

MEMORANDUM



From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0558 **Your Ref:** PF/P/2019/0558
Date: 29th August 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 376 492 Hydro Aluminium Desside Ltd, Bridge Road, Wrexham Industrial Estate, Wrexham.

Development: Development of a new finished storage area 68m x 40m adjoining the current finished goods yard.

I refer to your consultation dated 07/08/2019 in respect of the above.

The proposed development site is located on Bridge Road which is a classified road subject to a 30mph speed limit. Any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The site appears to have 2 access points located along Bridge Road. Access to the proposed storage area will be via the existing main access. Exit from the proposed storage area will be via the internal haul road to the existing lorry park, then onto Bridge Road via the more southerly access :-

Main Access

The main access serving the site is approximately 7.3m wide with 9m kerb radii. The access is hard paved with gates setback approximately 20m behind the adjoining carriageway/

Visibility from this access is adequate providing splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

Lorry Park Access (South)

This access is approximately 7.9m wide with 15m kerb radii. The access is hard paved with gates setback in excess of 20m behind the adjoining carriageway/

Visibility from this access is adequate providing splays in excess of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway.

The Design & Access Statement indicates that the proposed development is intended to improve the flow of existing goods at the site to an improved storage area ready for final dispatch. However, current management of HGVs at the site appears to involve placing traffic cones across the main access to prevent HGVs from initially entering this access until the cones are physically moved by staff on site. This results in HGVs having to initially park along Bridge Road on double yellow lines. This practice should be avoided particularly given the proximity to the signalized pedestrian crossing along Bridge Road.

I would recommend that a suitable condition is included which requires the access to be kept clear of any obstructions at all times and allow a HGV to sit clear of the adjoining carriageway.

Parking Provision

There would appear to be adequate parking and turning provision within the site.

Apart from the access arrangement indicated above, I would have no objections to the proposed development on highway grounds.

Supplementary Notes

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



Chief Officer Environment & Technical