

Memorandum

From: Chief Officer, Environment & Technical

To: Chief Officer Planning & Regulatory

Our Ref: ET/DC/P/2020/0389

FAO: Mared Rees-Jones

Date: 8th September 2020

Your Ref: P/2020/0389

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 11/08/2020 including layout plan (Drg. No.P04 Rev D) 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 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 4.3m 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.

DPA Comment 30/10/2020 – Understand WCBC Highways are satisfied with visibility splays.

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 4.3m measured to the nearside edge of the adjoining highway from Wright's Garage access in the easterly direction has been indicated on the submitted layout plan.

DPA Comment 30/10/2020 – Understand WCBC Highways are satisfied with visibility splays.

The submitted layout plan indicates a 6m 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/ HGV's visiting the site which I assume could be controlled/ conditioned via a Service Delivery Management Plan.

DPA Comment 30/10/2020 – Agreed.

A maximum 7.5T vehicle has previously been mentioned.

DPA Comment 30/10/2020 – Agreed

It would appear that such a vehicle could be up to 7.9m in length. If the applicant is happy to limit vehicles to this 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. Swept path details should assume all other parking spaces are occupied.

DPA Comment 30/10/2020 – Please see swept path prepared by JNM Engineering incorporated in DPA drawing 19045 P-04 E

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. I would recommend that the applicant clarifies the above details for further consideration.

DPA Comment 30/10/2020 – Applicant has confirmed:

.....We would collect the rubbish every two weeks ourselves and supply the units with bins and swap the bins when tenants require, these bins are in the main kept in the unit or outside when the tenant is on site. We agree this with the tenants before they sign the licence and has proved to work well on other sites. The rubbish is returned to our site in Oswestry into a permanent skip on site.

The reason we don't want a permanent rubbish area on the site at Gutterhill is that it attracts fly tipping and by checking and tidying the site every two weeks ourselves the tenants know we won't tolerate rubbish on the site as again it attracts fly tipping.

There seems to be very limited space indicated on the submitted layout plan for delivery vehicles / vans / refuse vehicles to turn particularly at the northern end of the site. It would seem beneficial to provide a communal turning head away from the main access that could accommodate the turning movements of the maximum size of vehicle anticipated to visit the site. I await the requested information.

DPA Comment 30/10/2020 – Please see swept path prepared by JNM Engineering incorporated in DPA drawing 19045 P-04 E

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.

DPA Comment 30/10/2020 – Proposed condition agreed

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. 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. The existing site access will need to be closed up.

DPA Comment 30/10/2020 – Please see amended DPA drawing 19045 P-04 E

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

DPA Comment 30/10/2020 – Noted

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.

DPA Comment 30/10/2020 – Noted

Parking and Turning Provision

The proposed development appears to consist of the following:-

- 250m2 LPGN 16 – B1 Use, Light Industrial
- 366m2 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 12 spaces. The submitted layout plan appears to indicate the provision of approximately 10 spaces for cars and 11 potential spaces for delivery vehicles. I would request further clarification on which spaces are allocated to what type of vehicle and annotate this detail on a revised plan.

As previously discussed, I would recommend the submission of swept path details to demonstrate adequate access/ parking / turning provision.

DPA Comment 30/10/2020 – Please see swept path prepared by JNM Engineering incorporated in DPA drawing 19045 P-04 E. 12No car parking spaces shown and 10No spaces for delivery/van parking (number reduced to 10 as number of units reduced to 10)

Service Delivery Management Plan

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

DPA Comment 30/10/2020 – Proposed condition agreed

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.

DPA Comment 30/10/2020 – Proposed condition agreed

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.

DPA Comment 30/10/2020 – Applicant has confirmed:

.....We would collect the rubbish every two weeks ourselves and supply the units with bins and swop the bins when tenants require, these bins are in the main kept in the unit or outside when the tenant is on site. We agree this with the tenants before they sign the licence and has proved to work well on other sites. The rubbish is returned to our site in Oswestry into a permanent skip on site.

The reason we don't want a permanent rubbish area on the site at Gutterhill is that it attracts fly tipping and by checking and tidying the site every two weeks ourselves the tenants know we won't tolerate rubbish on the site as again it attracts fly tipping.

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.

DPA Comment 30/10/2020 – Applicant has confirmed:

.....We would collect the rubbish every two weeks ourselves and supply the units with bins and swop the bins when tenants require, these bins are in the main kept in the unit or outside when the tenant is on site. We agree this with the tenants before they sign the licence and has proved to work well on other sites. The rubbish is returned to our site in Oswestry into a permanent skip on site.

The reason we don't want a permanent rubbish area on the site at Gutterhill is that it attracts fly tipping and by checking and tidying the site every two weeks ourselves the tenants know we won't tolerate rubbish on the site as again it attracts fly tipping.

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.

DPA Comment 30/10/2020 – Noted

Chief Officer, Environment & Technical