

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0716 **Your Ref:** PF/P/2019/0716
Date: 22nd January 2020

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

Location: O. S Grid Ref: 390 492 Land on Oak Road, Wrexham Industrial Estate, Wrexham.
Development: Commercial / Industrial Development for B1, B2 and B8 Uses with associated external works.

I refer to your consultation / email dated 19/12/2019 in respect of the above.

The proposed development site is located on Oak Road which is a classified road subject to a 40mph speed limit.

The proposed development site shares an existing access with the business known as Bowling Bank Garage located at the front of the site.

Assuming typical vehicle speeds of 40mph, any proposed / existing access 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.

Access (Drg. No. P-02 Rev B)

I understand that it is proposed to construct a new access approximately 65m west of the existing access serving R & R Engineering located along the southern side of Oak Road. I understand that it is intended to accommodate articulated HGVs (potentially 16.5m in length).

The submitted layout plan indicates visibility splays from the new access of 2.4 x 120m in both directions. However, visibility needs to include all of the carriageway between the line of visibility and the nearside kerb edge.

Vehicles associated with Bowling Bank Garage and possibly R & R Engineering typically park at 90° to the existing buildings along this section of Oak Road. As there is insufficient depth behind the footway, vehicles typically encroach onto the footway and also impede visibility from existing access points along this section which is not ideal.

Having visited the site on 04/10/2019, a new car park appears to have been recently constructed between the existing garage business and the proposed development site off Oak Road. This car park appears to accommodate around 9 cars. However, I assume that this car park has no planning consent and has no suitable dropped kerb crossing fronting the site. The car park entrance is approximately 6.5m wide and is gated at 5.1m behind the carriageway edge. The entrance is surfaced with loose bound materials.

I assume that this car park has been created in an attempt to address the indiscriminate parking of vehicles which historically / typically park along this section encroaching on the adopted footway. Visibility splays from this proposed car park onto Oak Road have also not been indicated on the submitted layout plan. Even if the car park was to be supported / provided, it is still likely that some vehicles visiting the garage business would impede visibility along this section and encroach on the adopted footway which is considered unacceptable.

Without building some kind of physical barrier (dwarf wall / bollards) and / or introducing parking restrictions (TRO – double yellow lines) along this section, it would appear difficult for visibility from any proposed access to be provided in perpetuity. Any proposed Traffic Regulation Order along this section would require public consultation and would need to be funded by the developer. However, there is no guarantee that the suggested TRO would be supported. The applicant may wish to contact our Traffic Section - contact: Darren Green on Tel: 01978 729643 to discuss.

It may be considered a better option for such a car park to be served internally off the existing access to the east (ie/ R & R business) or potentially via the proposed car park serving the proposed industrial units.

There are 2 no. existing access points / dropped kerbs located either side of the above car parking area. It would be considered beneficial for these access points to be closed up and reinstated to full height construction if the proposed development is to be given further consideration.

In terms of the proposed access serving the industrial units, I comment as follows:-

Any proposed access of this nature would need to accommodate the movements of a 16.5m long HGV. Such an access would normally require a minimum access width of 7.3m with 15m kerb radii.

The proposed access indicated on submitted layout plan (Drg. No. P-02 Rev A) appears to indicate an access width of around 7.3m. Although the proposed kerb radii only appears to be 12m which is less than the standard 15m, it would still be considered acceptable if the business is restricted to having only a single articulated HGV on site at any one time. .

Any proposed gates would normally need to be setback a distance of 20m behind the highway boundary. The revised layout plan appears to indicate gates setback 17.5m behind the highway boundary which is considered acceptable.

Any proposed access would require appropriate pedestrian crossings / dropped kerbs / tactiles just inside the access. The limit of adoption would need to be extended into the site access to include these crossing points. The applicant will need to enter into a s.38 / 278 agreement in order to construct the access if the proposed development is supported.

Parking & Turning Provision

The proposed development comprises 200m² of Class B1 Units, 200m² of Class B2 Units and 368m² of Class B8 Units for which LPGN 16 would require a maximum of 15 spaces. The submitted layout plan appears to indicate the provision of 15 spaces which is considered acceptable.

The revised layout plan indicates the provision of a 25m turning circle at the rear of the site which would be considered adequate to accommodate the turning movements of 16.5m HGV. The revised layout plan indicates parking provision for 1 no. articulated HGV in addition to the turning circle. A suitable Service & Delivery Management Plan (SDMP) would be required which limits the number of HGVs present on site to a single vehicle.

Existing R & R Engineering Business – Turning Arrangements

It would appear that the area proposed for the development site is also used as a turning area for larger HGVs ie/ 16.5m in length. The revised layout plan indicates a suitable turning circle for HGVs within the existing R & R Engineering site which is considered acceptable.

Service & Delivery Management Plan

If the proposed development is to be supported, then I would recommend a condition requiring a service & delivery management plan (SDMP) which would need to limit the number of vehicles / HGVs on site at any one time.

It may be the case that the site would be better suited to serve smaller delivery vehicles which could also be included in any SDMP.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

In conclusion, it is difficult to support the proposed development given the existing issue of parked vehicles along this section of Oak Road potentially impeding visibility from the proposed access. There is no guarantee that a consultation to implement parking restrictions along this section of Oak Road would be supported. The issue of vehicles encroaching on the footway would not appear to be in the control of the applicant so it is difficult to request any physical modifications along the frontage of this site to prevent indiscriminate parking.

Notes to Applicant

- *The proposed access / footway should 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.

Supplementary Notes

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

Peter Douthwaite

M Chief Officer Environment & Technical