

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0877 **Your Ref:** MRJ/P/2019/0877
Date: 16th December 2019

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

Location: O. S Grid Ref: 386 493 Land at Oak Road, Wrexham Industrial Estate, Wrexham.
Development: Outline application with some matters reserved for proposed development of land for B1 light industrial and B2 / B8 industrial units including means of access and layout, illustrative strategic landscaping, with ecological, heritage and amenity mitigation zones.

I refer to your consultation dated 03/12/2019 in respect of the above.

Access

The proposed development site is located on Oak Road which is an unclassified road subject to a 40mph.

Any proposed / existing accesses 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 / DMRB Standards.

The submitted layout plan (Drg.No. P19014-001 E) indicates visibility splays of 4.5 m x 120m from the proposed access which is considered acceptable. I would recommend that all land required to provide these splays is dedicated to the Highway Authority for future maintenance.

Proposed Site Plan Drg. No. 003 H

Access

Any proposed access will need to provide a minimum 7.3m wide access width with 15m kerb radii. However, this may need to be increased to accommodate a suitable pedestrian refuge across the access - submitted layout plan (Drg.No. P19014-001 E).

The proposed access takes the form of a simple T-junction. However, based on the submitted TRICs data / traffic flows, DMRB (CD123) would appear to recommend the provision of a right hand turning lane / ghost island.

The provision of a right hand turning lane will impact on the junction of Abbey Road and may affect the junction with Bryn Lane. In this instance a right hand turning lane will also be required for the Abbey Road junction.

It would be considered preferable to access the site via a new roundabout located at the junction of Bryn lane / Oak Road rather than creating an additional access off Oak Road. However, I understand that the applicant does not have control of the required land in this location.

I would recommend that the applicant provides a suitably scaled layout plan indicating an appropriate scheme for a right hand turning lane / ghost island along this section of Oak Road.

I would recommend the provision of a suitable pedestrian crossing / splitter island across the proposed access. The proposed crossing indicated on submitted layout plan (Drg. No. P19014-003) is not considered suitable. This feature is setback too far into the proposed access and is unlikely to be used by pedestrians walking along this side of Oak Road. Revised swept path details will be required to demonstrate that HGVs can access the site without interfering with any revised pedestrian crossing facility in this location.

Appropriate dropped kerb crossing points will need to be provided further along Oak Road in order to provide safe pedestrian access to the existing bus stop / shelter on the opposite side of the road.

I would recommend that the existing vehicular access located opposite the Abbey Road South junction is permanently closed up and reinstated to full height footway construction..

The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out any access / footway works.

Safety Audits

Any proposed new access in this location will require Stage 1, 2 & 3 Safety Audits. I would recommend that Stage 1 & 2 Safety Audits are submitted as part of any planning application to ensure a safe and satisfactory access can be provided.

A Stage 1 Safety Audit has been submitted with the application. This highlighted potential visibility issues with the uncontrolled proposed crossing points across Oak Road. The Auditors recommendations included re-siting of crossing points and possible removal of trees / vegetation along this section of Oak Road.

Footpath links

I understand that it is proposed to provide footpath links from the development site to Oak Road and to the existing public footpath (PROW No. 19 – Abenbury). I would strongly recommend that you liaise with our Public Rights of Way Section on this matter – contact: Sean Hanratty on Tel: 01978 729761. Any proposed footpath links will need to be provided on a suitable layout plan.

Emergency Access / Cycleway Links

I would recommend that a suitable emergency access is provided from the site onto Oak Road. Such an access could also accommodate appropriate cycleway provision to support Active Travel. Insufficient information has been provided in terms of both emergency access provision and how cycleway links will be provided to existing cycleway infrastructure in this area. **Further details will need to be provided.**

Layout

The submitted layout plan appears to indicate 2m wide footways on both sides of the internal estate road which is considered acceptable.

The proposed turning head is not laid out to adoptable standards. The proposed factory unit accesses appear to be laid out to a non-standard specification and appear to include trees planted within visibility splays. Based on the submitted layout, we would not wish to adopt such a layout. In this instance, the proposed internal estate road would need to be managed in perpetuity by a private management company.

Adequate parking and turning provision would need to be provided for each industrial unit in accordance with LPGN 16 requirements. The proposed parking provision allocated to each unit in respect of Class B1 / B8 use appears to represent 100% provision which is considered adequate. **Further details / layout plans in respect of parking and turning provision for each industrial unit will need to be provided.**

Transport Assessment

The proposed access takes the form of a simple T-junction. However, based on the submitted TRICs data / traffic flows, DMRB would appear to recommend the provision of a right hand turning lane / ghost island. Further. The provision of a right hand turning lane will impact on the junction of Abbey Road and may affect the junction with Bryn Lane. In this instance a right hand turning lane will also be required for the Abbey Road junction. **I would recommend that the applicant provides a suitably scaled layout plan indicating an appropriate scheme for a right hand turning lane / ghost island along this section of Oak Road.**

A pedestrian crossing / splitter island will be required across the proposed access.

It would be considered preferable to access the site via a new roundabout located at the junction of Bryn lane / Oak Road rather than creating an additional access off Oak Road. However, I understand that the applicant does not have control of the required land in this location.

Any proposed new access in this location will require Stage 1, 2 & 3 Safety Audits. I would recommend that Stage 1 & 2 Safety Audits are submitted as part of any planning application to ensure a safe and satisfactory access can be provided.

Swept Path Details Drg. Nos. P19014-003

I would recommend the provision of a suitable pedestrian crossing / splitter island across the proposed access. The proposed crossing indicated on submitted layout plan (Drg. No. P19014-003) is not considered suitable. This feature is setback too far into the proposed access and is unlikely to be used by pedestrians walking along this side of Oak Road. Revised swept path details will be required to demonstrate that HGVs can access the site without interfering with any revised pedestrian crossing facility in this location.

Suitable turning areas within the each factory unit service yard will be required to accommodate the turning movements of a 16.5m HGV. The number of HGVs permitted on site at any one time will need to be limited in order to maintain sufficient space for turning. This could be controlled by a suitable planning condition ie/ Service & Delivery Management Plan.

Public Transport Provision

Current public transport provision serving the industrial estate is poor. I would strongly recommend that you discuss the proposed development including potential funding for an improved bus service with our Public Transport Officer – Andrew Mytton on Tel: 01978 729760.

Surface Water Drainage

A suitable scheme to dispose of highway surface water run-off within the site will need to be submitted and approved. This will need to be assessed / approved by our Flood management Officer – Neil Taunt.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off.

Details of the how the new section of highway forming the access / bellmouth will be drained will need to be provided.

Proposed Lighting

Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This could be controlled by a suitable planning condition. The proposed development may well require additional lighting columns to illuminate the adoptable section of the new access. I would recommend that the applicant indicates this detail on a revised layout plan. I would recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673 on this matter.

Service and Delivery Management Plan (SDMP)

I would recommend that any proposed planning application includes a suitable Service and Delivery Management Plan including the following details:-

- Details of staff numbers employed, number of visitors per day, number of HGVs visiting site per day, maximum number of HGVs permitted on site at any one time.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or HGVs) shall occur on the public highway. Details of how deliveries will be managed to avoid the above will need to be included in a SDMP.

Construction Traffic Management Plan - including details of contractor parking

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition should an application be supported.

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 Outhwaite

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Chief Officer, Environment & Technical