



PRE-APPLICATION CONSULTATION REPORT (PAC)

Prepared on behalf of First Investment Real Estate Management Ltd (FI-REM)

in support of a

Detailed Planning Application

for the

***Proposed erection of a B2 / B8 industrial unit with associated means of access, servicing,
parking and landscaping treatment with ecological mitigation zone.***

to Wrexham County Borough Council

**land to south side of Clywedog Road South, Wrexham Industrial Estate, Wrexham,
LL13 9XS**

December 2018

Ref. J10-FI-PS-RevA-site3

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1.0 INTRODUCTION & BACKGROUND

- 1.1 This Pre-Application Consultation Report (or PAC) has been prepared and undertaken by J10 Planning Ltd (the Agent) acting on behalf of FI-REM; the owners and applicants.
- 1.2 The land associated with this proposal comprises an area of previously developed land associated with the former WW2 Royal Ordnance Factory site that became the Wrexham Industrial Estate.
- 1.3 It accompanies and supports the submission of a Detailed Planning application to Wrexham County Borough Council (WCBC) for the proposed development of the sites for industrial use.
- 1.4 Accordingly, the purpose of this supporting statement is to:
- **explain the statutory pre-application process;**
 - **discuss the benefits of consultation;**
 - **review the DMO pre-application process;**
 - **identify the key issues raised by consultees; and**
 - **demonstrate how the applicant has sought to respond to the consultation feedback and how the proposed development might have changed and been shaped and informed by this process.**
- 1.5 We consider that this document will serve to demonstrate that the applicants have followed a rigorous and robust method of engagement which has helped shape the proposals and become embraced by the applicant; but also, a process that has generated positive responses from consultees.
- 1.6 The applicant believes that this report, in association with all the other supporting statements and drawings linked to this submission, will assist and provide the Local Planning Authority with a clear basis for interpretation and decision making.

Legislative Requirements

- 1.7 The recently assented Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 means that from 1 August 2016 a far greater emphasis upon pre-application consultation with key stakeholders was introduced and a formal (Development Management Order (DMO) process was activated.
- 1.8 This now places a responsibility upon applicants to undertake and follow a pre-application procedure of formal consultation and engagement with key statutory consultees (e.g. NRW, DCWW, CADW, HSE, etc), the Local Authority, Town/Community Councils, local Ward Councillors, local residents and neighbouring businesses.
- 1.9 It applies to all Major applications (outline or detailed) where the project involves over 1,000 sqm of non-residential space and/or the site exceeds 1.0 ha or where the site involves 10+ residential dwellings and/or a site over 0.5 ha. Given the proposal exceeds these thresholds the DMO process applies.
- 1.10 Even before the DMO process was introduced in Wales, front-loading the pre-application stage, amongst many practitioners, became best practice and its benefits are recognised as adding value, saving time and resources when one reaches the formal submission stage of a proposal. This more formal statutory duty is a significant step-change and places a big responsibility upon applicants, but also obliges those consulted to respond in a timely and full manner.

Benefits of Consultation

- 1.11 All development has the potential of influencing and changing the local economic, social, cultural, built and natural environments. Place-making and sustainable development are at the core of the planning and development process and development of any worth, will have impacts upon the fabric of our communities long after it has been built; hopefully positive ones.
- 1.12 The DMO process has therefore sought to “flush out” any areas of concern and ensure that no surprises are raised through the more formal statutory consultation period that will inure now the application has been formally submitted for determination.
- 1.13 The legislative requirements now placed upon applicants for major development projects are not for the faint hearted. The process essentially means that a significant (financial and resource) investment must be made before any such application is submitted for determination; thus “front-loading” a scheme more than ever before.
- 1.14 This means that the applicant must be confident that the application will have a good chance of succeeding and being approved. It places a massive amount of responsibility upon the applicant and his team to present and design a proposal that not only generates positive responses in relation to technical issues (such as highways, drainage, ecology, etc) but makes every attempt at second-guessing the more subjective opinions in relation to items such as design and infrastructure matters.
- 1.15 The fact is that the DMO process is required for both Outline and Detailed applications so even Outline submissions are not immune and gone are the days when a simple red line around a site was good enough for the principle of development to be deemed acceptable.
- 1.16 Nowadays even the simplest of (Outline) applications must address a host of technical issues and because of these more recent legislative pre-application changes the onus upon the applicant cannot be underplayed.
- 1.17 Thus, the process now effectively deters opportunistic and speculative applications because the investment in the project is too much to risk such investment. It is our opinion that the changes will mean that applications which do come forward will be “serious” and will have invested positively in solutions that make every attempt to pre-empt key issues.

- 1.18 Whilst there is a greater amount of responsibility placed upon the applicant to ensure pre-application consultation and engagement is sound and robust there is also a duty now upon consultees to respond in a comprehensive manner so that all key issues can be “ironed out” and satisfactorily addressed and, hopefully, resolved prior to the formal planning application being subsequently submitted.
- 1.19 Therefore, consultees have a duty to ensure they don’t “hold back” or remain silent at this stage because this is their opportunity to engage and be equally honest and transparent in their response, The Welsh Government have introduced this DMO procedure so that by the time an application is formally submitted for determination the process is largely administrative.
- 1.20 This is not to say there will not be issues to still address and overcome at the application stage, but the pre-application process ought to be the forum where issues are raised, so it is no good consultees remaining silent and then raising issues that they could have raised during the DMO stage as this is not what the new legislation is about.

Method and Summary of Consultation

- 1.21 It has, of course, been necessary and important to enter into dialogue with the very body that is responsible for local planning matters; that is Wrexham County Borough Council and indeed the applicant has gone beyond the minimum standard requirement set out in the DMO process by liaising and engaging with many of the organisations, bodies, groups and agencies as part of the pre-application process.
- 1.22 This has been reported in the supporting Planning Statement and a section on pre-application discussions is reported in that statement with supporting papers provided in **Appendices A, B and D** to that statement.
- 1.23 We contacted the local Ward Councillor (Mike Morris) on 9 November 2018 before the DMO process commenced and extended an invitation to meet and discuss the proposals. Once the DMO process commenced on 26 November 2018 we again offered to meet. No response has received to either communiques.
- 1.24 We also offered to meet with Members of the Abenbury Community Council in our DMO letters dated 26 November 2018, but no reply or response has been received; but we are aware the Council don't meet in December and their next meeting is on 7 January 2019.
- 1.25 Besides holding several meetings with Officers at Wrexham County Borough Council, we liaised with a host of other statutory consultees (e.g. NRW, DCWW and the Council Planning, Highways and Environmental Protection teams).
- 1.26 We have been guided by the Guidance on the DMO process published by Welsh Government and followed the requirements as set out in the table below:

REQUIREMENT	ACTION	STATUS
Display a site notice in at least one place on or near the land to which the proposed application relates for a period of no less than 28 days before submitting an application for the proposed development	Two sets of site notices were erected and displayed on the perimeter of the site with both sets being visible upon the Vicarage Lane frontage	Notice 1B : complete
Write to "any owner or occupier of any land adjoining the land to which the proposed application relates"	Some 60+ notices were distributed to all neighbouring owners/occupiers of land and premises (and residential dwellings) in the locality of the site	Notice 1B : complete
Make the draft planning application Information available publicly	A full draft application pack was produced and made available online with an online comments form	J10 website : consultation portal

Consult community and specialist consultees before applying for planning permission	Notice was served upon the Wrexham CBC (highways, environmental health and planning), NRW and Welsh Water. Also, Notice was served upon the Abenbury Community Council and the local Ward Councillor (Mike Morris). All draft material was placed upon the Consultation Portal of the J10 website (where an online comments form was available) with the ability to download any item. For those with no personal access to the internet reference was made to the Wrexham Library where free use of computers offered anyone without internet or computer access the ability to view the material online.	Notice 1C : complete
Consider if Environmental Impact Assessment (EIA) is required for the project	No EIA Screening Opinion has been submitted due to it not meeting the legislative threshold	Not Applicable
Submit a pre-application consultation report (PAC) as part of the planning application	This report fulfils this requirement	Complete

1.27 The formal Notices (1B and 1C) were made available in both the Welsh and English languages.

1.28 The PAC is required to contain the following:

- a. a copy of the site notice (**Notice 1B**)
- b. a declaration that the site notice was displayed in accordance with the statutory requirements, i.e. in at least one place on or near the development site for no less than 28 days (**Photos of Site Notice**)
- c. a copy of the notice given to owners and occupiers of adjoining land (**Notice 1B and plan illustrating extent of addresses served**)
- d. copies of all notices provided to councillors, town and community councils, and specialist consultees (**Notice 1C**)
- e. a summary of all issues raised in response to the statutory publicity (i.e. site notice and letters to owners, occupiers) – the developer must confirm whether the issues raised have been addressed and, if so, how they have been addressed (**see pursuant section**)
- f. copies of all responses received from specialist consultees with an explanation of how each response has been addressed by the developer (**see pursuant section**)

1.29 Items (a), (b), (c), (d) are provided – please refer to **APPENDIX A**.

1.30 Item (f) : copies of all responses : are provided – please refer to **APPENDIX B**.

- 1.31 Items (e) and (f) : are detailed in the pursuant two sections that follow.
- 1.32 There is no set or standard template / format for the PAC and it is up to the applicant to determine the best way of presenting this material. It is hoped that this PAC provides a helpful and understandable way for all parties to navigate the process.

