

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/2021/0884 **Your Ref:** SJG/P/2021/0884
Date: 4th October 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 383 493 Wrexham Recycling Centre, Redwither Road, Wrexham Industrial Estate, Wrexham.

Development: Demolition of existing buildings and erection of vehicular workshop, weighbridge offices and additional offices with staff facilities..

I refer to your consultation / email dated 13/09/2021 including layout plan (Drg. No. 3578/01) in respect of the above.

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

Access

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

The existing business appears to have 2 no. access points onto Redwither Road.

Westerly Access

I understand that the existing westerly access will be used by those vehicles (typically HGVs) servicing the proposed biomass facility and HGVs accessing the new workshop facility and cars associated with the main office building.

Visibility from the westerly access appears adequate providing splays in excess of 2.4 x 120m in both directions.

This access is approximately 11m wide and is considered adequate to cater for the existing / anticipated traffic at the site.

Easterly Access

I understand that the existing easterly access is used by cars & light deliveries and exit only for HGV traffic.

Visibility from the easterly access appears adequate providing splays in excess of 2.4 x 120m in both directions.

This access is approximately 28m wide reducing to 6.2m wide at around 10m behind the adjoining carriageway and is considered adequate to cater for the existing / anticipated traffic at the site.

Traffic Generation

I understand that an existing biomass / recycling process already takes place at the rear of the site. I understand that the proposed development simply relates to the removal of buildings which are no longer fit for purpose and their replacement with modern workshop, storage and associated office facilities.

I understand that there are 6 existing staff employed at the site and the proposed development will result in an increase to 10 staff being employed at the site.

The proposed development is therefore considered unlikely to result in any significant increase in vehicle movements at the site.

Parking Provision

The existing building being demolished has a gross floor area of 450m². Based on LPGN 16 Class B2 Use, the existing buildings / business would require a maximum of 9 spaces. The proposed buildings comprise a gross floor area of 890m². Based on LPGN 16 Class B2 Use, the proposed buildings / business would require a maximum of 18 spaces.

There would appear to be around 40 no. spaces within the existing car park at the site which is considered adequate to serve the proposed development.

Adequate turning space is provided within the curtilage of the site for HGVs to turn / maneuver.

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.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE) – EASTERN ACCESS

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 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.

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.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. K. ...', is written on the page.

Chief Officer, Environment & Technical