

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Simon Greenland                  |
| <b>Our Ref:</b> | ET/DC/PP/P/2023/0899                   | <b>Your Ref:</b> | P/2023/0899                      |
| <b>Date:</b>    | 08/02/2024                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

### ESTYNIAD AR WEITHDY/STORFA BRESENNOL / EXTENSION TO EXISTING WORKSHOP/STORE

#### BERWYN MILL WORKSHOP NEW ROAD GYN CEIRIOG WREXHAM Grid Ref: E 320564.2 N 337917.1

I refer to your consultation / email dated 16/01/2023 in respect of the above.

#### Access

The proposed development site is located on the B4500 which is a classified road subject to a 20mph speed limit.

Assuming speeds of 20mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There would appear to be 2 main existing access points serving the development site:-

#### Access Point (West)

This existing access is off a shared access onto a private road which also provides access to public footpath (PROW no. 1A Llansantffraid Glynceiriog. The shared access comprises an 8m wide dropped kerb. The access is paved with hard bound materials. Visibility from a central point from this access onto the B4500 is approximately 2.4 x 5m to the west and 2.4 x 11m to the east measured to the nearside edge of the adjoining highway. Visibility is impeded in the westerly direction in that the required splay would need to cut across 3<sup>rd</sup> party land. Visibility in the easterly direction is impeded by the existing fence fronting the site.

This access provides access to the main car park and servicing / delivery area. I understand that typical delivery vehicles are transit vans and occasional flat-bed trucks (approximately 10m in length). Although cars and transit vans can turn within the parking area, I understand that the flat bed trucks cannot easily turn within the site and have to reverse in off the main road which is far from ideal.

If the application is supported, I would recommend the existing post & rail fence is either lowered to a maximum height of 1m above the adjoining highway or setback 1m to maximize visibility in the easterly direction from this access. **This detail could be indicated on a revised layout plan along with the proposed / required spay (ie/ 2.4 x 25m).**

I would not normally be able to support any proposed development that would result in a significant increase in vehicle movements at the site given the sub-standard access.

### **Access Point (East)**

This existing access also provides access to the adjoining property (Argoed). The shared access comprises a 9m wide dropped kerb. Visibility from a central point from this access onto the B4500 is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge.

This access provides access to the existing buildings located at the front of the site. I understand the manager of the site parks here. However, there is currently space for approximately 5 cars plus turning in this area but not currently used as such. The option of the additional parking spaces in this location will be removed as part of the proposed development although I understand the manager will continue to park here.

The access is 9m wide reducing to 3.4m wide at 7.7m behind the edge of carriageway at which point it is gated. The access is paved with hard bound materials

### **Parking and Turning Provision**

#### Westerly Access

##### Existing

Currently there would appear to be around 6 spaces available plus parking for a transit van including turning within the westerly car park. I understand that typical delivery vehicles are transit vans and occasional flat-bed trucks (approximately 10m in length). Although cars and transit vans can turn within the parking area, I understand that the flat bed trucks cannot easily turn within the site and have to reverse in off the main road which is far from ideal.

I understand that there are 7 full time employees plus a part time employee. The Directors are all local people living in the village and working alongside their staff of whom 6no. live locally and 2 rely on walking / cycling to work as they don't drive. The proposed level of staff at the site does not appear to create an issue in respect of parking provision at the site. **However, it may be considered appropriate to include a personal planning consent if the application is supported should any future occupants / businesses have any increased parking demand than is proposed.**

##### Proposed

The submitted layout plan (Drg.No. PL05) indicates the provision of 5 parking spaces at the front of the site with a serving / delivery area alongside the new building. This arrangement appears suitable to cater for the existing or proposed business assuming there is no significant increase in staffing levels or production / vehicle movements at the site which I understand will be the case. I would recommend the existing post & rail fence is either lowered to a maximum height of 1m above the adjoining highway or setback 1m to maximize visibility in the easterly direction from this access.

**I would recommend that the proposed spaces are marked out with white lining materials. This detail shall be annotated on a revised layout plan**

### Easterly Access

### Existing

There would currently appear to be space for approximately 5 cars plus turning in this area but not currently used as such. The option of the additional parking spaces in this location will be removed as part of the proposed development although I understand the manager will continue to park here.

### Proposed

I understand the manager will continue to park here if the application is supported but turning provision is unlikely to be available due to the new building.

### **Traffic Generation**

*The submitted Planning Statement indicates that to remain competitive in the current market and to maintain their business and to prepare for future growth Theo Davies & Sons need to update manufacturing methods in a better production layout, and increase storage space for finished goods. The Mill building constraints are a restriction on this with risks to the future viability and employment levels, and limiting the expansion of the business and the employment of more staff.*

*The Statement also includes that the main aim of the proposals is to make the existing production more cost-effective rather than increasing production. Therefore it is not anticipated that there would be any increase in the current delivery / dispatch levels.*

I would not normally be able to support any proposed development that would result in a significant increase in vehicle movements at the site given the sub-standard access. However, providing there is no significant increase in staffing levels at the site and any significant increase in vehicle movements will not result if the application is supported, I would raise no objections to the proposed development.

It may be considered appropriate to condition a **car parking management plan / service delivery management plan** including limiting staff numbers, no parking on the adjoining highway, maximum size of delivery vehicles permitted on site / frequency etc. to ensure the business does not outgrow the current constraints of the site.

### **Public Footpaths**

Public Footpath No.1A - Llansantffraid Glynceiriog passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

### **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.

### **Waste Collection / Recycling**

I assume that waste collection / recycling will continue as existing at the site.

### **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.

I await the requested information.

### **Supplementary Notes**

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

### **Note to Applicant:**

*Public Footpath No.1A - Llansantffraid Glynceiriog passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.*

### **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](mailto: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 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