Key Issues Raised and Identified

- 1.33 The DMO process generated responses from a small circle of statutory consultees. The table below identifies who they were and what the key issues were.

CONSULTEE	SUMMARY OF ISSUES RAISED
WCBC Highways	Comments received in relation to visibility; encroachment onto 3 rd party land; need for traffic surveys; site access radii; pedestrian links; TRICS data; flows; junction capacity appraisal; public transport opportunity; service and delivery management plan; and CTMP.
WCBC Drainage	The Lead Local Flood Authority is not a statutory consultee in the DMO pre-application process. My previous response we provided to highlight the potential impacts of the introduction of the new legislation on the 7th January 2019. As your intention is to submit prior to the Jan 2019 implementation date, I will provide formal comment when consulted on the planning application.
WCBC Planning	No Comments Received
WCBC Environmental Protection	No Comments Received
NRW	Do not consider a response is necessary
Welsh Water (DCWW)	SEWERAGE : Domestic foul flows from the proposed development can be accommodated within the public sewerage system.
	SURFACE WATER : We note it is proposed for surface water runoff from the proposed development to be discharged into an existing watercourse. Please note that no surface water, highway or land drainage run-off will be permitted to discharge directly or indirectly into the public sewerage system.
	SEWAGE TREATMENT : No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site. This recommendation does not exclude the requirement of a Trade Effluent license application and does not guarantee an award of such license.
Abenbury Community Council	No Comments Received
Ward Councillor	No Comments Received

- 1.34 The limited nature of the issues raised reflects the considerable time, effort and resources invested by the applicant in the pre-application process. Original unedited copies of all the consultation responses are provided (**APPENDIX B**).
- 1.35 The feedback and advice provided to the applicant team by officers from the Local Planning Authority and other stakeholders and consultees is considered to have been most constructive and helpful and we would like to thank all involved for their guidance, advice and input throughout this process.

- 1.36 This has been a hugely collaborative process and the applicant team has been challenged by Officers and others throughout and in response the changes made have assisted in shaping this application.
- 1.37 Planning Officers at Wrexham CBC have consistently provided support for the proposals since our early meetings, and the applicant's team have responded positively in developing an exciting set of proposals which we consider reflects the advice conferred.
- 1.38 Entering into positive and creative dialogue with Council Officers and other agencies is important, but the Planning system is also about engaging positively with all interested parties and other stakeholders.
- 1.39 Consensus building with local communities and their representatives is critical to ensure that all voices are heard in shaping the places that are proposed for development; places where we live and work.
- 1.40 As part of the pre-application process, besides meeting professional Officers at the Council we decided to engage directly with the local community through their Ward Councillor and Community Council, yet despite offering to meet and engage such invitations have not been taken up and indeed we have received no responses from these parties with respect this DMO consultation.
- 1.41 We have provided a copy of all DMO consultation responses, which reveal a transparent "warts and all" paper trail record and in the next section will show how we have responded to them and whether any changes have been made to the proposals.

2.0 DMO FEEDBACK and THE APPLICANT'S RESPONSE

2.1 As the previous section confirmed, the consultation responses identified a series of key issues. The table below repeats these but also provides a response to them and in the final column identifies what changes (if any) have been made by the applicant and his team in addressing the consultation responses received.

CONSULTEE	SUMMARY OF ISSUES RAISED	APPLICANT RESPONSE	PROPOSED CHANGE
WCBC Highways	X distance on visibility splays of 4.5m has been used, 2.4m is acceptable	Accepted	PTP Drawings to be updated to show 2.4m visibility splays
	Visibility splays encroaching onto 3 rd party land	From a review of the Land Registry title plans the visibility splays are to be delivered either on land within the highway boundary or land in the legal ownership of FIREM.	No Change
	Traffic surveys needed to confirm 85 th ile speeds	Not required as no 3 rd party land is required	No Change
	Site access needs to be 7.3m wide with 15m junction radii	Site access comprises 7.3m carriageway and 15m radii.	No Change
	Provision of footways/dropped crossings	FIREM to explore and consider whether to include additional footways/dropped crossings	If found to be viable then AEW will amend site plans and PTP will amend access drawing
	Staggered access location (30m adj, 25m opp)	The site layout has been dictated by building size (45,000sqft) and external yard / parking requirements to meet existing occupier demand on Wrexham Industrial Estate and provide a commercially viable scheme. The building position and access points to meet this demand have been severely constrained by a High Voltage underground power cable crossing the site. The presence of another private access point to the NW of the site also negates the opportunity to position the new entrance / access road to the NW boundary of the site, whilst	No Further Action

		positioning site entrance centrally within the plot frontage would severely compromise the development potential of the site. The location of the building means that the proposed site access is located opposite to the access to premises on the northern side of Clywedog Road East. Whilst this is not ideal, it is not uncommon for private access points to be located opposite each other. The need to stagger junctions is mainly for safety reasons to avoid vehicle conflicts associated with cross roads. Given both the proposed operation on this site and the existing operation on the site to the north of Clywedog Road East are unlikely to generate any cross over vehicle movements potential vehicle conflicts at the suggested site access will be minimal.	
	The use of TRICS should consider 'Neighbourhood Centre' or 'Free Standing' locations only	TRICS has been re-run utilising the location categories suggested by WCBC. This results in trip rates based on 1 day at 1 survey location. The trip rates used in the PTP assessment utilises information from 12 different survey locations, this meaning that they are more reliable from a statistical perspective. The PTP proposed trip rates are also between 60% to 100% higher than those produced should the WCBC methodology be adopted and therefore reflect the worst-case scenario.	PTP to submit TRICS output for suggested WCBC methodology to confirm the validity of PTP response.
	Request for additional information on - daily vehicle flows (cars/HGV's) - max number of HGV's on site at any one time; and - likely number of staff to be employed.	This information is end user specific. This is a speculative application with no end user identified. Requested information is therefore impossible to define	No Further Action
	Re-submit junction capacity appraisals to take account of point 6	Capacity assessment utilises trip rates that are circa 60% to 100% higher than those suggested by WCBC. Capacity assessment is therefore robust.	No Further Action

	Increased public transport provision	FIREM are happy to discuss opportunities to improve Public Transport at WIE, but only where it is reasonable to do so.	PTP to contact Public Transport Officer (Andrew Mytton)
	Service and Delivery Management Plan	Production of such a document is premature when the end user of the site is not known. We suggest this is included as a planning condition should an application be supported.	SDMP to be applied as a condition
	Construction Traffic Management Plan	Agree with comment; this can be included as a planning condition should an application be supported.	CTMP to be applied as a condition
	Street Lighting	All site lighting will be designed such that it will not provide any disabling glare / distraction to the drivers on the adjoining highway including any required modifications to existing /new street lighting columns in accordance with CIBSE guidance. We would suggest this is included as a planning condition should an application be supported.	FIREM's M&E consultant to liaise with Street Lighting team
	Drainage	Site drainage will be provided such that no private surface water run off shall be permitted to flow onto the adjoining highway. An aco-drain or similar will be provided across the access to intercept such run off'. We would suggest this is included as a planning condition should an application be supported. The remaining section of new highway forming the access / bellmouth will be drained via additional gullies as reasonably required, subject to details to be agreed with Wrexham County Borough Council. We would suggest this is included as a planning condition should an application be supported.	FIREM's Drainage consultant will produce a drawing to confirm compliance and can be conditioned
	Hardstanding and Gates	Hardstanding : We can confirm that the access into all sites will be paved with hard bound materials for a minimum distance of 20m beyond the adjoining highway Gates : We can confirm that no gates will erected within 20m of the	Can be conditioned

		adjoining highway access without prior agreement with WCBC	
WCBC Drainage	The Lead Local Flood Authority is not a statutory consultee in the DMO pre-application process. My previous response we provided to highlight the potential impacts of the introduction of the new legislation on the 7th January 2019. As your intention is to submit prior to the Jan 2019 implementation date, I will provide formal comment when consulted on the planning application.	Noted	No further action
NRW	Do not consider a response is necessary.	We have challenged this view and asked them to review this position in the light of Section 6 of their own Planning Advisory Guide	Monitor
Welsh Water (DCWW)	SEWERAGE : Domestic foul flows from the proposed development can be accommodated within the public sewerage system.	Noted	No further action
	SURFACE WATER : We note it is proposed for surface water runoff from the proposed development to be discharged into an existing watercourse. Please note that no surface water, highway or land drainage run-off will be permitted to discharge directly or indirectly into the public sewerage system.	Noted	No further action
	SEWAGE TREATMENT : No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site. This recommendation does not exclude the requirement of a Trade Effluent license application and does not guarantee an award of such license.	Noted	No further action

Summary

- 2.14 In response to the items raised during the DMO process the applicant is happy to confirm that once the applications have been validated any minor issues (mainly associated with Highways) will be addressed and, should it be necessary, amendments made to the proposal.
- 2.15 The applicant considers they have responded positively to all concerns raised by those parties with whom the professional client team have engaged and consulted in accordance with the regulations through the formal DMO process.
- 2,16 Our conclusion is that there is now nothing to prejudice a positive determination of this application indeed, it is our opinion that suggests the exact opposite.
- 2.17 The applicant will continue to engage with Wrexham CBC, the Abenbury Community Council, the Ward Councillor and other statutory consultees and interested parties. All further and additional comments received as a result of the statutory planning application consultation process will be considered by the applicant and we will reserve our right to respond as appropriate and necessary.

APPENDIX A

DMO Paperwork

FIREM : DMO Consultation : Site Notices : November 2018



CONSULTATIONS

J10 offer a range of bespoke consultation services. These include undertaking project specific community engagement exercises, stakeholder liaison and pre-application feasibility.

We consider consultation as more just paying lip-service to a statutory process and more about embracing third party views and concerns. In our opinion, every project benefits from a front-loaded proactive consultation approach and real value can be added by listening and learning often this will help to positively shape the project as it moves forward, overcomes problems and identifies solutions.

Quality pre-submission efforts are increasingly becoming best practice and indeed certain statutory planning systems now oblige a more formal process involving the production of PAC's and SCI's.

Current consultations can be viewed here and a response form is provided on this page which will enable you to submit comments direct to the team.

Please note that unless you specifically request for any personal details to be redacted they will appear in any subsequent consultation report we may produce and submit in support of an application made available as a public document to the Local Planning Authority.

Please note that the consultation material that appears on the link below is DRAFT only and NO planning application has been made.

We look forward to hearing from you.

Live Consultations

[FI-REM WIE site 2](#)

[FI-REM WIE site 3](#)

[FI-REM WIE site 4](#)

[FI-REM WIE site 5](#)

Comment on a consultation

Name *

E-Mail *

Name of Consultation *

Message *

Please prove that you are human
by solving the equation *

Submit

FIREM : WIE

DMO : Neighbour Notification Area

Site 3





Abenbury Community Council
Clerk
Mr Steve Nott
Woodbank Cottage
Pontcysyllte
Llangollen
Wrexham LL20 7YR

SCHEDULE 1C : Article 2D

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012
CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE
2D (to be served on specialist consultees, as defined by article 2(1) of the Town and
Country Planning (Development Management Procedure) (Wales) Order 2012

Purpose of this notice : this notice comprises a formal request for a pre-application consultation response under article 2D of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

Proposed development at **land to south side of Clywedog Road South, Wrexham Industrial Estate, Wrexham, LL13 9XS**

I give notice that **First Investment Real Estate Management Ltd**

is intending to apply for planning permission to **Wrexham County Borough Council for the Proposed Proposed erection of a B2 / B8 industrial unit with associated means of access, servicing, parking and landscaping treatment with ecological mitigation zone.**

You may inspect copies of the proposed application, the plans and other supporting documents online at <http://www.j10planning.com/consultations/firem/wie3>

In accordance with the requirements of article 2E of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012, a consultation response must be sent to justin@j10planning.com by **24 December 2018**.

Signed: **Justin Paul (on behalf of FI-REM)**

Date: **26 November 2018**

Additional Note : the applicant is happy to meet with the Community Council to positively engage with Members; this may follow the form of us meeting outside of your ordinary meeting schedule thus, providing the Community Council with an opportunity to share their views and have queries answered in greater detail. If this is of interest, please contact me to set up a suitable time and venue.

J10 Planning Ltd 1-3 Upper Eastgate Row Eastgate Row North Chester CH1 1LQ
Tel +44(0)1244 349 400 Fax +44(0)1244 349 402
post@j10planning.com www.j10planning.com



Cyngor Cymuned Abenbury
Clerc
Mr Steve Nott
Woodbank Cottage
Pontcysyllte
Llangollen
Wreccsam LL20 7YR

ATODLEN 1C : Erthygl 2D

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

HYSBYSIAD O DAN ERTHYGL 2D (i'w gyflwyno i ymgynghoreion arbenigol, fel y'u diffinnir gan erthygl 2(1) o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn ddeisyfiad ffurfiol am ymateb i ymgynghoriad cynymgeisio o dan erthygl 2D o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad Arfaethedig ar y tir i ochr ddeheuol De Ffordd Clywedog, Ystad Ddiwydiannol Wreccsam, Wreccsam, LL13 9XS

Rwyf yn hysbysu bod **FI-REM Ltd**

yn bwriadu gwneud cais am ganiatâd cynllunio i Cyngor Bwrdeistref Sirol Wreccsam ar gyfer yr **Arfaethedig Arfaethedig codi uned ddiwydiannol B2 / B8 gyda dulliau cysylltiedig o fynediad, gwasanaethu, parcio a thrinweddau â phroses lliniaru ecolegol.**

Mae copi o'r cais arfaethedig; planiau; a dogfennau ategol eraill wedi eu hatodi/ar gael i'w harchwilio ar lein yn <http://www.j10planning.com/consultations/firem/wie3>

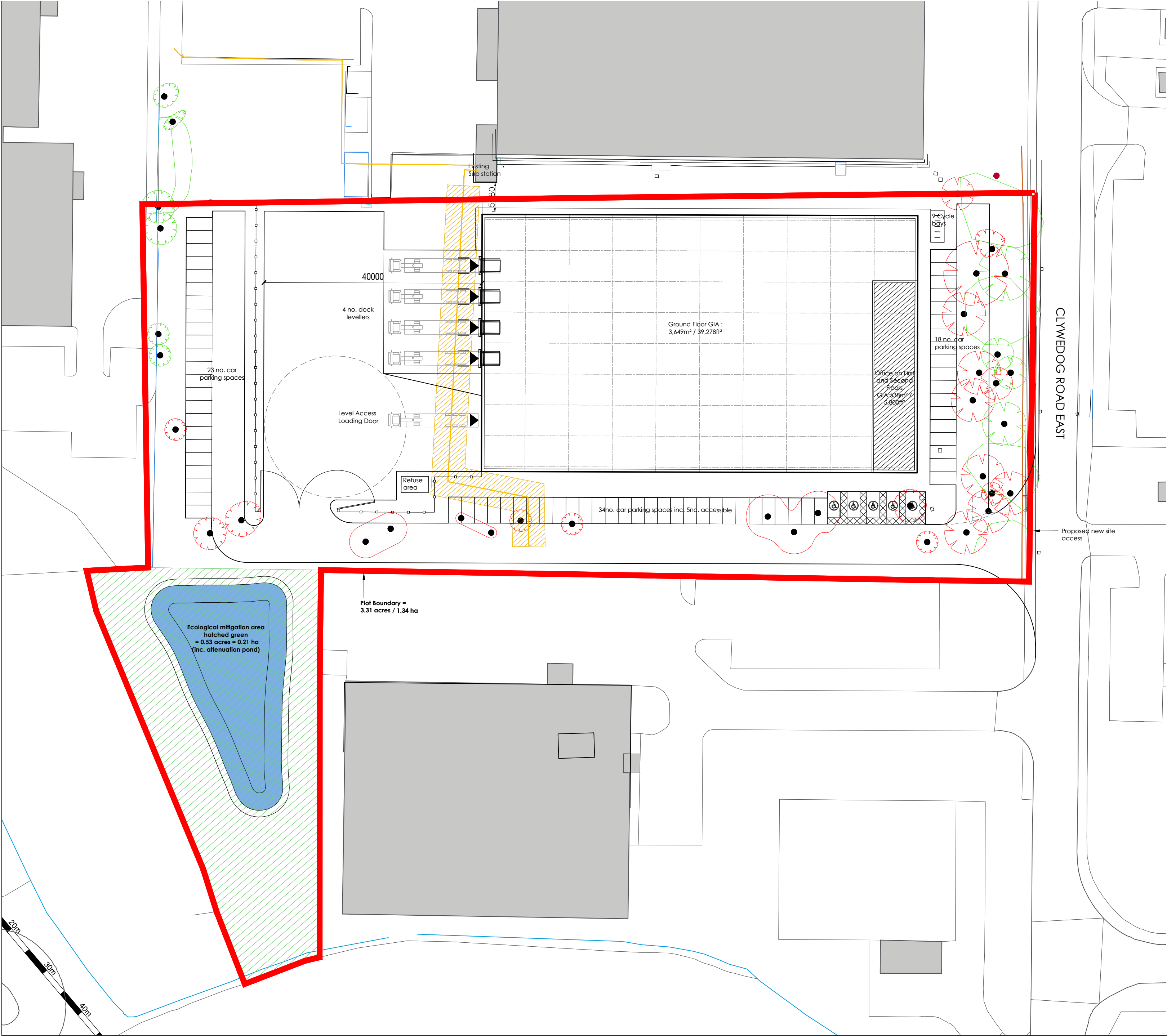
Yn unol â gofynion erthygl 2E o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012, rhaid anfon ymateb i'r ymgynghoriad at justin@j10planning.com erbyn **24 Rhagfyr 2018**.

