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PRE/2020/035  
1<sup>st</sup> December 2020  
Mr P Palmer  
01978 729688  
[phil.palmer@wrexham.gov.uk](mailto:phil.palmer@wrexham.gov.uk)

FAO: Howard Jones

Dear Sir

**Location:** Land at Clywedog Road North, Wrexham Industrial Estate, Wrexham.

**Development:** Proposed B1, B2 & B8 Industrial Unit.

**Town & Country Planning (Development Management Procedure – Wales) Order 2012**

I refer to your enquiry / email dated 06/11/2020 in respect of the above.

#### **Access**

The proposed development site is located on Clywedog Road North which is an unclassified road subject to a 40mph. A recently conducted speed survey determined 85<sup>th</sup> percentile speeds of 32.6mph for vehicles travelling southbound and 28.4mph for vehicles travelling northbound.

Based on these speeds, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 48m in the northerly direction and 2.4 x 40m in the southerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. It would appear possible to provide the required splays from the proposed access point.

The proposed access is 7.3m wide with 12.5m kerb radii. There is an existing 2m wide footway running across the frontage of the site.

Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.  
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.



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### **Proposed Site Plan    Drg. No. 1149.P.003**

I would normally recommend that any proposed access of this nature will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

The proposed access appears to be 7.3m wide with 12.5m kerb radii. There would appear to be a turning facility located on the northern side of the site to allow 16.5m HGVs to turn. This arrangement is considered acceptable. However, it is not clear from the submitted information as to how many HGVs will be on site at any one time and where such vehicles will park clear of the proposed turning area. I would recommend that the applicant provides this information. This could be controlled by a suitable Service & Delivery Management Plan.

I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway.

The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out any access / footway works.

Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off.

Details of the how the remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

### **Transport Statement**

Submitted details accepted. The anticipated traffic movements generated by the development are not considered likely to have any significant detrimental impact on the highway network.

### **Parking & Turning Provision**

The submitted layout plan (Drg. No. 1149.P.003) indicates that the proposed development comprises office space (137m<sup>2</sup> gfa).– LPGN 16 B1 Use, and B2 / B8 Industrial / Warehouse Use (2161m<sup>2</sup> gfa).

I understand that the applicant is seeking a flexible B1 light industrial consent.

LPGN 16 requirements for the proposed uses are as follows:-

| Class Use | Requirement                        | Potential GFA m <sup>2</sup> | Max Spaces Required | Proposed Spaces |
|-----------|------------------------------------|------------------------------|---------------------|-----------------|
| B1        | 1 space per 30 m <sup>2</sup> gfa  | 137                          | 5                   | -               |
| B2        | 1 space per 50 m <sup>2</sup> gfa  | 2161                         | 43                  | -               |
| B8        | 1 space per 100 m <sup>2</sup> gfa | 2161                         | 22                  | -               |
|           |                                    |                              |                     | 47 Total        |

The proposed level of parking provision is considered acceptable.

I could not print off the submitted layout plan to assess dimensions of parking spaces and clearances for turning. However, all spaces must be 2.4 x 4.8m with minimum 6m clearance behind as required by LPGN 16.

#### Swept Path Details      Drg. No. 1717/SP/01 Rev A

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered adequate. However, the swept path indicated for HGVs turning left out of the site could be improved by increasing the kerb radii. Vehicles typically park along this section and may impede movements at the site.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, The number of HGVs permitted on site at any one time will need to be limited in order to maintain sufficient space for turning. This could be controlled by a suitable planning condition ie/ Service & Delivery Management Plan.

#### **Public Transport Provision**

Advice from Transport Section:-

It is considered that the proposed site would benefit from an improved bus service and additional bus stop(s) that are closer to the site than the existing services / bus stops.

They have previously sought funding in order to support local bus services for identified developments in the areas of Clywedog Road North / East / South.

I would strongly recommend that you discuss the proposed site including identified funding for an improved bus service with our Public Transport Officer – Andrew Mytton on Tel: 01978 729760.

#### **Surface Water Drainage**

A suitable scheme to dispose of surface water run-off within the site will need to be submitted and approved. This will need to be assessed / approved by our Flood management Section:-

Contact Details:-

Carole Wright Tel: 01978 729735  
Jason Russell Tel: 01978 729813

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off. Any existing gullies located in the position of the proposed access will need to be re-located.

Details of the how the remaining section of new highway forming the access / bellmouth will be drained will need to be provided.

#### **Proposed Lighting**

Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This could be controlled by a suitable planning application. The proposed development may require the re-location / replacement of existing lighting column. I would recommend that the applicant indicates this detail on a revised layout plan. I would recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673 on this matter.

A suitable planning condition could be included in respect of the above.

#### **Service and Delivery Management Plan (SDMP)**

I would recommend that any proposed planning application includes a suitable Service and Delivery Management Plan including the following details:-

- Details of staff numbers employed, number of visitors per day, number of HGVs visiting site per day, maximum number of HGVs permitted on site at any one time.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or HGVs) shall occur on the public highway. Details of how deliveries will be managed to avoid the above will need to be included in a SDMP.

A suitable planning condition could be included in respect of the above.

#### **Construction Traffic Management Plan - including details of contractor parking**

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition should an application be supported.

#### **Notes to Applicant**

- *The proposed access / footway 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.*

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully,



Chief Officer, Environment & Technical