

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2020/0679 **Your Ref:** SEH/P/2020/0679
Date: 29th July 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 492 Land North of Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Erection of Industrial Units (B2 Use).

I refer to your consultation / email dated 21/07/2021 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit.

The proposed development site is served by the existing main access at the western end of the site. However, there would appear to be a secondary access located at the eastern end of the site which I understand has not been used for many years.

Assuming typical vehicle speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Access (Drg. No. 1017-01 Rev P02)

Western Access

This existing western access is served by an existing dropped kerb (8.1m wide) reducing to approximately 3.8m wide at a point 5.5m behind the edge of carriageway. The access is gated at this point. The proposed access appears to be re-located a short distance to the east.

The access is surfaced with hard bound materials. There is no Aco drain or similar installed to intercept private surface water run-off.

I have previously been unable to assess the available visibility splays on site from this existing access due the number of vehicles (assumed to be staff) which were parked on the existing highway verge / footway. These vehicles typically park along the site frontage on a daily basis encroaching on the footway / verge impeding visibility from the existing access points.

Having discussed this issue with our Traffic & Streetscene Sections, it is considered that without installing some kind of physical barrier (eg/ bollards or knee high fencing) and / or introducing parking restrictions (TRO – double yellow lines) along this section, it would appear difficult for visibility from any proposed access to be provided in perpetuity. Any proposed Traffic Regulation Order along this section would require public consultation and would need to be funded by the developer. Ideally, the dropped kerbs / footway along this section should be reinstated to full height construction. However, there is no guarantee that the suggested TRO would be supported. The applicant may wish to contact our Traffic Section on Tel: 01978 729643 to discuss.

In order to address this issue, it would seem reasonable that any permission includes a similar condition to that imposed in respect of planning application ref: P/2019/0716 (condition no. 17).

The revised layout plan indicates proposed visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable. However, this is only achievable if the suggested TROs and boundary treatments are implemented. Having re-considered the type of boundary treatments available with our Streetscene Section, the preferred option would be to install knee high fencing along the site frontage just behind the back of footway. This should incorporate lockable rails which can be removed to facilitate maintenance / grass cutting. **Could you please ask the applicant to indicate the above detail on a revised layout plan.**

I understand that this site will accommodate 3 parking spaces for the existing industrial unit located to the west of the access.

The previously submitted Highway Note states that the largest transit van that can make deliveries via the Western Access is a 4.6 tonne 5.885m long van. It can enter the premises while all six parking bays are occupied, turn around, and exit without clashing with the parked cars. This has been indicated on the previously submitted layout plan.

Any gates should be setback a suitable distance to suit the maximum size of vehicle likely to visit the site. This has been indicated on the submitted layout plan.

I would recommend any proposed access of this nature is a minimum width of 4.8m. This has been indicated on the revised layout plan.

If the proposed development is to be supported, then I would recommend a condition requiring a service & delivery management plan (SDMP) which would need to limit the number & size of vehicles on site at any one time.

Western Access - Parking & Turning Provision

The proposed Unit A (127m² gfa) would normally require a maximum of 1 car space per 50m² gfa in accordance with LPGN 16 Class B2 Use. This would equate to a maximum requirement for 3 parking spaces. The submitted layout plan indicates the provision 3 spaces for the proposed unit which is considered adequate. The additional 3 spaces are intended for use by the existing engineering unit.

Eastern Access

The existing eastern access is served by an existing dropped kerb (5.4m wide) reducing to approximately 4m wide at a point 5.6m behind the edge of carriageway. The access is gated at this point. I understand that this access has not been used for a number of years.

The access is unsurfaced. Any proposed access will need to be surfaced with hard bound materials for at least 5m behind the adjoining highway having a minimum width of 4.8m. This has been indicated on the submitted layout plan. There is no Aco drain or similar installed to intercept private surface water run-off. The submitted layout plan now indicates a new Aco drain.

I was previously unable to assess the available visibility splays on site from this existing access due the number of vehicles (assumed to be staff) which were parked on the existing highway verge / footway. These vehicles typically park along the site frontage on a daily basis encroaching on the footway / verge impeding visibility from the existing access points.

Having discussed this issue with our Traffic & Streetscene Section, it is considered that without installing some kind of physical barrier (eg/ knee high fencing) and / or introducing parking restrictions (TRO – double yellow lines) along this section, it would appear difficult for visibility from any proposed access to be provided in perpetuity. Any proposed Traffic Regulation Order along this section would require public consultation and would need to be funded by the developer. Ideally, the dropped kerbs / footway along this section should be reinstated to full height construction. However, there is no guarantee that the suggested TRO would be supported. The applicant may wish to contact our Traffic Section on Tel: 01978 729643 to discuss.

In order to address this issue, it would seem reasonable that any permission includes a similar condition to that imposed in respect of planning application ref: P/2019/0716 (condition no. 17).

The revised layout plan indicates a proposed visibility splays of 2.4 x 120m in the easterly direction measured to the nearside edge of the adjoining highway which is considered acceptable. A visibility splay of only 2.4 x 78m measured to the nearside edge has been indicated in the westerly direction. Although this is less than current highway standards, it would be considered to be a significant improvement over existing providing the suggested TROs and boundary treatments are implemented.

Knee high fencing will be required for an appropriate length either side of both access points to protect the required visibility splays. **The applicant will need to indicate this detail on a revised layout plan.**

The submitted Highway Note states that the largest transit van that can make deliveries via the Eastern Access is a 3.5 tonne 5.339m long van. It can enter the premises while all three parking bays are occupied, turn around, and exit without clashing with the parked cars. This has been indicated on the previously submitted layout plan.

Any gates should be setback a suitable distance to suit the maximum size of vehicle likely to visit the site. This has been indicated on the submitted layout plan.

If the proposed development is to be supported, then I would recommend a condition requiring a **service & delivery management plan (SDMP)** which would need to limit the number & size of vehicles on site at any one time.

Eastern Access - Parking & Turning Provision

The proposed Unit B (127m² gfa) would normally require a maximum of 1 car space per 50m² gfa in accordance with LPGN 16 Class B2 Use. This would equate to a maximum requirement for 3 parking spaces. The submitted layout plan indicates the provision 3 spaces for the proposed unit which is considered adequate.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

In conclusion, it is difficult to support the proposed development given the existing issue of parked vehicles along this section of Oak Road potentially impeding visibility from the proposed accesses. There is no guarantee that a consultation to implement parking restrictions along this section of Oak Road would be supported. However, if a **Grampian style condition** could be imposed to implement the required traffic regulation order prior to first use including appropriate boundary treatment (ie/ knee high fencing) then I would have no objections to the proposed development on highway grounds.

I await the requested details.

Notes to Applicant

- Footway Works

Any proposed access / footway works 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.

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