Llofnod: **Justin Paul** (ar ran **FI-REM**)

Dyddiad: **26 Tachwedd 2018**

Nodyn Ychwanegol : mae'r ymgeisydd yn fodlon cwrdd â'r Cyngor Cymuned i ymgysylltu â'i Aelodau mewn modd cadarnhaol; efallai y bydd hyn yn golygu cwrdd â chi y tu allan i amserlen arferol eich cyfarfodydd. Fe fydd yn rhoi cyfle i'r Cyngor Cymuned rannu eu barn a chael atebion mwy manwl i'w hymholiadau. Os bydd hyn o ddiddordeb i chi, cysylltwch â mi i drefnu amser a lleoliad addas.

J10 Planning Ltd 1-3 Upper Eastgate Row Eastgate Row North Chester CH1 1LQ
Tel +44(0)1244 349 400 Fax +44(0)1244 349 402
post@j10planning.com www.j10planning.com

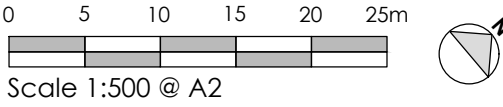


- NOTES
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences.
 - This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavors, AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufactures recommendations.

CDM 2015

Client notified of duties: XXX/XX/XXXX
Principal Designer: XXX

Unless noted below, all known hazards have been highlighted on the drawing:



Area Schedule

Unit	Area (Imperial)	Area (Metric)
Ground Floor	39,278 ft²	3,649.0 m²
First Floor Office	2,900 ft²	269.4 m²
Second Floor Office	2,900 ft²	269.4 m²
Total	45,077 ft²	4,187.8 m²
Parking Spaces	75 spaces (inc. 5 Dis)	
Cycle bays	9 spaces	
Site Area	3.31 acres	1.34 ha

- High voltage cable to be diverted (assumed 3m easement to both sides)
- Existing trees to be removed subject to Local Authority's approval

P4	22/11/18	TF	DOH
Existing tree positions corrected			
P3	12/11/18	TF	DOH
Additional tree shown removed to maintain visibility splays			
P2	06/11/18	TF	DOH
2m wide pedestrian route from rear car park indicated			
P1	24/10/18	ES	DOH
Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status Purpose of Issue			
S2 For Approval			
Drawing stage Planning			
Client FI Real Estate Management Ltd			
Project Proposed Industrial Development Clywedog Road East (Site 3) Wrexham			
Drawing title Proposed Site Plan			
date 24/10/18 drawn ES			
scale@A2 1:500 checked DOH			



Ward Councillor M G Morris
Denverra
Sun Lane
Bowling Bank
Wrexham LL13 9RW

SCHEDULE 1C : Article 2D

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012
CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION NOTICE UNDER ARTICLE
2D (to be served on specialist consultees, as defined by article 2(1) of the Town and
Country Planning (Development Management Procedure) (Wales) Order 2012

Purpose of this notice : this notice comprises a formal request for a pre-application consultation
response under article 2D of the Town and Country Planning (Development Management Procedure)
(Wales) Order 2012.

Proposed development at **land to south side of Clywedog Road South, Wrexham Industrial Estate,
Wrexham, LL13 9XS**

I give notice that **First Investment Real Estate Management Ltd**

is intending to apply for planning permission to **Wrexham County Borough Council for the Proposed
Proposed erection of a B2 / B8 industrial unit with associated means of access, servicing, parking
and landscaping treatment with ecological mitigation zone.**

You may inspect copies of the proposed application, the plans and other supporting documents online
at <http://www.j10planning.com/consultations/firem/wie3>

In accordance with the requirements of article 2E of the Town and Country Planning (Development
Management Procedure) (Wales) Order 2012, a consultation response must be sent to
justin@j10planning.com by **24 December 2018**.

Signed: **Justin Paul (on behalf of FI-REM)**

Date: **26 November 2018**

J10 Planning Ltd 1-3 Upper Eastgate Row Eastgate Row North Chester CH1 1LQ
Tel +44(0)1244 349 400 Fax +44(0)1244 349 402
post@j10planning.com www.j10planning.com



Cynghorydd Ward M G Morris
Denverra
Sun Lane
Bowling Bank
Wrecsam
LL13 9RW

ATODLEN 1C : Erthygl 2D

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO

HYSBYSIAD O DAN ERTHYGL 2D (i'w gyflwyno i ymgynghoreion arbenigol, fel y'u diffinnir gan erthygl 2(1) o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn ddeisyfiad ffurfiol am ymateb i ymgynghoriad cynymgeisio o dan erthygl 2D o Orchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012.

Datblygiad Arfaethedig ar **y tir i ochr ddeheuol De Ffordd Clywedog, Ystad Ddiwydiannol Wrecsam, Wrecsam, LL13 9XS**

Rwyf yn hysbysu bod **FI-REM Ltd**

yn bwriadu gwneud cais am ganiatâd cynllunio i **Cyngor Bwrdeistref Sirol Wrecsam** ar gyfer yr **Arfaethedig Arfaethedig codi uned ddiwydiannol B2 / B8 gyda dulliau cysylltiedig o fynediad, gwasanaethu, parcio a thrinweddau â phroses lliniaru ecolegol.**

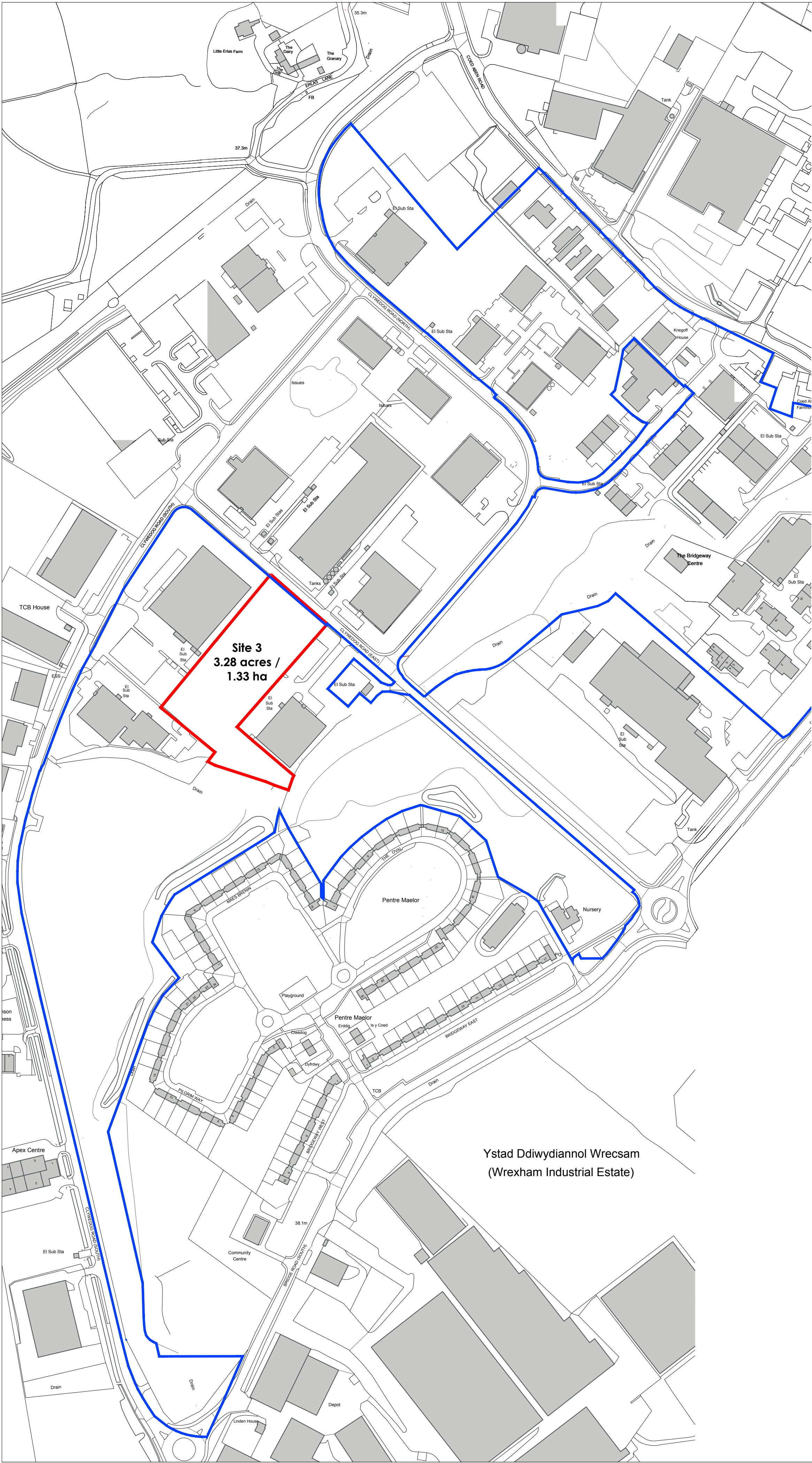
Gallwch archwilio copiâu o'r canlynol: y cais arfaethedig, y cynlluniau a dogfennau ategol eraill ar-lein yn <http://www.j10planning.com/consultations/firem/wie3>

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Llofnod: **Justin Paul** (ar ran **FI-REM**)

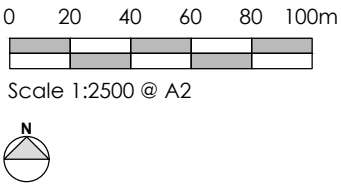
Dyddiad: **26 Tachwedd 2018**

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Tel +44(0)1244 349 400 Fax +44(0)1244 349 402
post@j10planning.com www.j10planning.com

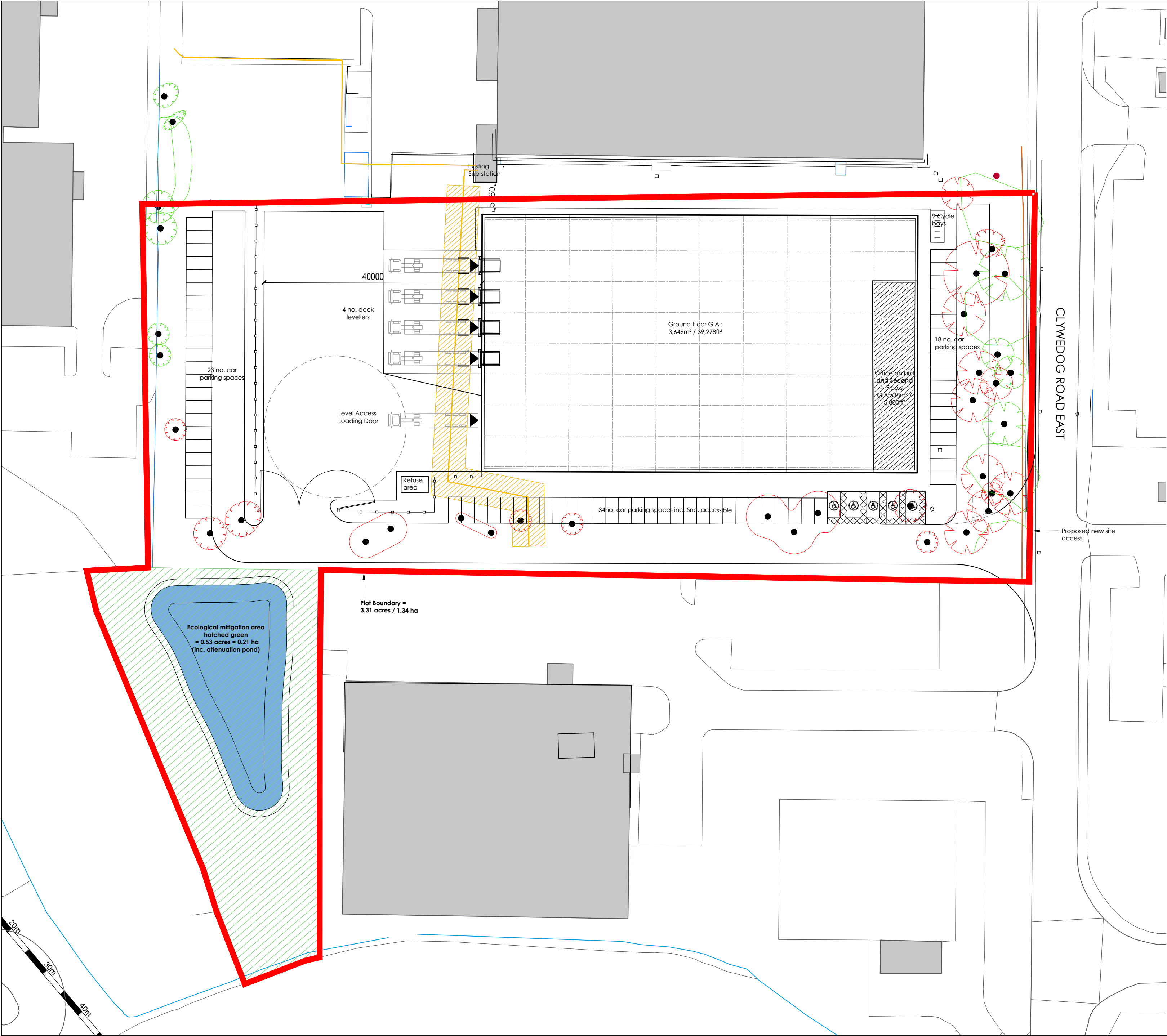


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 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.
- CDM 2015

Client notified of duties: XXX/XX/XXXXX
Principal Designer: XXX
Unless noted below, all known hazards have been highlighted on the drawing.



P2	05/11/18	TF	DOH
Red line boundary updated			
P1	19/10/18	ES	DOH
Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status Purpose of Issue			
S2	For Information		
drawing stage Planning			
client FI Real Estate Management Ltd			
project Proposed Industrial Development Clywedog Road East (Site3) Wrexham			
drawing title Location Plan			
date	19/10/18	drawn	ES
scale@A2	1:2500	checked	DOH

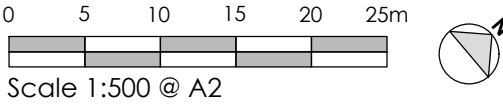


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Area Schedule

Unit	Area (Imperial)	Area (Metric)
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Total	45,077 ft²	4,187.8 m²
Parking Spaces	75 spaces (inc. 5 Dis)	
Cycle bays	9 spaces	
Site Area	3.31 acres	1.34 ha

- High voltage cable to be diverted (assumed 3m easement to both sides)
- Existing trees to be removed subject to Local Authority's approval

P4	22/11/18	TF	DOH
Existing tree positions corrected			
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Additional tree shown removed to maintain visibility splays			
P2	06/11/18	TF	DOH
2m wide pedestrian route from rear car park indicated			
P1	24/10/18	ES	DOH
Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status	Purpose of Issue		
S2	For Approval		
drawing stage	Planning		
client	FI Real Estate Management Ltd		
project	Proposed Industrial Development Clywedog Road East (Site 3) Wrexham		
drawing title	Proposed Site Plan		
date	24/10/18	drawn	ES
scale@A2	1:500	checked	DOH



Statutory Consultee (Welsh Water / NRW)

Council Consultee (Planning / Highways / Environmental Protection/ Drainage)

SCHEDULE 1C : Article 2D

CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012
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Signed: **Justin Paul (on behalf of FI-REM)**

Date: **26 November 2018**



Ymgynghoreion Statudol (Dŵr Cymru / Cyfoeth Naturiol Cymru)

Ymgynghoreion y Cyngor (Cynllunio / Prifffyrdd / Gwarchod yr Amgylchedd / Draenio)

ATODLEN 1C : Erthygl 2D

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Datblygiad Arfaethedig ar **y tir i ochr ddeheuol De Ffordd Clywedog, Ystad Ddiwydiannol Wrecsam, Wrecsam, LL13 9XS**

Rwyf yn hysbysu bod **FI-REM**

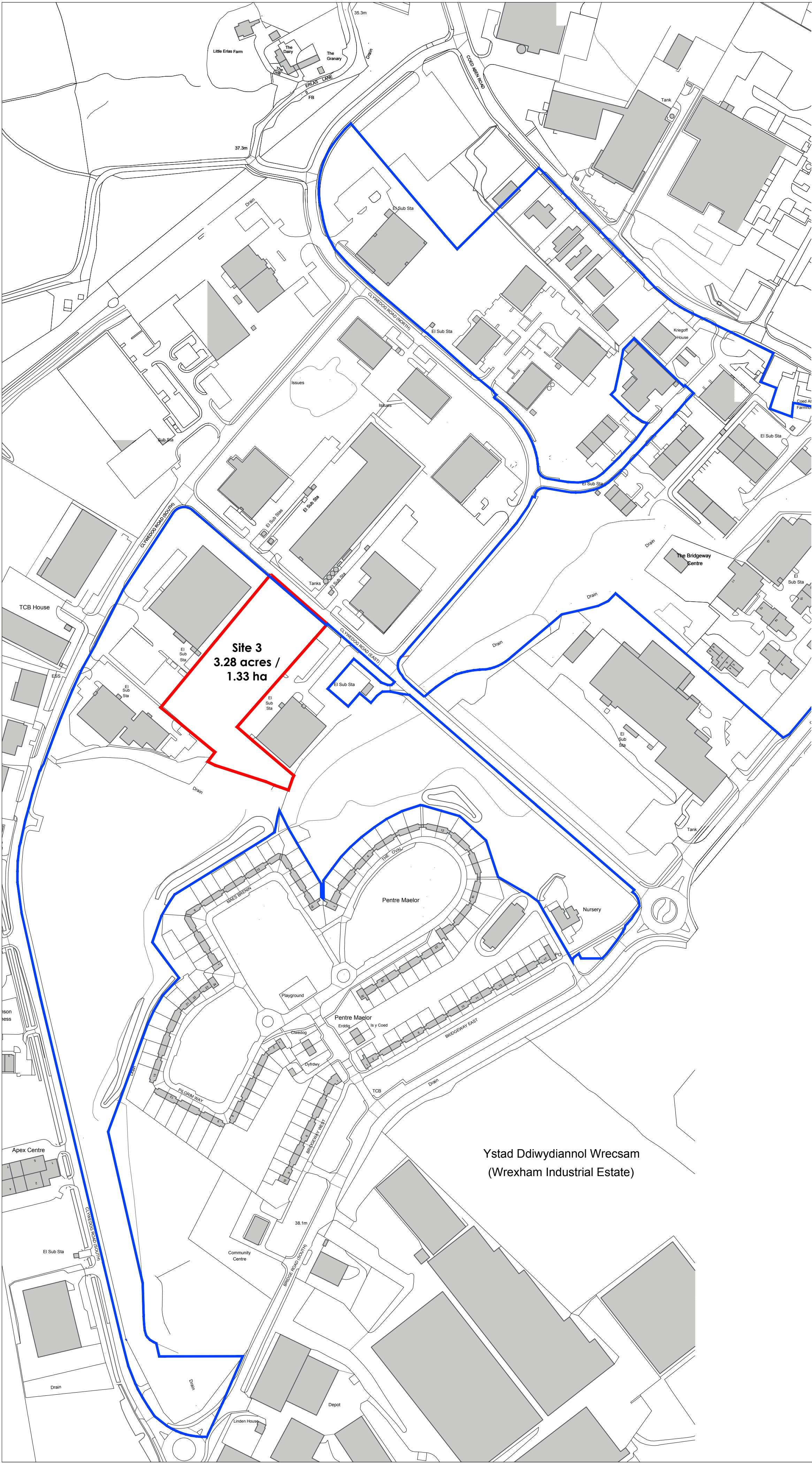
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Dyddiad: **26 Tachwedd 2018**

