

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/PP/P/2022/0306 Res(2)	Your Ref:	P/2022/0306
Date:	07/03/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI 6 UNED DDIWYDIANNOL (DOSBARTH B2) / ERECTION OF 6 NO. INDUSTRIAL UNITS (CLASS B2)

SITE OF WYNNSTAY TECHNOLOGY PARK LLANGOLLEN ROAD RUABON WREXHAM

Grid Ref: E 329200.18 N 343579.44

I refer to your email / consultation dated 20/02/2024 including revised layout plan (Drg. No. 21/2210/03 Rev C) and Service Delivery Management Plan (SDMP) dated Feb 2024 and comment as follows:-

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 SDMP refers to typical vehicles visiting the site being small to medium sized box vans and will not exceed 11m rigid sized vehicles. However, the revised layout plan indicates a 7.5m long vehicle maneuvering within the site. There are no specific details of the vehicle used and the swept path details have not been carried out with standard swept path software. **I would recommend that swept path details are provided using standard swept path software indicating the largest vehicle proposed maneuvering in and out of the site. This specific length of vehicle 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.

Transport Statement

I would normally recommend the submission of a Transport Statement including TRICs details of anticipated daily vehicle movements at the development site. This detail has not been provided.

Parking & Turning Provision

I understand that the proposed development site comprises 6 no. proposed office units (128m² gfa each) equating to a total gross floor area of 768m². Based on LPGN 16 requirements, the proposed units would require a maximum of 26 parking spaces. The proposed parking provision ie/ 26 spaces indicated on the submitted layout plan (Drg. No. 21/2210/03 Rev C) is considered acceptable.

I would recommend that further details are provided on the maximum size of vehicle likely to visit the site and how such a vehicle (eg/ delivery vehicle, refuse vehicle) will turn within the curtilage of the site including swept path details using standard swept path software.

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, potential financial contributions in respect of Active Travel improvements eg/ this could be conditioned via a s.106 agreement) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Refuse Collection / Recycling

I would recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, I assume that the units will be serviced by a private 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



Chief Officer, Environment & Technical