

# MEMORANDUM



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**From:** Chief Officer, Environment & Technical      **To:** Chief Officer Planning & Regulatory

**Our Ref:** ET/DC/P/2020/0389      **FAO:** Mared Rees-Jones  
**Your Ref:** P/2020/0389

**Date:** 6<sup>th</sup> October 2020

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## TOWN AND COUNTRY PLANNING ACT 1990

## TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

**Location:** O. S Grid Ref: 298 463 Land at Gutter Hill, Johnstown, Wrexham.

**Development:** Commercial / Industrial Units for B1 and B2 use and New Vehicular Access.

I refer to your consultation / email dated 04/09/2020 including revised layout plans (Drg. No.P-04 Rev E & P-05 Rev E) in respect of the above.

I understand that the proposed units are for B1 / B8 use not B1 / B2 as described in the title of the original application.

### **Access**

The proposed development site is located on a busy, classified road subject to a 30mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m 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.

The submitted plan indicates the provision of adequate visibility from the proposed access.

I would recommend that the boundary treatment along the site frontage allows for adequate visibility to be provided from the existing access serving Wrights garage to the west. A visibility splay of 2.4 x 43m measured to the nearside edge of the adjoining highway from Wright's Garage access in the easterly direction has not been indicated on the submitted layout plan. **Could you please ask the applicant to provide a revised layout plan indicating this detail.**

The submitted layout plan indicates a 7m wide access with 6m kerb radii (approximate). Concerns have previously been raised relating to the size of vehicle likely to visit the site (including refuse vehicles) in respect of parking / turning and accessing/ exiting the site.

I understand that the applicant is willing to limit the size of vehicles / HGVs visiting the site which I assume could be controlled / conditioned via a Service Delivery Management Plan. A maximum 7.5T vehicle has previously been mentioned. It would appear that such a vehicle could be up to 7.9m in length. The latest plan (Drg. No.P-04 Rev E ) now indicates the swept path movements of a 9.5m long vehicle. The swept path movements indicate encroachment over the delivery vehicle space allocated to unit 8 which is unacceptable.

Units 8, 9 & 10 only have approximately 12m clearance between the building and the ecology zone. It is not clear as to what size of vehicle will be anticipated at the site which will access these parking spaces and be provided with adequate space to maneuver in and out of these spaces. No swept path details have been provided to demonstrate these movements. **I would recommend that the applicant provides details of the maximum size of vehicle anticipated at the site and how such a vehicle will access these spaces whilst cars are parked in the adjoining spaces for each unit (ie/ swept paths).**

If the applicant is happy to limit vehicles to a suitable size / length, then I would recommend that this length is confirmed and swept path details are provided demonstrating how such a vehicle will enter / park / turn and exit the site in both directions for each unit. Swept path details should assume all other parking spaces are occupied.

A Council refuse vehicle is typically 11.2m long and may also be required to service the site without waiting on Gutter Hill. It may be the case that the site will be serviced (waste / recycling) by a private operator using smaller vehicles. The applicant has indicated that waste will be dealt with privately but has not indicated details of the vehicle providing this service (including swept paths). **I would recommend that the applicant provides this information.**

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

### **Footway Provision**

I would recommend the construction of a 2.0m wide footway along the entire site frontage. The proposed footway / access shall incorporate appropriate dropped crossing points including tactile paving. This detail has not been indicated on the submitted layout plan. Any proposed dropped crossing points will need to be located just inside the kerb radii (at the narrowest point) to assist pedestrian movements. The limit of adoption will need to extend to just behind these crossing points. The existing site access will need to be closed up. This detail has been indicated on the submitted plans.

There is an existing illuminated traffic sign fronting the site which will need to be relocated to the back of new footway. I would therefore recommend that the applicant liaises with our Street Lighting Section – contact: Paul Rogers on Tel: 01978 729673.

Such a footway would be adopted by the Highway Authority and would be taken as the limit of adoption. The applicant would need to enter into a s.38 / 278 agreement in order to construct the footway and first section of proposed access.

### **Parking and Turning Provision**

The proposed development appears to consist of the following:-

- 250m<sup>2</sup> LPGN 16 - B1 Use, Light Industrial
- 310m<sup>2</sup> LPGN 16 – B8 Use, Light Industrial

Class B1 use requires a maximum of 1 space per 30 m<sup>2</sup>. Class B8 use require a maximum of 1 space per 100m<sup>2</sup> equating to a total maximum requirement of 11 spaces. The submitted layout plan appears to indicate the provision of approximately 10 delivery / van spaces and 12 potential spaces for cars.

However, I understand that the proposed units now include a mezzanine floor. **Could you please ask the applicant to confirm the overall gross floor area of the proposed units.**

## **Service Delivery Management Plan**

I would recommend the submission of a Service and Delivery Management Plan (SDMP) prior to commencement of works.

## **Construction Traffic Management Plan**

I would recommend that a Construction Traffic Management Plan including provisions for contractor parking is submitted and approved prior to commencement of works.

## **Waste Collection / Recycling**

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

**I would strongly recommend that you consult with our Waste Strategy Officer –Catherine Golightly on Tel: 01978 729693 to discuss the above detail and the adequacy of any area allocated to waste collection.**

I await the requested information

## **Supplementary Notes**

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

### **Note to applicant:**

- *The proposed footway/ access shall 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.*
- *The extent of adoption shall extend to the back of the footway / dropped crossing points across the main access.*



Chief Officer, Environment & Technical