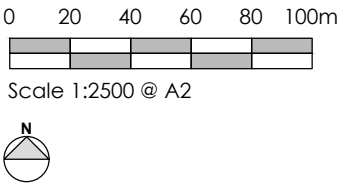


NOTES

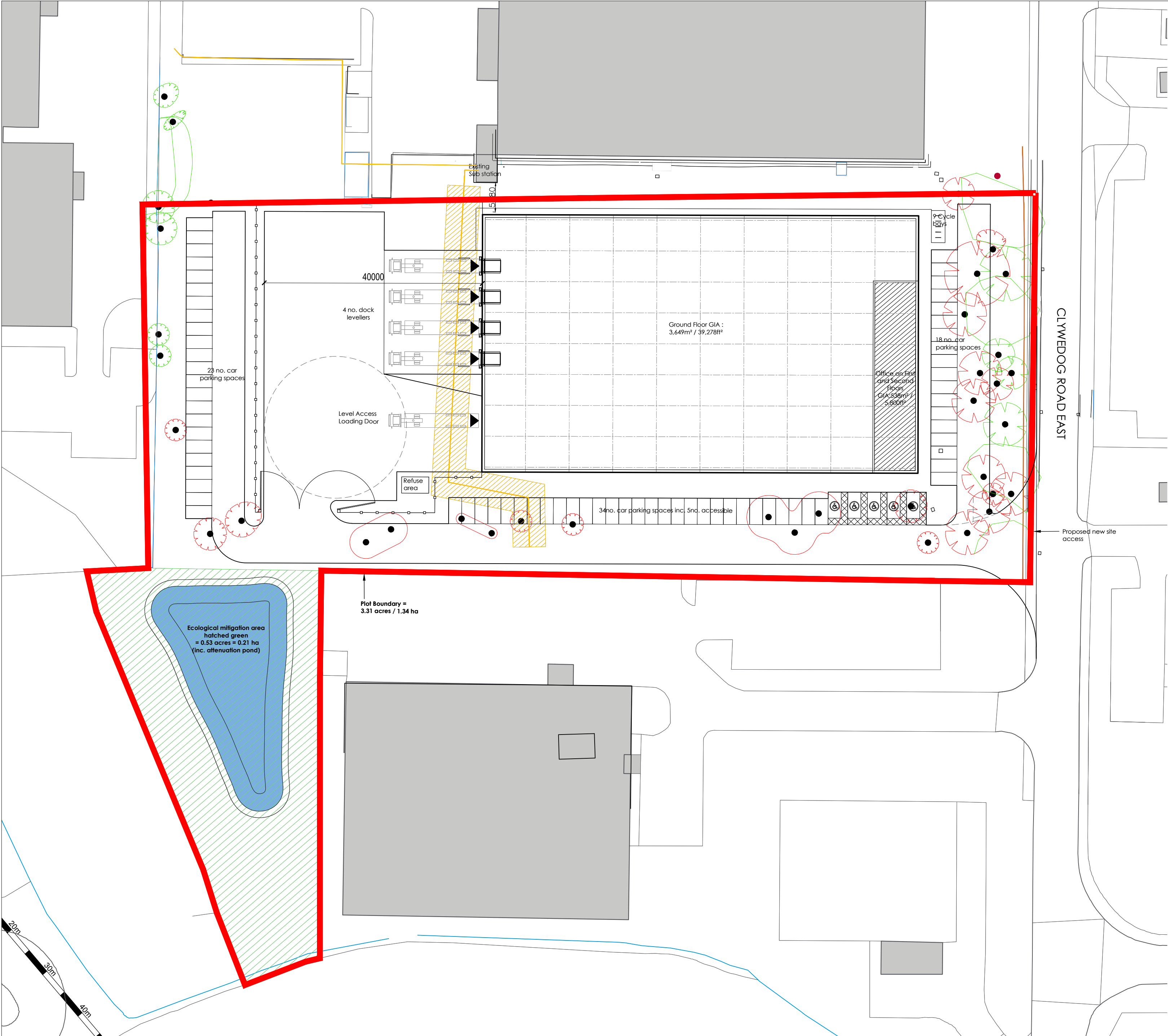
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CDM 2015

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Principal Designer: XXX
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Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status Purpose of Issue			
S2	For Information		
drawing stage Planning			
client FI Real Estate Management Ltd			
project Proposed Industrial Development Clywedog Road East (Site3) Wrexham			
drawing title Location Plan			
date	19/10/18	drawn	ES
scale@A2	1:2500	checked	DOH

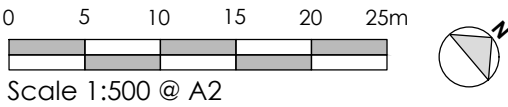


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Initial Issue			
REV	Date	Drawn by:-	Checked by:-
Status Purpose of Issue			
S2 For Approval			
Drawing stage Planning			
client FI Real Estate Management Ltd			
project Proposed Industrial Development Clywedog Road East (Site 3) Wrexham			
drawing title Proposed Site Plan			
date 24/10/18 drawn ES			
scale@A2 1:500 checked DOH			

SCHEDULE 1B Articles 2C & 2D
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR
PLANNING PERMISSION

Town and Country Planning (Development Management Procedure) (Wales) Order 2012
PUBLICITY AND CONSULTATION BEFORE APPLYING FOR PLANNING PERMISSION
NOTICE UNDER ARTICLES 2C AND 2D

(to be served on owners and/or occupiers of adjoining land and community consultees; and
displayed by site notice on or near the location of the proposed development)

Purpose of this notice: this notice provides the opportunity to comment directly to the developer on a proposed development prior to the submission of a planning application to the local planning authority ("LPA"). Any subsequent planning application will be publicised by the relevant LPA; any comments provided in response to this notice will not prejudice your ability to make representations to the LPA on any related planning application. You should note that any comments submitted may be placed on the public file.

Proposed development at **land to south side of Clywedog Road South, Wrexham Industrial Estate, Wrexham, LL13 9XS**

I give notice that **First Investment Real Estate Management Ltd**

is intending to apply for planning permission to **Wrexham County Borough Council for the Proposed Proposed erection of a B2 / B8 industrial unit with associated means of access, servicing, parking and landscaping treatment with ecological mitigation zone.**

You may inspect copies of the proposed application, the plans and other supporting documents online at <http://www.j10planning.com/consultations/firem/wie3>

and computer facilities are available to view this information online at **Wrexham Library, Rhosddu Road, Wrexham LL11 1AU** between the hours of:

Monday to Friday : 09.00 – 18.00

Saturday : 09.00 – 16.00

Anyone who wishes to make representations about this proposed development must write to the applicant/agent at justin@j10planning.com or **J10 Planning Ltd, 1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ**

By 24 December 2018

Signed: **Justin Paul (on behalf of FI-REM)**

Date: **26 November 2018**

ATODLEN 1B Erthyglau 2C a 2D
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM
GANIATÂD CYNLLUNIO

Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012
CYHOEDDUSRWYDD AC YMGYNGHORI CYN GWNEUD CAIS AM GANIATÂD CYNLLUNIO
HYSBYSIAD O DAN ERTHYGLAU 2C A 2D

(i'w gyflwyno i berchnogion a/neu feddianwyr tir cyffiniol ac ymgynghoreion cymunedol; ac i'w arddangos drwy hysbysiad safle ar neu gerllaw lleoliad y datblygiad arfaethedig)

Diben yr hysbysiad hwn: mae'r hysbysiad hwn yn rhoi cyfle i wneud sylwadau yn uniongyrchol i'r datblygwr ynglŷn â datblygiad arfaethedig cyn cyflwyno cais am ganiatâd cynllunio i'r awdurdod cynllunio lleol ("ACLI"). Bydd unrhyw gais cynllunio dilynol yn cael ei hysbysebu gan yr ACLI perthnasol; ni fydd unrhyw sylwadau a ddarperir gennych wrth ymateb i'r hysbysiad hwn yn lleihau dim ar eich gallu i gyflwyno sylwadau i'r ACLI ar unrhyw gais cynllunio cysylltiedig. Dylech nodi y gellir gosod unrhyw sylwadau a gyflwynir gennych yn y ffeil gyhoeddus.

