

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/P/2018/1059	FAO:	Simon Greenland
Date:	5 th October 2020	Your Ref:	P/2018/1059

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 370 488 Plot B Site 4000 Clywedog Road South, Wrexham Industrial Estate, Wrexham.

Development: Erection of Storage Units and Building for Light Engineering (Block 2).

I refer to your consultation / email dated 18/09/2020 including layout plan (Drg. No.2012-01 Rev A2 & 2012-02 Rev A1) in respect of the above.

Access

The development site is situated on an unclassified road subject to a 40mph speed limit.

The proposed access shall provide visibility splays of 2.4 x 120m 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. Submitted plan (Drg. No. 2012-01 Rev A2) indicates the required splays.

The submitted layout plan indicates a 7.3m wide access with 15m kerb radii which is considered acceptable. There would appear to be an existing street lighting column (with 40mph repeater sign attached) located along the site frontage in approximately the same position as the proposed access. This will need to be re-located to the satisfaction of our Street Lighting Section. I would recommend that the applicant liaises with our Street Lighting Section – contact: Paul Rogers on Tel: 01978 729673.

Footway Provision

I would recommend the construction of a 2.0m wide footway along the entire site frontage providing a continuous link between the existing footway fronting Wilkinson Court and up to the existing access serving the Apex Centre. The proposed footway / access shall incorporate appropriate dropped crossing points including tactile paving. This detail has been indicated on the submitted layout plan (Drg. No. 2012-01 Rev A2). However, the proposed dropped crossing points will need to be located just inside the kerb radii (at the narrowest point) to assist pedestrian movements. **This detail will need to be indicated on a revised layout plan. The limit of adoption will need to extend to just behind these crossing points.**

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.

Existing Drainage Ditch

There is an existing surface water drainage ditch running across the site frontage. This ditch will need to be culverted in order to accommodate a new access. I assume that the applicant will require consent / approval to culvert this watercourse from our Flood Management Section – (Tel:- 01978 729735 / 729813).

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 constructed across the access behind the highway boundary (back of proposed footway crossing / dropped kerbs located just inside the kerb radii) to intercept any such run-off. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Appropriate boundary treatment (eg/ fence) shall be provided at the top of the ditch / rear of footway in the interest of pedestrian safety. Any proposed boundary treatment must not impede visibility from any proposed access. This detail has been indicated on the submitted layout plan.

Parking and Turning Provision

The proposed development appears to consist of the following:-

- 450m² LPGN 16 - B1 Use, Light Industrial
- 300m² LPGN 16 – B8 Use, Light Industrial

Class B1 use requires a maximum of 1 space per 30 m². Class B8 use require a maximum of 1 space per 100m² equating to a total maximum requirement of 18 spaces. The submitted layout plan (Drg. No.2012-01 Rev A1) indicates the provision of 16 spaces which is considered acceptable.

It is unclear as to what the maximum size / length of HGVs will be visiting the site eg/ 16.5m long HGVs. The revised layout plan (Drg.No. 2012-02 Rev A1) indicates a turning head at the rear of the site but does not indicate the swept path details of the anticipated maximum size of vehicle / HGV likely to visit the site.

Could you please ask the applicant to confirm the maximum size / length of HGV likely to visit the site in order to determine the suitability of any proposed access and turning area within the site. I would recommend the submission of swept path details for such a vehicle entering, turning, exiting the site for further approval.

If smaller HGVs are to be used then a Service Delivery Management Plan could be conditioned to limit the size of vehicles permitted at the site but swept path details still need to be provided.

I await the requested information

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 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.*

A handwritten signature in black ink, consisting of a stylized 'M' followed by a horizontal line and a small flourish.

Chief Officer, Environment & Technical