

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	tbc
Our Ref:	ET/DC/P/2024/0003	Your Ref:	P/2024/0003
Date:	28/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O GANOLFAN ARDDIO I IARD GLUDIANT / CHANGE OF USE FROM GARDEN CENTRE TO HAULAGE YARD

CARLTON GARDEN CENTRE PINFOLD LANE LLAY INDUSTRIAL ESTATE LLAY Grid Ref: E 333075.17 N 356216.59

I refer to your consultation / email dated 18/01/2023 in respect of the above.

This application involves the reduction in size of an existing garden centre, Carlton Garden Centre and the creation of a haulage contractor's depot, with washing facilities and office/welfare. The latter is a proposed change of use

Layout

We are concerned at the shared entrance/access road for HGV's with parking spaces either side for cars, with pedestrian access to and from the reduced size garden centre. Pedestrians with trolleys will be walking to and from their cars, loading their boots or vans on both sides, with HGV's passing creating a health and safety risk. It would be a considerable improvement if the parking could be separate to the haulage access road.

Flooding/Surface water drainage

The local flood map highlights an existing risk of flooding to the ditch that crosses Llay Rd/B5102 creating increased sensitivity to surface water drainage proposed. As the haulage yard surfacing and washing facilities would create considerable potential for flooding if not sufficiently attenuated, we would request this be fully considered and approved by the SAB/Flood officer prior to determination or by applying a suitably worded condition to protect the public highway and neighbouring properties from flooding.

Junction

The applicant should seek the approval of Wrexham County Borough Council's assets team, led by Mr. Nick Adamson as Pinfold Lane, we believe is within Wrexham County Borough Council's Assets ownership and not the highway authority.

Consideration should be given to and details provided showing pedestrian access across the entrance and into the site.

We would suggest that the WCBC Assets team would require a layout showing visibility splays that consider the speed of vehicles monitored, drainage, tying in detail, set back of gates, illumination, signage, etc.

To cater for additional transport, the Pinfold Lane B5102 Llay Rd should be refreshed in surfacing and road markings. We attach below our Standard Guidance Notes with contact details to arrange for the necessary permits to carry this refurbishment work out.

Refuse Collection

Details should be provided for refuse collection from both facilities. Will the applicant employ a private company for this?

Active Travel

Can the applicant provide details of active travel improvements proposed, including lockable bike stores, changing/lockers, cycle/ped access to and from the nearest active travel route.

Trip Generation

Given the fact that the proposed development is on an existing industrial estate, it would be unreasonable to argue against the application on trip generation grounds when reviewing the scale of the development, proportionally with the overall estate.

Conclusion

The principle of the proposal is accepted, however we request the comments regarding the access design and flooding are considered. Further information is requested on refuse collection, active travel and we recommend consultation with WCBC Assets regarding the entrance.



On behalf of The Chief Officer, Environment & Technical

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 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.