

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:	7 th April 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 02/02/2021 and letter from Lichfields dated 08/01/2021 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).

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 vehicles entering / leaving the site.

Upon completion of the works, I would recommend that the temporary 14m wide access is reduced in size to 5m with the remaining dropped kerb crossing reinstated to full height footway construction. 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.**

I would recommend that any gates proposed for the operational site access are setback a minimum distance of 10m behind the adjoining highway. I would recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary. **The use of loose, unbound stone and gates setback less than 10m behind the highway boundary as currently proposed would not be supported.**

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.

Existing Drainage Ditch

I would recommend that any comments on this element of the development are directed to our Flood Management Section.

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