

MEMORANDUM



From: Operational Manager Highways Planning **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0417 **Your Ref:** SJG/P/2010/0417
Date: 20th July 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 381 494 HTC Management Services Ltd, Redwither Road, Wrexham Industrial Estate, Wrexham.

Development: Creation of new access – staff car park, disabled access, disabled toilet, new office entrance and diversion of existing stream.

Further to your consultation received on 12/07/2010 including revised layout plan (Drg. No. 2253/01C) in respect of the above, I comment as follows:-

In terms of the proposed access onto Redwither Road, I comment as follows:-

The required visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway have not been adequately demonstrated on the submitted layout plan (Drg. No. 2253/01 Rev C – Dated Dec 09). The submitted ordnance survey plan indicates a visibility splay of 2.4 x 127m in the westerly direction measured to the opposite side of the road which is considered unacceptable.

Although it appears possible to provide the required visibility splay in the easterly direction, current visibility in the westerly direction only appears to be approximately 2.4 x 80m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / vegetation along this section.

I would recommend that the applicant submits a revised layout plan demonstrating the full extent of the required visibility splays. Providing that the required splays can be achieved over land under the applicants control, I would have no objections to the proposed development on highway grounds.

The proposed access indicated on the revised layout plan appears adequate being 4.8m wide incorporating 6m kerb radii. I would recommend that the proposed access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway. The proposed access shall provide appropriate dropped crossing points and associated tactile paving.

No private surface water shall be allowed to flow from the development site onto the adjoining highway. The proposed Aco drain indicated on the submitted layout plan shall be re-located across the back of the highway boundary.

Providing that the re-location of the existing stream remains clear of the highway verge, I would have no objections on highway grounds. I assume any modifications to this stream will require consent from the Environment Agency. The proposed limit of adoption would terminate in line with the current highway boundary. I would recommend that demarcation studs are installed across both sections of footway.

In terms of parking provision at the proposed development site, I comment as follows:-

I understand that the proposed development site consists of the following:-

Use	Floor Area (m ²)	Assumed LPGN 16 Class Use	LPGN 16 Requirement (spaces)
Production inc. warehouse	710.8	B2	14
Ground Floor Office	244.1	B1	8
First Floor Office	141	B1	5
Mezzanine Area (Storage)	192.7	B8	2
TOTAL	1288.6		29

LPGN 16 would normally require the provision of 29 no. spaces. The provision of 30 no. spaces at the development site would therefore be considered adequate (10% of these spaces should be provided to mobility standards). However, a number of these spaces do not comply with LPGN 16 / Manual for Streets requirements:-

Spaces 18 – 21 are not 6m in length and should be amended accordingly. Spaces 5, 6 & 7 do not have 6m clearance behind for maneuverability. I assume that these issues can be resolved within the curtilage of the development site.

I understand that a suitable turning area is to be provided at the rear of the development site to accommodate the turning movements of a 16.5m HGV.

I would therefore normally recommend that the application be **REFUSED** for the following reasons:-

1. **Visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18 have not been satisfactorily demonstrated from the proposed access on the submitted layout plan (Drg. No. 2253/01 Rev C – Dated Dec 09).**
2. **Parking provision at the proposed development site is inadequate.**

However, if the applicant were to satisfactorily address the above issues, then I would recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The proposed new access serving the development site shall provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

2. The proposed access shall be a minimum width of 4.8m for the first 10m behind the highway boundary.
3. The access shall be surfaced using hard bound materials for the first 10m behind the highway boundary.
4. No gates shall be erected within 10m of the highway boundary.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. A suitable turning facility shall be provided within the curtilage of the development site to accommodate the turning movements of a HGV.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of safety and free flow of traffic on the adjoining highway.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.

Supplementary Notes

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

Notes to Applicant:

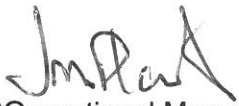
- The proposed access should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

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

- Any proposed modifications to the existing street lighting column(s) along this section (Redwither Road) will require approval from our Infrastructure Manager – Mr. Paul Fairclough (Tel: 01978 729730).

- Public footpath no.19 (Abenbury) runs alongside the development site and must not be interfered with.


Operational Manager Traffic & Transportation