

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2021/0008 **Your Ref:** SJG/P/2021/0008
Date: 13th May 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 386 495 Land at corner of Oak Road, Wrexham Industrial Estate. Wrexham.

Development: Variation of Condition 2 (Approved Drawings), 9 (Vehicular Access), 10 (Vehicular Access), 11 (Means of Enclosure) and 13 (Surface Water) of Planning Permission P/2020/0433:-

Condition 2	Approved Drawings
Condition 9	Vehicular Access
Condition 10	Vehicular Access
Condition 11	Means of enclosure
Condition 13	Surface Water

I refer to your consultation / email dated 13/05/2021 including revised Operational Traffic Management Plan from CDM Consulting and revised layout plan (Drg. No. WXM-GA-01 Rev H) in respect of the above.

Access

The development site is located on Oak Road which is a classified road subject to a 40mph speed limit. Abbey Road is one of the main arterial routes serving Wrexham Industrial Estate providing access to a significant volume of HGVs and cars.

Any proposed / existing access in this location 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.

Any proposed access would also be required to provide adequate forward visibility providing a stopping sight distance of 120m for vehicles approaching from the south east towards vehicles waiting to turn right into the proposed access.

The required lateral and forward visibility splays from the proposed temporary construction access have been indicated on previously submitted layout plan (Drg.No. P18108-001C).

Operational Traffic Management Plan (OTMP)

The submitted OTMP indicates the type of vehicles anticipated at the site for maintenance purposes. I understand that a transit size vehicle will frequent the site on a weekly basis and other larger vehicles on a monthly / yearly basis.

As transit vans are typically greater than 5m in length, I would recommend as a compromise that any proposed gates are setback a minimum of 7m behind the adjoining highway (back of footway) and open into the development site. The applicant will need to ensure that all other maintenance vehicles are able to access, turn and park safely within the curtilage of the site and gates are opened in advance of their arrival. The revised plan indicates gates being setback 5m behind the edge of carriageway which is considered unacceptable.

I would recommend that the access is surfaced with hard bound materials for a minimum distance of 7m behind the highway boundary.

The previously approved revised site layout plan indicated a proposed 14m wide dropped kerb access served off Oak Road in a more westerly position to the originally proposed access. The existing highway sign and lighting column appear to be located beyond the proposed access but must be protected at all times from any construction / maintenance vehicles entering / leaving the site.

After further consideration it is considered that the temporary 14m wide dropped kerb access can be retained in order to maintain appropriate access for larger vehicles should they be required) with the remaining dropped kerb crossing being reinstated to full height footway construction along with previously constructed dropped kerb access to the east. The applicant will be required to apply for s.184 consent to reinstate / modify this access. **A suitable condition will be required to ensure that the above detail is adhered to.**

An Aco drain or similar would normally be required across the access (operational) to intercept any private surface water run off where the access falls towards the highway. If the application does not fall towards the highway then such provision would not be required. **Details of the proposed access gradient should be provided.**

Could you please ask the applicant to provide a revised layout plan indicating the above detail.

I would recommend that a revised OTMP is provided which incorporates the above requirements.

I await the requested details.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical