

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0031	Your Ref:	P/2024/0031
Date:	16/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI UNED AR GYFER STORFA YCHWANEGOL / ERECTION OF UNIT FOR ADDITIONAL STORAGE

UNIT 5 MINERS PARK LLAY INDUSTRIAL ESTATE LLAY WREXHAM
Grid Ref: E 332061.49 N 356269.46

I refer to your consultation / email dated 05/02/2024 in respect of the above.

Access

The development site is located on an unadopted road within an existing industrial estate. Access to the development is taken from an unclassified highway of adequate width to cater for the small increase in traffic that this development could potentially generate.

I would estimate typical speeds at being around 15mph along this section given the geometry of the road. Based on typical speeds of 15mph, Manual for Streets would normally require visibility splays of 2.4 x 18m in both directions measured to the nearside edge. Visibility is limited from the proposed access to approximately 2.4 x 7m in both directions being impeded by the existing boundary fence. However, the unit is served off an unadopted road and not an adopted highway.

The existing access is 7.6m wide and gated approximately 3.1m behind the edge of carriageway. I would normally recommend gates are setback at least 10m behind the adjoining footway (assuming only medium sized vans typically visit the site). However, the unit is served off an unadopted road and not an adopted highway.

Parking & Turning Provision

The existing building appears to comprise 313m² gfa. However, there does appear to be a mezzanine floor element to the building in addition to this. It would appear to be a mixed use of Class B1 / B8. The precise split in Class Use (ie/ business / storage) is not provided. However, assuming a 50 / 50 split, the existing building would typically require a maximum of 7 spaces (LPGN 16).

The proposed storage building has a gross floor area of 99.75m². Based on an assumed 50/50 Class B1 / B8 split use, this building would typically require a maximum of 2 spaces.

Based on the above assumptions, the overall parking requirement would equate to a maximum of 9 spaces. The submitted layout plan indicates the provision of 6 spaces. This would equate to 67% parking provision which would appear adequate. There would also appear to be space for a couple of additional car parking spaces alongside the southern boundary of the site if required.

The submitted Highways Statement indicates that HGVs do not visit the site and only small delivery vehicles visit the site. Assuming this to be the case, it may be possible to provide adequate parking and maintain a small turning area for small vans. It may be considered appropriate to control this by imposing a **Service Delivery Management Plan**. This could limit the size of vehicle permitted at the site dependent which could be demonstrated with swept paths.

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

I recommend that any permission include the following conditions:

CONDITION

NONSTD 035R PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on the approved drawing(s) No(s). @@@@ shall be fully laid out using white lining materials, surfaced 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.

Supplementary Notes

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

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.



Chief Officer, Environment & Technical