

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2024/0123 Reconsult 1	Your Ref:	P/2027/0123
Date:	29/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD AMAETHYDDOL I DDOSBARTH B2 (DIWYDIANNOL CYFFREDINOL) / CHANGE OF USE OF AGRICULTURAL BUILDING TO CLASS B2 (GENERAL INDUSTRIAL)

PEN Y PALMANT FARM OLD ROAD MINERA WREXHAM

Grid Ref: E 327352.8 N 352233.4

The Local Highway Authority (LHA) acknowledge receipt of updated proposals via a second consultation dated 3rd October 2024. The additional information includes an updated site plan and Transport Statement

Site Accesses

Main Entrance onto the B5430:

The Site entrance is an existing entrance still in use by others. Vehicles leaving this site approach the highway from an oblique angle, however the LHA aren't aware of any major issues or concerns and the site has operated for many years as constructed. We have reviewed the Crash Map which does not record any crashes at the entrance over the last 10yrs.

The applicant has proposed minor improvements to pedestrian access across the entrance with tactile paving, dropped kerbing and reinstatement in tarmac, all to adoptable standards.

Visibility splays should be added to the proposed plan, and confirmation that any landscaping will be maintained to safeguard the splays, ensuring there is no obstruction greater than 1.05m high. The existing access road should include provision for drainage and detail shown on the drawing.

Should the application be successful, a S184 agreement will be required for the improvements work at the entrance in coordination with Wrexham Highway Roadworks Department.

Penypalmant Rd Access:

Due to the substandard nature of the Penypalmant Rd and it's junction with the B5430 the use of the existing gated access onto Penypalmant Rd by any vehicle relating to this application should be prohibited. The applicant's agent has commented they are willing to accept a condition prohibiting the use of any vehicle in connection with the proposed change of use, but retaining existing tenant farmer and landlord controlled use. The site plan should be amended to show how the restricted use can be controlled. Will there be secondary fencing separating the uses? What is the frequency of existing uses and is it proposed that agricultural vehicles would be utilizing the application

parking area, pedestrian and access route? This may be of concern, as agricultural use may involve large tractors and pedestrians clashing unless strictly controlled/segregated.

Traffic Flow and Trip Generation

Regarding trip generation, can the applicant provide cumulative trips that include the adjacent industrial unit, any tenant farmer use, and farm house? Does the existing dwelling utilize the main access also, or purely access via the separate access to the North West of the site?

Whilst the applicant has presented suggested trip generation based on anticipated trip generation for the industrial use, we request further information on the agricultural use. This should be supplemented by some TRICS data presented in an industry standard format for the cumulative use proposed use. Whilst we note the previous use trips rates presented, and assurances that the HGV movements will be less, there is always a possibility that the units may be combined and leased to a larger industrial business and a demand for increased large articulated HGV use without any control or restrictions.

Can the applicant confirm when the previous use ceased operation?

On Site Layout

Swept paths showing on site turning heads or turning circles for defined delivery vehicle sizes should be added to the site plan. If this is restricted to certain vehicle sizes, then this should be reflected within any approval considered.

Parking spaces allocated to each unit should defined on the scaled site plan and presented in accordance with LPG16. Any shortfall against LPGN16 maximum figures should be demonstrated . Disabled spaces should also be numbered and presented in a format that can be scaled.

The pedestrian access provided needs to be extended further and be continuous to demonstrate how staff and visitors navigate around the site without risk of clashing with vehicles. We are concerned at the potential for tractors and agricultural use vehicles clashing with pedestrians.

Lighting and signing improvements at the entrance and car parking areas should be shown on a plan and should be adequate for safe pedestrian access around the site in the dark.

Provision of secure cycle storage in accordance with LPG16e, and provision of facilities such as lockers, and showers to encourage active travel should be committed to.

Should the LPA be minded to support the proposal provision of a Construction Traffic Management Plan for LHA approval in advance of construction should be included for to safeguard the highway, and neighbouring business against any disruption during construction.

Summary and Conclusion

The submitted plans should be updated and presented on a scaled engineering drawing, highlighting swept path turning facilities for all vehicles proposed, full pedestrian access, allocated parking spaces in accordance with LPG16, drainage, lighting, markings and proposed surface materials.

Details of how the access on Pen y Palmant Rd will be restricted to existing agricultural use only is required, and an explanation on separating agricultural access from the industrial business is required. This comment prompted the request for total trips combining all uses.

Having reviewed the site access, layout and areas for parking and pedestrian access, **on balance, the LHA would feel more comfortable supporting a light industry use for the site.** This would

reduce the probability of regular articulated HGV vehicles in reducing the probability and frequency of Articulated HGV's.

Should the application be successful, we enclose Highways Standard Guidance notes with contact details for coordinating the works on or immediately adjacent to the highway.



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 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.