

MEMORANDUM



From: Operational Manager Highways Planning **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0417 **Your Ref:** SJG/P/2010/0417
Date: 25th May 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.

I refer to your consultation dated 17/05/2010 in respect of the above.

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

Any proposed / existing access would normally require 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 existing private access road serving the development site is currently shared with North West Insulation and Pearsons Joinery. This access provides access to the rear car park where it is intended to accommodate any commercial vehicles associated with the business and to provide a turning facility for larger HGVs. Visibility from this existing access appears adequate in both directions providing splays in excess of 2.4 x 120m in both directions.

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 B – Dated Dec 09). 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.

The proposed access is only 4m wide and would not accommodate the simultaneous passage of 2 no. vehicles. Such an access would normally require a minimum width of 4.8m. The proposed access shall incorporate minimum 6m kerb radii and shall be 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 footway provision has been provided into the development site through this access. I would recommend that a 2.0m wide footway is provided either side of the access into the development site.

No private surface water shall be allowed to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the proposed access.

The proposed diversion of the existing stream onto highway land is considered unacceptable. I would recommend that the applicant reconsiders the routing of the existing stream (ie/ providing a culvert under the proposed car park). I assume any modifications to this stream will require consent from the Environment Agency.

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 31 no. spaces at the development site would therefore be considered adequate. However, 10% of these spaces should be provided to mobility standards.

I would therefore 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 demonstrated from the proposed access on the submitted layout plan (Drg. No. 2253/01 Rev B – Dated Dec 09).**
2. **The proposed 4m wide access is of inadequate width to accommodate the simultaneous passage of 2 no. vehicles.**
3. **The diversion of the existing stream fronting the development site onto highway land is considered unacceptable.**

However, if the applicant were to address the above issues then further consideration could be given to this application.

Supplementary Notes

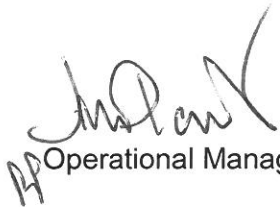
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Notes to Applicant:

- Public Footpath No.19 - Abenbury passes through the development site and should not be interfered with.
- 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



Operational Manager Traffic & Transportation