Datblygiad Arfaethedig ar **y tir i ochr ddeheuol De Ffordd Clywedog, Ystad Ddiwydiannol Wrecsam, Wrecsam, LL13 9XS**

Rwyf yn hysbysu bod **FI-REM**

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ac mae cyfleusterau cyfrifiadur ar gael i archwilio'r wybodaeth hon ar lein yn **Llyfrgell Wrecsam, Ffordd Rhosddu, Wrecsam LL11 1AU** rhwng yr oriau canlynol:

Llun i Gwener : 09.00 – 18.00

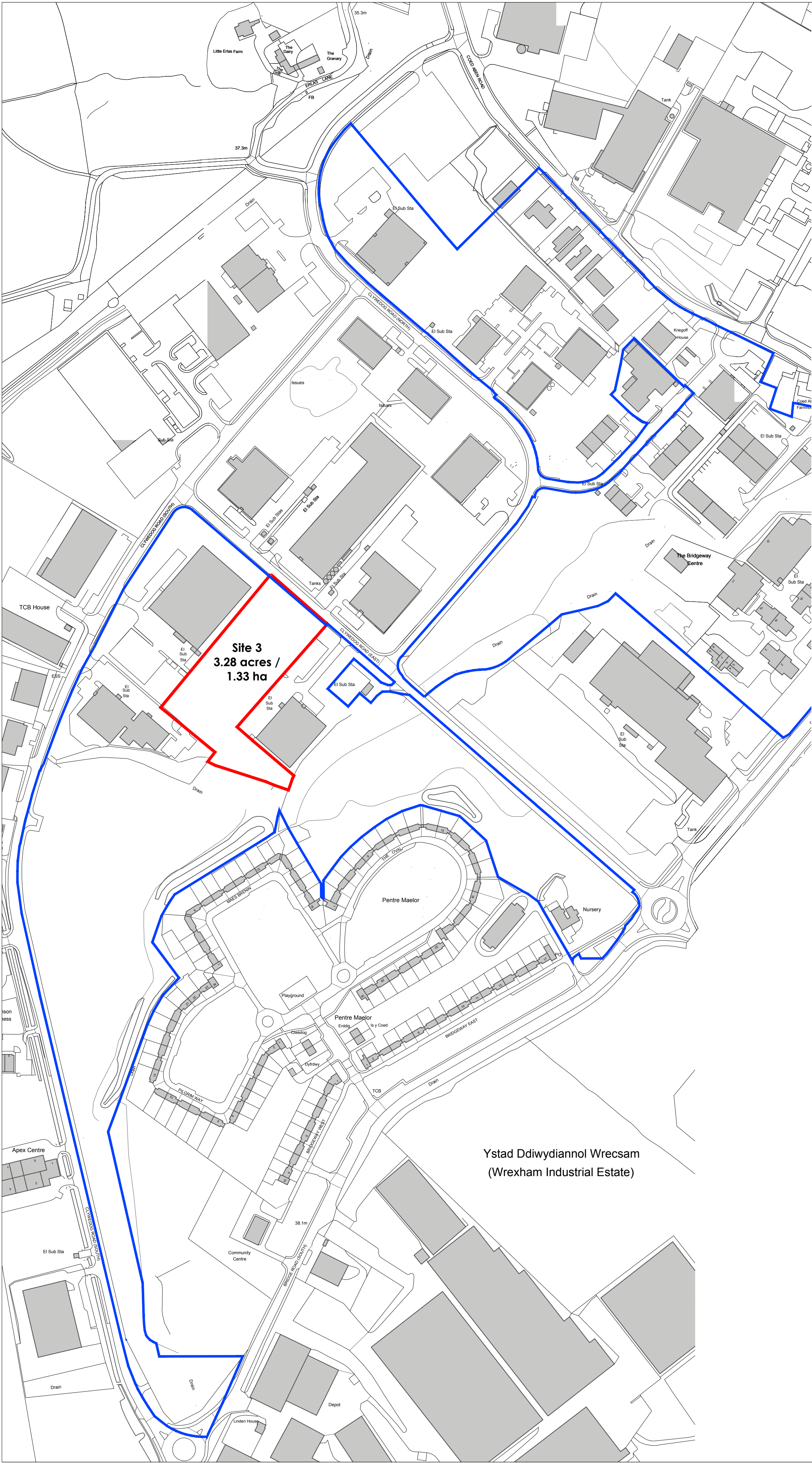
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Mae'n rhaid i unrhyw un sy'n dymuno gwneud sylwadau ynglŷn â'r datblygiad arfaethedig hwn ysgrifennu at y ceisydd/yr asiant yn justin@j10planning.com neu **J10 Planning Ltd, 1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ**

Erbyn **24 Rhagfyr 2018**

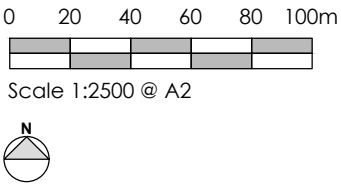
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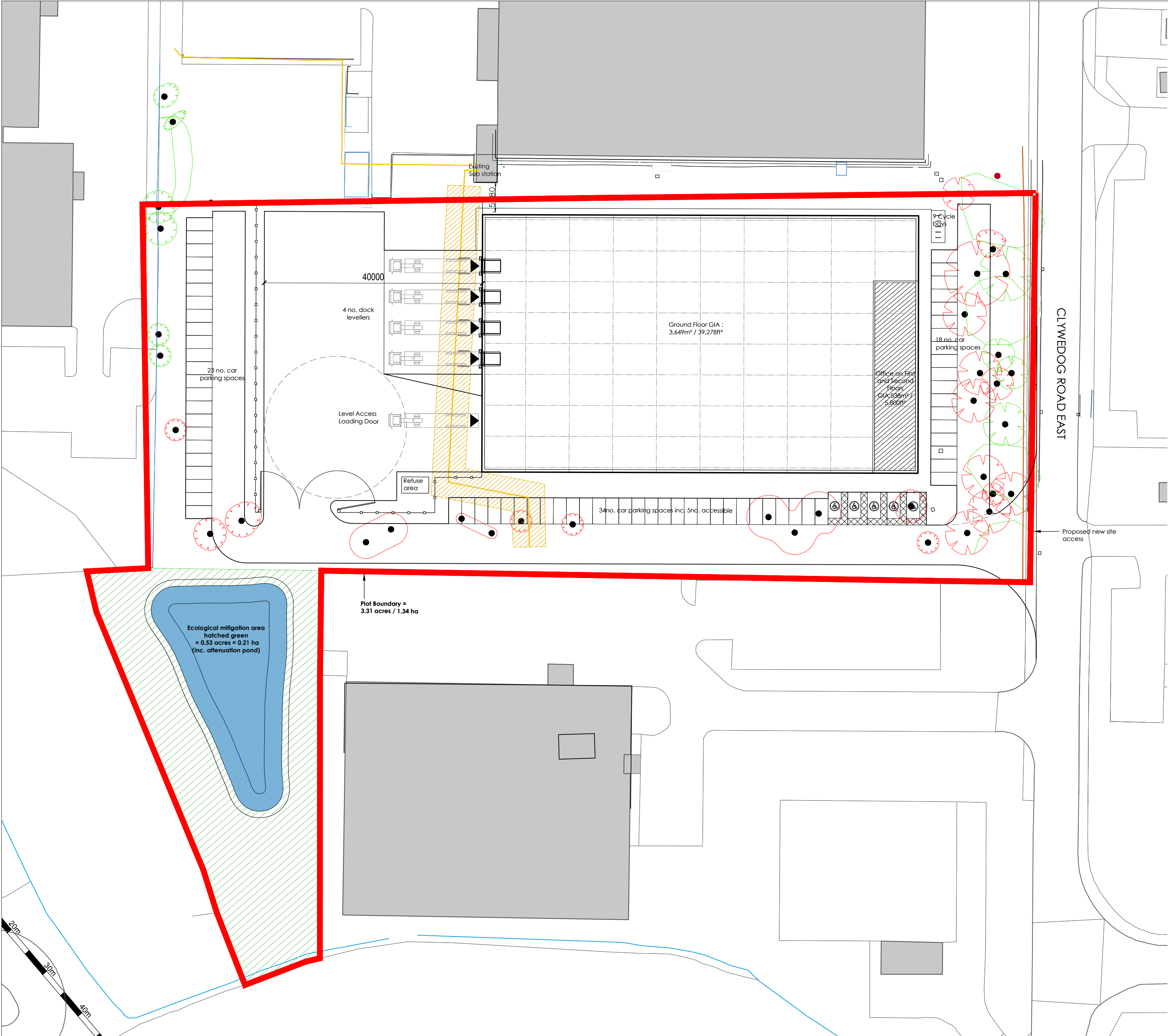


