

MEMORANDUM



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

Our Ref: ET/DC/P/2020/0024 **Your Ref:** P/2020/0024

Date: 6th March 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 512 App Chem, Hugmore Lane, Llan y Pwll, Wrexham.
Development: Retention of existing barn, demolition of the existing extension and erection of new buildings to provide mixed business use (B1 and B8 Use Classes) with associated car parking.

I refer to your consultation /email dated 26/02/2020 and revised layout plan in respect of the above.

Access

The development site is located on Hugmore Lane which is a rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south and 40mph for vehicles approaching from the north given the geometry of the road.

Any proposed / existing accesses along this section would normally require visibility splays of 2.4 x 120m to the north and 2.4 x 43m to the south measured to the nearside edge of the adjoining highway.

It would appear that the existing access is to be retained to serve the proposed development site. Visibility from the existing / proposed access is adequate providing splays in excess of the above requirements.

I would recommend that any existing vegetation / hedgerow on the corner of Hugmore Lane / Francis Lane is removed to provide a visibility splay in perpetuity at the Francis Lane junction of 2.4 x 43m measured to the nearside edge of the adjoining highway in the northerly direction. **I would recommend that this detail is indicated on a revised layout plan ie/ indicate the required splay**

The existing access is approximately 15.5m wide reducing to 6.3m wide at approximately 8m behind the adjoining highway. The access is paved with hard bound materials.

It is not clear as to the maximum size (length) of vehicle / HGV likely to visit the site. The layout plan would suggest that only medium, sized delivery vehicle HGVs would be able to turn within the site. The applicant has indicated that the maximum size of vehicle visiting the site will be 7.5 tonnes. The revised internal parking / turning area would appear capable of accommodating the turning movements of an 11.2 m long refuse vehicle.

The maximum size of vehicle permitted to visit the site could be controlled by a suitable Service & Delivery Management Plan (SDMP). I would therefore recommend that any SDMP includes a restriction of up to 11.2m long HGVs permitted to visit the site. I would also recommend such a plan includes a statement stating that no vehicles associated with the business shall park on the adjoining highway.

Parking and Turning Provision

The proposed development appears to comprise the following:-

Description	GFA m²	Class Use	Max LPGN 16 Requirements
Existing building	795	B8	8
Existing building	29	B1	1
New Buildings	1800	B8	18
			27 (max)

Based on LPGN 16 requirements, the proposed development would require a maximum of 27 spaces. The revised layout plan indicates the provision of 37 spaces which is considered adequate.

Turning Provision (see above comments).

Service and Delivery Management Plan (SDMP)

I would recommend that a Service and Delivery Management Plan is submitted / approved prior to commencement of works including the above details.

Waste Disposal / 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 ie/ in close proximity to the adjoining highway.

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.

The provision of a suitable turning head / area suitable to enable an 11.2m long refuse vehicle to turn within the site appears possible based on the submitted layout plan.

Construction Traffic Management Plan -CTMP (including provision for contractor parking)

I would recommend that a Construction Traffic Management Plan is submitted / approved prior to commencement of works.

I have no objections in principle to the proposed development. I await the requested information.



⁸ Chief Officer, Environment & Technical