

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0422	Your Ref:	P/2023/0422
Date:	14/08/2023		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU UN ADEILAD DOSBARTH B1 (DIWYDIANNOL YSGAFN) AC UN ADEILAD DOSBARTH B8 (ADEILAD WARWS) (OL-WEITHREDOL) / ERECTION OF ONE CLASS B1 BUILDING (LIGHT INDUSTRIAL) AND ONE CLASS B8 BUILDING (WAREHOUSE BUILDING) (IN RETROSPECT)

LAND TO THE NORTH AND WEST OF MAELOR GAS WORKS PICKHILL CROSS LANES
Grid Ref: E 338036.89 N 348207.62

I refer to your consultation / email dated 25/07/2023 in respect of the above.

Access

The proposed development site is accessed off the Maelor Works Complex which was previously occupied by the Wales Gas Transmission Offices / Business. The site currently appears to be used by a number of businesses ie/ Wales & West Utilities, Flo Gas, Quantum and Ningbo.

It is unclear if all of these businesses have planning consent to operate from this site.

The access is located off the B5130 which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions in accordance with TAN 18. Visibility from the existing access appears adequate in the north easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 60m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / tree. I assume the applicant does not have control of this land to carry out improvements.

I would not normally be able to support any proposed development that is likely to generate any significant increase in vehicle movements compared with its previous use (ie/Wales Gas Transmission Offices / Business). However, this is an existing access and I understand the previous use did generate a significant number of vehicle movements.

The existing access onto the B5130 Holt Road is approximately 7.3m wide with 15m kerb radii. The access benefits from tapered slip lanes on both sides.

I would therefore normally recommend that any proposed development is limited to what was previously experienced / permitted at the site. The previous Wales Gas Transmission Business would appear to have generated significantly more movements than are currently being generated at the site.

I would normally recommend that the applicant provides details of the current / previous daily traffic movements generated by the existing / former businesses through this access and details of what daily vehicle movements are anticipated for the proposed development. Although the applicant should submit details of the proposed daily traffic generation, it is unlikely that any previous traffic generation data can be found for comparison purposes. **I await the requested information.**

Parking and Turning Provision

Parking provision at the development site will need to be provided in accordance with LPGN16 requirements. The proposed Class B8 Use (506m² gfa) business would normally require a maximum of 5 parking spaces. The proposed Class B1 Use (506m² gfa) business would normally require a maximum of 17 parking spaces equating to a total of 22 spaces (max).

A suitable layout plan indicating the proposed parking provision does not appear to have been provided. **I would recommend that this detail is provided on a suitably scaled layout plan.**

In terms of turning provision, I comment as follows:-

It is not clear from the submitted information what type of vehicles eg/ rigid, artic. HGVs etc (including length of largest vehicles) will be visiting the site and where they will turn around within the curtilage of the development site. **I would recommend that this detail is provided along with a suitably scaled layout plan.**

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.



Chief Officer, Environment & Technical