proportion of the site.

The revised layout plan indicates in excess of 50 spaces for HGV vehicles, some of which are for sale and some for servicing. The plan also indicates the provision of 10 no. spaces for staff and visitors. I understand that the maximum number of vehicles / visitors / staff on site at any one time are as follows:-

- | | |
|-----------------------|------------|
| - Vehicles for sale | 50 Maximum |
| - Vehicles for repair | 5 Maximum |
| - Staff Vehicles | 7 Maximum |
| - Visitor Vehicles | 2 Maximum |

Based on the current / proposed operations at the site, the proposed level of parking within the site would appear adequate.

I would recommend a suitable condition is included requiring the marking out of parking spaces for both HGVs and cars with white lining materials and turning area for HGVs including a scheme of appropriate signage.

I understand that the maximum size of vehicle that visits the site is a 16.5m long HGV. The turning circle indicated on the revised layout plan is considered adequate to accommodate the turning movements of such a vehicle.

It is important that the site provides adequate parking & turning provision within the curtilage of the site so as not to create any issues on the adjoining highway. If the application is supported, it may be considered appropriate to include a condition for a “**servicing / parking management plan**” to limit the number of vehicles at the site at any one time.

Traffic Generation

The applicant has indicated that the proposed building is for an additional repair service and brake tester for existing customers and their sales vehicles, which will not create any additional vehicle generation.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

- | | |
|-------------------------------|--|
| ZJ22
035R | PARKING AND MANOEUVRING TO BE KEPT CLEAR
The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced, marked out with white lining materials and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times. |
| NONSTD
041R | SCHEME OF SIGNING & MARKING
No part of the development shall commence until a scheme detailing the signage and marking for the proposed parking & turning areas has been submitted to and approved in writing by the Local Planning Authority. The scheme as is approved shall be fully implemented prior to first use of the development and thereafter be permanently retained. |
| ZJ45
026R | CONSTRUCTION TRAFFIC MANAGEMENT PLAN
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. |
| NONSTD
026R | SERVICING / PARKING MANAGEMENT PLAN
No development shall take place until a Servicing / Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Servicing / Parking Management Plan as agreed shall be implemented in accordance with the approved details. |
| NONSTD
026R
E03N | FOOTWAY REINSTATEMENT – REDWITHER ROAD
Prior to first use of the development, the highway fronting the existing access to be closed as part of this application shall be re-instated to full height footway in accordance with construction details which have been submitted to and approved in writing by the Local Planning Authority. |

Supplementary Notes

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

Note to Applicant

FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to reinstate the existing vehicular crossing to full height footway construction at the existing access position on Redwither Road. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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 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.

A handwritten signature in black ink on a yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, flowing style.

Chief Officer, Environment & Technical