

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Jenni Perkins                       |
| <b>Our Ref:</b> | ET/DC/P/2023/0357                      | <b>Your Ref:</b> | P/2023/0357                         |
| <b>Date:</b>    | 31 Aug 2023                            |                  |                                     |

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## **TOWN AND COUNTRY PLANNING ACT 1990**

### **CODI ADEILAD DIWYDIANNOL / ERECTION OF INDUSTRIAL BUILDING**

#### **PLOT 4 MINERS PARK LLAY INDUSTRIAL ESTATE LLAY WREXHAM**

**Grid Ref: E 332053 N 356301**

I refer to your consultation / email dated 22/06/2023 in respect of the above.

**I note that this section of Miners Park is not adopted highway, however respond for information as if it were.**

#### **Description and Observations:**

The site is a derelict industrial plot that is flat, served by and existing locked pair of gates over 7-8m in width. Continued use of these is unknown.

The access is over reduced kerb and a narrow concrete paved crossover.

The plot is located on an unadopted cul de sac section of Miners Park, with other existing industrial businesses around it.

Whilst the proposed use is noted as Class E, we have assumed for the purpose of this exercise that the note on the sketch and description of warehousing/storage and light industrial use are correct.

The proposed building we understand is 25m by 10m. It is proposed to be split into 150m<sup>2</sup> gross warehousing/storage, B8, and 2nr units each 50m<sup>2</sup> for light industrial use B1

#### **Access**

In the absence of detailed proposals we would request provision of the following be conditioned:

1. A visibility splay set back at 2.4m and visibility the full length of this short stretch of road be provided. This appears easily achieved if the vegetation is kept in control at the entrance.
2. The entrance be formed using 15m radius kerbs and tarmac or concrete surface, in lieu of the existing flat kerbed crossover, which in time would likely fail under heavy traffic and become a tripping hazard.
3. A minimum 7.3m wide entrance should be maintained, allowing vehicles including HGV's to pass in opposite directions.
4. Pedestrian crossings should be provided over the radius kerbs.
5. Adequate on site turning for 16m articulated HGVs, and 11.5m long HGV refuse wagons, so any vehicles can leave the site in a forward gear.
6. A designated walkway should be provided for pedestrians, avoiding the need for pedestrians to walk across any HGV turning areas in particular.
7. The first minimum 10m of the entrance road should be of a hard paved construction, and drainage provided that prevents any surface water flowing onto the estate road.

**Traffic Generation:**

Whilst there is no detailed anticipated traffic flow data provided, given the scale of the development in relation to other users on the same industrial park, this is not considered a concern

**Parking**

Using LPG16e we have estimated based on up to 150m<sup>2</sup> B8 and 100m<sup>2</sup> B1 use to arrive at a minimum of 6 spaces when rounded up. Therefore the sketch indicating 10nr is acceptable. Provision for cycle racks in accordance with LPGN16e should also be provided.

**Active Travel:**

It is noted that bus stops are available within 0.5m on Davy Way, and footpaths exist catering for pedestrian traffic, and cycling in places.

**Conclusion:**

We have no objections to the principle of this application from a highway perspective, but request the above standards be conditioned in the absence of adequate detailed design information.



Chief Officer, Environment & Technical