

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0832 **Your Ref:** MP/P/2019/0832
Date: 13th November 2019

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, Wrexham Industrial Estate, Wrexham.

Development: Demolition of the existing App Chem extension building and change of use of adjoining barns to provide mixed business use (use classes B1 and B8) with associated car parking.

I refer to your consultation dated 11/11/2019 including Layout Plan (Drg. No. SK01 Dated Nov 18) 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.**

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 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. **I would recommend that the applicant clarifies the maximum size of vehicle likely to visit the site and provides swept path details of such a vehicle accessing, parking, turning and exiting the site. The maximum size of vehicle permitted to visit the site could be controlled by a suitable Service & Delivery Management Plan (SDMP).**

Parking and Turning Provision

The proposed development appears to comprise the following:-

Description	GFA m ²	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 submitted layout plan indicates the provision of 55 spaces which is considered adequate.

The first 10 no. proposed spaces just inside the access appear to block access to the proposed storage units. **Could you please ask the applicant to clarify this detail.**

In terms of turning provision, I comment as follows:-

It is not clear as to the maximum size 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. **I would recommend that the applicant clarifies the maximum size / length of vehicle likely to visit the site and provides swept path details of such a vehicle accessing, parking, turning and exiting the site. The maximum size of vehicle permitted to visit the site could be controlled by a suitable Service & Delivery Management Plan (SDMP).**

Service and Delivery Management Plan (SDMP)

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

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.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Douthett

W Chief Officer, Environment & Technical