

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/PP/P/2022/0306 Res(3)	Your Ref:	P/2022/0306
Date:	03/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI 6 UNED DDIWYDIANNOL (DOSBARTH B1) / ERECTION OF 6 NO. INDUSTRIAL UNITS (CLASS B1)

SITE OF WYNNSTAY TECHNOLOGY PARK LLANGOLLEN ROAD RUABON WREXHAM

Grid Ref: E 329200.18 N 343579.44

I refer to your email / consultation dated 14/03/2024 including Service Delivery Management Plan (SDMP) dated Feb 2024 and following plans:-

- Drg. No. 21/2210/03 Rev D Proposed Block Plan
- Drg. No. DPL SK003 Swept Path Analysis (11.125m Refuse Vehicle)
- Drg. No. DPL SK002 Swept Path Analysis (10.2m Refuse Vehicle)
- Drg. No. DPL SK004 Swept Path Analysis (10m Rigid HGV)
- Drg. No. DPL SK001 Swept Path Analysis (8m Rigid Vehicle)

Access

The proposed development site is located on Wynnstay Technology Park on an unclassified road subject to a 40mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Based on typical speeds of 25mph, any proposed / existing access would normally require visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway. This detail is indicated from the proposed access points on the revised layout plan.

Visibility from the Technology Park onto Wynnstay Lane (Classified Road – 40mph) appears adequate, providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge. However, visibility from this junction in the northerly direction is reliant on the regular maintenance of the existing vegetation / trees along this section.

The proposed access points are indicated at 6m wide with 6m kerb radii which is acceptable providing the largest size of vehicle visiting the site is limited in size / length eg/ transit van / box van type vehicles / refuse vehicle. **This could be controlled by a suitable Service Delivery Management Plan (SDMP) stipulating the maximum size / length of vehicle visiting the site.**

The submitted swept path details are considered acceptable. **This specific maximum length / size of vehicle based on the submitted swept path details permitted to visit the site will need to be confirmed within a revised SDMP.**

The proposed accesses / parking areas will require surfacing with hard bound materials. Any proposed gates shall be setback a minimum distance behind the adjoining highway to suit the maximum size of vehicle visiting the site (preferably no gates).

Suitable dropped kerbs /tactiles shall be provided across the access points in the interest of highway / pedestrian safety. The construction of the proposed accesses / crossing points along with any alterations to gullies etc. will require a s.278 agreement.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Details / locations of the existing gullies along the estate road fronting the site and how the proposed accesses will be drained of surface water have been indicated on the revised layout plan.

Traffic Generation

The submitted TRICs data indicates that the anticipated traffic generation from the proposed units will not have any significant detrimental impact on the highway network.

Parking & Turning Provision

I understand that the proposed development site comprises 6 no. proposed office units (139.4m² gfa each) equating to a total gross floor area of 836.4m². Based on LPGN 16 requirements, the proposed units would require a maximum of 28 parking spaces. The proposed parking provision ie/ 26 spaces indicated on the submitted layout plan (Drg. No. 21/2210/03 Rev D) is considered acceptable. This represents 93% parking provision compared with LPGN 16 maximum requirements.

Based on LPGN 16 – Class B1 Use, a minimum of 1 cycle space per 300m³ gfa shall be provided. Based on a gross floor area of 836.4m² the proposed development would require a minimum of 3 cycle spaces. The revised layout plan appears to indicate the provision of 16 cycle spaces which is considered acceptable. **However, the proposed cycle parking is not suitable for long stay parking. I would recommend a suitable condition is included for the provision of secure cycle lockers.**

Refuse Collection / Recycling

It is my understanding that a private site of this nature will be serviced by a private refuse collection / recycling contractor.

Construction Traffic Management Plan

If the application is supported, then I would recommend that a suitable condition is included as follows:-

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.

Note to applicant

The proposed footway / accesses should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works. The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

A handwritten signature in black ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, flowing style.

Chief Officer, Environment & Technical