

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0891 Res(2)	Your Ref:	P/2023/0891
Date:	28/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ADEILAD FFRÂM BORTAL DUR / ERECTION OF STEEL PORTAL FRAMED BUILDING

WILLIAMS WREXHAM DUNSTER ROAD WREXHAM INDUSTRIAL ESTATE WREXHAM
Grid Ref: E 338425.65 N 349571.06

I refer to your consultation / email dated 13/02/2024 and email from Creative Planning dated 13/02/2024 including revised layout plan (Drg. No. PL002 Rev A) in respect of the above.

Access

The development site is located on Dunster Road which is an unclassified road subject to a 40mph speed limit. However, I would estimate typical speeds at being around 30mph for vehicles approaching from the north and 25mph for vehicles approaching from the south given the proximity to the junction with Redwither Road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in the north direction and 2.4 x 33m in the southerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

In theory, visibility from the existing access is adequate in the northerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. Visibility from the existing access is adequate in the southerly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge of the adjoining highway. However, in reality visibility is typically impeded in both directions from the existing access by parked vehicles either side of the access. I assume that the majority of these vehicles are associated with the existing business.

These vehicles significantly reduce visibility at the access which is unacceptable. Vehicles typically park half on / half off the existing footway and impact on pedestrian movements.

I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements at the site given the lack of visibility at this access. I understand from our Traffic Section that they have implemented a Traffic Regulation Order (TRO) to include double yellow lines along this section of Dunster Road to address this problem. However, I understand that the work could not be completed for a short distance beyond the main access in the northerly direction due to parked vehicles. **Our Traffic Section have requested that if the**

application is supported, any further development at the site is delayed until the original proposed TRO is implemented / completed. I assume this could take the form of a Grampian style condition. I would recommend the applicant liaises with our Traffic Section on progressing this matter.

The existing access off Dunster Road is approximately 20m wide reducing to 6.5m approximately 12.2m behind the adjoining carriageway. The access is surfaced with hard bound materials. The existing access is gated approximately 12.2m behind the adjoining carriageway.

Assuming 16.5m long articulated HGVs visit the site, I would normally recommend any proposed access is a minimum of 7.3m wide with 15m kerb radii with any gates being erected a minimum distance of 15m behind the adjoining highway.

I understand the business has recently acquired the site to the south where some additional parking is provided. This site appears to have a separate access onto Redwith Road (Classified – 40mph). Visibility from this existing access is compliant with current standards (TAN 18).

I understand that this access will remain closed up. I would therefore recommend a condition that requires this access is permanently closed up and the existing dropped kerb reinstated to full height footway construction.

Parking & Turning Provision

I understand that the existing business buys, sells and maintains caravans, light / heavy industrial & commercial vehicles.

The existing business appears to accommodate a significant number of vehicles including HGVs occupying a large proportion of the site. I assume that the site currently struggles to accommodate all associated staff vehicles, vehicles for sale and vehicles for servicing within the confines of the site with some vehicles spilling onto the adjoining highway.

I would recommend that the applicant provides a suitably scaled layout plan indicating where staff vehicles, vehicles for sale and those vehicles awaiting servicing park within the site (spaces being clearly shown). Details of the maximum number of vehicles typically present on site daily will need to be provided including details of staff numbers / vehicles. The revised layout plan does not indicate the individual spaces as requested along with maximum numbers typically present on site

I understand that the maximum size of vehicle that visits the site is a 16.5m long HGV. The turning circle indicated on the revised layout plan is considered adequate to accommodate the turning movements of such a vehicle. I previously requested swept path details of such vehicles entering / exiting the site. This detail has not been provided.

It is important that the site provides adequate parking & turning provision within the curtilage of the site so as not to create any issues on the adjoining highway. If the application is supported, it may be considered appropriate to include a condition for a **“servicing / parking management plan”** to limit the number of vehicles at the site at any one time.

Traffic Generation

No details of existing / proposed daily vehicle movements at the site have been provided. The submitted Design & Access Statement indicates that the building is required for additional repair & maintenance capacity due to the business's recent expansion. This would suggest that additional

vehicle movements are anticipated at the site. This conflicts with the detail in the Design & Access Statement which states that it is not envisaged that the proposed development will create additional vehicle movements. **The applicant has since indicated that the proposed building is for an additional repair service and brake tester for existing customers and their sales vehicles, which will not create any additional vehicle generation.** If this is the case, then the submitted Design & Access Statement requires amendment.

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.

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 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 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.

A handwritten signature in black ink, appearing to read 'R. H. W. J.', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical