

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2021/0560	Your Ref:	SEH/P/2021/0560
Date:	25 th August 2021		

TOWN AND COUNTRY PLANNING ACT 1990

AILDDATBLYGU BASN CAMLAS AR GYFER DEFNYDD BUSNES LLOGI CYCHOD GAN GYNNWYS CODI 2 ADEILAD A MAN STORIO / REDEVELOPMENT OF CANAL BASIN FOR USE AS BOAT HIRE BUSINESS INCLUDING ERECTION OF 2 BUILDINGS AND STORAGE ENCLOSURE. TREVOR BASIN NEW ROAD TREVOR WREXHAM

Grid Ref: E 327218 N 342423

Further to your email / consultation dated 11/06/2021 in respect of the above, I comment as follows:-

Access

The proposed development site is located off Tower Hill, Acrefair. The proposed development has an existing access onto Tower Hill which is an unclassified road north of the site subject to a 30mph speed limit. Based on speeds of 30mph any proposed access would normally require visibility splays of 2.4 x 43m in both directions measured to the adjoining highway in accordance with Manual for Streets.

Estimated typical vehicle speeds are around 25mph along Tower Hill due to the geometry of the road. Proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway. Existing visibility at the access onto Tower Hill appears adequate in both direction providing splays in excess of 2.4 x 33m in both directions. These are measured 2.4m x 57m (East) & 2.4m x 60m (West). Within these splays there shall be no obstruction in excess of 1.0m in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. The submitted layout plan to be updated to indicate this detail.

There is no footpath provision on either side of Tower Hill Road and locally there is also very limited footpath provision locally, a footpath connects the existing non-vehicular access track to Queen Street, with buff tactile paving at the crossing point for the adjacent car park.

The existing access is surfaced with bound materials and currently there are bollards to prevent the vehicular access. Forward visibility for vehicles approaching the access along Tower Hill from the north is restricted to approximately 25m (SSD) due to the bend in the road. A forward visibility splays providing a stopping site distance (SSD) of 33m would normally be required. The private access road leading to the site is typically 3.1 – 3.8m in width and cannot accommodate the

simultaneous passage of 2 vehicles. Based on the submitted layout plan **(Drg. No. 2019 38 26 Rev V14 - GA Proposed Site Access Plan)** dimensions road widths of 5.0m are proposed and the 1.2m pedestrian provision is shared with the vehicular traffic. This is not acceptable to WCBC standards and will require the road width of 5.5m and pedestrian provision in the form of a footpath and delineating kerb with a width of 2.0m, this arrangement should be continued on layout **(Drg. No. 2019 38 25 Rev V14 - GA Proposed Site Plan)**. Pedestrian facilities and provision for cycling will need to be addressed specifically with movement safety.

This section of Tower Hill may be difficult to access by a coach/refuse vehicles given the geometry of the road. It is not clear which route such a vehicle would use to access the proposed site, access can be via Queen Street or Tower Hill. We recommend the submission of swept path details of such vehicles entering / maneuvering / exiting the site for all associated movements. Swept path analysis has been completed for the main site area to include a large refuse vehicle, it is noted the movements cross the footpaths, we would request the layout to be revised or a suitable service delivery management plan is implemented to ensure the safety of all site users.

We request the applicant show the minimum visibility splays on a suitably scaled drawings indicating the existing / proposed splays at the access onto Tower Hill. Provide the updated access track road width and pedestrian facilities on a scaled drawing. Provide Swept path information for access and egress onto Tower Hill

Parking and Turning Provision

The previous submitted layout plan **(Drg. No. 2019 38 09 Rev V7)** appears to indicate the provision of 24 spaces for the proposed business. However, **(Drg. No. 2019 38 25 Rev V14 - GA Proposed Site Plan)** details 21 parking spaces. Parking space dimensions are to be a minimum of 2.4m x 4.8m. Please detail the dimensions on the revised layout plans. We request the applicant provides details of the previous daily traffic movements generated by the former business through this access and details of what daily vehicle movements are anticipated for the proposed business. Staffing requirements/parking facilities to be confirmed. This information has not been provided and an estimation of 15 cars per day has been used within the transport assessment. The assessment also confirmed CRT were not able to provide daily traffic numbers relating to the proposals. We await this information.

The proposed site car park includes for a total of 21 spaces adjacent to the proposed building. Double banking car park spaces will require a management plan, this has not been provided to support the reasoning for double banking of vehicles. The suggested overflow of parking to the main car park adjacent is not acceptable as the perpetuity of the facilities is not confirmed. We would suggest due to the current layout submitted and the swept path analysis contained within the report, additional parking spaces would be required to

I would recommend that the applicant provides a suitable layout plan indicating what improvements/information requested.

Servicing / Deliveries / Waste Collection

The submitted plan appears to indicate a refuse vehicle / coach within the site. I would request confirmation of what maximum size of vehicle is likely to visit the site. Local Authority refuse vehicles are typically 11.2m in length. Refuse Section do not normally service private sites of this nature where the access road is un-adopted. I assume that the site may be serviced by a smaller private waste collection vehicle. Please confirm

We would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated waste collection.

Traffic Generation

Developments of this nature is considered likely to generate a significant number of daily vehicle movements. No traffic generation figures in respect of the existing / proposed business have been provided. Please ask the applicant to provide this information and the nature of vehicles which previously accessed this site through this existing access.

Traffic Signs/Road Markings

Appropriate road markings and signing strategy are to be submitted to WCBC traffic department for review and subsequent bilingual approval.

Street Lighting

Appropriate street lighting strategy and layout are to be submitted to WCBC Street lighting Department for review and approval.

Construction Traffic Management Plan

I would recommend that a Construction Traffic Management Plan including provisions for contractor parking is submitted and approved prior to commencement of works.

Surface Water Drainage

Any proposed surface water drainage system will require approval from the SuDS Approval Body (SAB). I would recommend that the applicant contacts our Flood Management Team (Tel: 01978 729735 / 729813) at an early stage for advice.

We await the requested information

I recommend that any permission include the following conditions:

- | | |
|--------------|--|
| ZJ11 | ACCESS WIDTH |
| 039R | The vehicular access hereby approved shall be a minimum width of 5.5 metres |
| ZJ09A | NO GATES WITHIN 10 METRES |
| 033R | There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary. |
| ZJ10 | ACCESS APPROVED AS PART OF APPLICATION |
| 039R | Prior to first use of the development, the proposed vehicular access shall be laid out in strict accordance with approved plan no. @@@@. The visibility splays shall thereafter be permanently retained free of all obstruction in excess of 1 metre in height. |
| E05NA | |
| ZJ15 | VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE) |
| 038R | Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |

ZJ28
028R **PROVISION OF VEHICULAR CYCLE PARKING FACILITIES**
Prior to first use of the development on-site vehicular and cycle parking facilities shall be provided in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of vehicles and cycles.

ZJ45
026R **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.

NONSTD
026R **SERVICE DELIVERY MANAGEMENT PLAN**
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority.

ZJ37
026R
E06N
E07N **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: delete as appt *

- 1) Detailed layout, design, drainage and construction of the proposed new footway/ carriageway,

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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



Chief Officer, Environment & Technical