

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0642 **Your Ref:** JGK/P/2010/0642
Date: 12th August 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 500 Land at Bryn Lane, Ridley Wood, Wrexham Industrial Estate, Wrexham.

Development: Industrial biomass facility including wood store, office pavilion, substation, landscaping and associated works.

I refer to your consultation dated 11/08/2010 in respect of the above.

The proposed development site is located on Bryn Lane which is an unclassified road subject to a 40mph speed limit.

Any proposed 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 accordance with TAN 18.

The site is fronted by an established hedgerow which will need to be removed / setback to accommodate the proposed footway, access and provide the required visibility splays. I would recommend that the required splays are provided prior to first occupation.

The proposed 2.0m wide footway shall extend along the entire site frontage (see note).

It is proposed to carry out modifications to the existing ghost island along this section of Bryn Lane to provide a right hand turning lane to serve the proposed development site. This shall be designed in accordance with TD 42/95 and will be subject to a s.278 agreement.

The proposed access itself shall be a minimum width of 5.5m and shall incorporate a 15m kerb radius on its northern side and a 10m kerb radius on its southern side. Appropriate dropped crossing points including tactile paving shall be provided across the access in line with the back of footway. I would suggest that additional crossing points are provided at the narrowest section of the access at the back of the 15m kerb radius.

The gradient of the access shall be a maximum of 1:20. The proposed access shall be surfaced with hard bound materials for at least 16.5m behind the adjoining carriageway.

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

Although the proposed development site only appears to providing a limited number of parking spaces (ie/ 6 no.), I understand that staff numbers present on site at any one time are likely to be relatively low given the nature of the proposed operation. The development site would appear to have scope to provide additional spaces if required. However, the submitted Transport Assessment does indicate that a Travel Plan will be in operation at the site which will be monitored by a Travel Plan Co-ordinator.

Turning provision to accommodate the turning movements of a 16.5m long HGV has been demonstrated on the submitted layout plan (Drg. No. 500).

I would therefore recommend that any permission be subject to the following conditions:-

CONDITIONS

1. The proposed 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 in accordance with TAN 18.
2. The proposed access shall be a minimum width of 5.5m.
3. The proposed access shall have a maximum gradient of 1:20.
4. No gates shall be erected with 16.5m of the adjoining carriageway.
5. The proposed access shall be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 16.5m behind the adjoining carriageway.
6. No surface water shall be permitted to flow from the development site onto the adjoining highway (see note).
7. Details of the proposed modifications to the existing ghost island intended to serve the proposed development site off Bryn Lane including the provision of a right hand turning lane shall be submitted to the Planning Authority for further approval (see note).
8. A 2.0m wide footway shall be provided along the entire site frontage (see note).
9. Parking provision at the proposed development site shall be in accordance with LPGN 16.
10. Suitable turning facilities shall be provided within the curtilage of the development site to accommodate the turning movements of a 16.5m long 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 the formation of a safe and satisfactory access.
4. To ensure the formation of a safe and satisfactory access.
5. To ensure that no deleterious material is carried onto the highway.

6. In the interests of highway safety.
7. To ensure the formation of a safe and satisfactory access.
8. In the interest of pedestrian safety.
9. To provide for the parking of vehicles clear of the highway.
10. 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, 3, 4 & 5 of the supplementary notes.

Notes:

- *The detailed design, layout and proposed modifications to the existing ghost island on Bryn Lane including right hand turning lane and new 2.0m wide footway shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.*

The developer will need to enter into an agreement with the Council under a Section 38 / 278 Agreement of the Highways Act 1980 so that the new section of road and footway can be adopted for maintenance at public expense.

- *No surface water shall be permitted to flow from the development site onto the adjoining highway. I would recommend that adequate road gullies are provided within the proposed access draining to a soakaway located within the curtilage of the site*



Operational Manager Traffic & Transportation