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REV	Date	Drawn by:-	Checked by:-
Status Purpose of Issue			
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drawing stage Planning			
client FI Real Estate Management Ltd			
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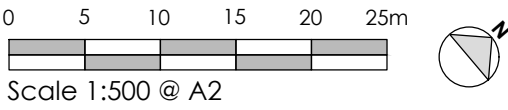


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drawing stage	Planning		
client	FI Real Estate Management Ltd		
project	Proposed Industrial Development Clywedog Road East (Site 3) Wrexham		
drawing title	Proposed Site Plan		
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scale@A2	1:500	checked	DOH

APPENDIX B

DMO statutory responses

Cyngor Bwrdeistref Sirol Wrexham/ Wrexham County Borough Council
Neuadd y Dref, Wrexham. LL11 1AY
Guildhall, Wrexham. LL11 1AY
DX: 721924 - Wrexham 4
www.wrexham.gov.uk www.wrexham.gov.uk



J10 Planning

1-3 Upper Eastgate Row
Eastgate Row North
Chester CH1 1LQ

Eich Cyf/Your Ref
Ein Cyf/Our ref
Dyddiad/Date
Gofynner am/Ask for
Rhif Cyswllt/Contact No
E-bost/E-mail

EP/PP/DC/Pre/2018/068
18th December 2018
Mr P Palmer
01978 729688
phil.palmer@wrexham.gov.uk

FAO: Justin Paul

Dear Sir

**Wrexham Industrial Estate , Wrexham.
Proposed Industrial Development Sites (Sites 2 – 5)**

**Pre-application Consultation – Article 2(1) of the Town and Country Planning
(Development Management Procedure – Wales) Order 2012.**

I refer to your email / consultation dated 26/11/2018 in respect of the above and comment as follows:-

Site 2

**Proposed Erection of B2 / B8 Industrial Unit
Land to North Side of Clywedog Road North, WIE, Wrexham.**

Access

The proposed development site is located on Clywedog Road North 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.

Submitted layout plan (Drg.No. P18042-001 B) indicates visibility splays of 4.5 m x 120m from the proposed access. A setback distance of 2.4 would be considered acceptable in this instance. Although, it would appear possible to provide the required visibility in the south easterly direction, the required splay on the north westerly direction would appear to cut across 3rd party land. There would appear to be obstruction in this section of land ie/ flagpoles, vegetation which may impeded visibility in this direction.

Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.



BUDDSODDWYR | INVESTOR
MEWN POBL | IN PEOPLE

I would recommend that the applicant clarifies how they will provide such a splay that appears to cut across 3rd party land. The applicant may wish to carry out a speed survey along this section to determine 85th percentile speeds which may require reduced visibility splays from the proposed access.

Proposed Site Plan Drg. No. B10223-AEW-XX-XX-DR-A-0503 Rev P6

Any proposed access will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

The submitted plan indicates the provision of a 2m wide footway on the eastern side of the access extending into the site which is considered acceptable. However, I would recommend that a 2m wide footway is also provided on the western side of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway.

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

Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road. Please annotate this detail on a revised layout plan.

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 remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Transport Statement

The submitted TRICS data typically includes data relating to sites defined as "Edge of Town" and "Edge of Town Centre". It is considered that Wrexham Industrial Estate (WIE) falls within either the "Neighbourhood Centre" or "Free Standing" location category. The submitted TRICS information is considered to relate to locations that are not comparable to WIE. I would recommend that the applicant submits TRICS data that falls within the above location categories.

I would request further information as follows:-

- Anticipated number of daily vehicle movements (both cars and HGVs)
- Maximum number of HGVs anticipated to be on site at any one time.
- Likely numbers of staff to be employed.

The submitted junction capacity reports will need to be re-submitted to take account of any revised TRICS data.

Parking & Turning Provision

The submitted layout plan (Drg. No. B10223-AEW-XX-XX-DR-A-0503 Rev P6) indicates that the proposed development comprises a warehouse – LPGN 16 B8 Use (2207m² gfa) and offices – LPGN 16 B1 Use (122m² gfa).

However, I assume that the proposed B8 warehouse use could also be replaced with B2 Industrial Use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m ²	Max Spaces Required	Proposed Spaces
B8	1 space per 100 m ² gfa	2207	22	-
B1	1 space per 30 m ² gfa	122	4	-
B2	1 space per 50 m ² gfa	2207	44	-
			Range 26 - 48	47 Total

Based on B1 / B2 Use, the proposed development would require a maximum of 48 spaces or a maximum of 26 spaces for B1 / B8 Use. The provision of 47 spaces for the proposed development is considered acceptable.

Swept Path Details Drg. Nos. P18042-002A & P18042-003

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered acceptable.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, 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

It is considered that the proposed 4 no. sites would benefit from an improved bus service and additional bus stop(s) that are closer to the sites than the existing services / bus stops. I would strongly recommend that you discuss the proposed sites 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 remaining section of new 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 application. The proposed development may require the re-location of existing lighting columns and possibly additional columns. 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.

Site 3

Proposed Erection of B2 / B8 Industrial Unit

Land to South Side of Clywedog Road South, WIE, Wrexham.

Access

The proposed development site is located on Clywedog Road South 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.

Submitted layout plan (Drg.No. P18043-001 B) indicates visibility splays of 4.5 m x 120m from the proposed access. A setback distance of 2.4 would be considered acceptable in this instance. The proposed splays would appear to cut across 3rd party land.

I would recommend that the applicant clarifies how they will provide the required splays which appear to cut across 3rd party land. The applicant may wish to carry out a speed survey along this section to determine 85th percentile speeds which may require reduced visibility splays from the proposed access.

Proposed Site Plan Drg. No. B10222-AEW-SI-XX-DR-A-0503 Rev P4

Any proposed access will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

The submitted plan does not appear to indicate any footway provision (2m wide) extending into the access on both sides. I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway.

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

Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road. The proposed access appears to be located directly opposite an existing access which is considered unacceptable. I would recommend that a revised plan is submitted indicating a more appropriate access location.

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 how the remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Transport Statement

The submitted TRICS data typically includes data relating to sites defined as "Edge of Town" and "Edge of Town Centre". It is considered that Wrexham Industrial Estate (WIE) falls within either the "Neighbourhood Centre" or "Free Standing" location category. The submitted TRICS information is considered to relate to locations that are not comparable to WIE. I would recommend that the applicant submits TRICS data that falls within the above location categories.

I would request further information as follows:-

- Anticipated number of daily vehicle movements (both cars and HGVs)
- Maximum number of HGVs anticipated to be on site at any one time.
- Likely numbers of staff to be employed.

The submitted junction capacity reports will need to be re-submitted to take account of any revised TRICS data.

Parking & Turning Provision

The submitted layout plan (Drg. No. B10222-AEW-SI-XX-DR-A-0503 Rev P4) indicates that the proposed development comprises a warehouse – LPGN 16 B8 Use (3649m² gfa) and offices – LPGN 16 B1 Use (538.8m² gfa).

However, I assume that the proposed B8 warehouse use could also be replaced with B2 Industrial Use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m ²	Max Spaces Required	Proposed Spaces
B8	1 space per 100 m ² gfa	3649	36	-
B1	1 space per 30 m ² gfa	538.8	18	-
B2	1 space per 50 m ² gfa	3649	73	-
			Range 18 - 91	80 Total

Based on B1 / B2 Use, the proposed development would require a maximum of 91 spaces or a maximum of 54 spaces for B1 / B8 Use. The provision of 80 spaces for the proposed development is considered acceptable.

Swept Path Details Drg. Nos. P18043-003A & P18043-002B

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered acceptable.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, 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

It is considered that the proposed 4 no. sites would benefit from an improved bus service and additional bus stop(s) that are closer to the sites than the existing services / bus stops. I would strongly recommend that you discuss the proposed sites 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 remaining section of new 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 application. The proposed development may require the re-location of existing lighting columns and possibly additional columns. 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.

Site 4

Proposed Erection of B1 / B2 Industrial Units Land off Clywedog Road North & East, WIE, Wrexham.

Access

The proposed development site is located on Clywedog Road North which is an unclassified road subject to a 40mph. Although vehicles may well be travelling at 40mph approaching from the north east. I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south west.

Based on these speeds, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 120m in the north easterly direction and 2.4 x 56m in the south westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18/ Manual for Streets.

Submitted layout plan (Drg.No. P18044-001 B) indicates visibility splays of 4.5 m x 120m in the north easterly direction and 4.5 x 65m in the south westerly direction measured to the nearside edge of the adjoining highway from the proposed access. A setback distance of 2.4 would be considered acceptable in this instance. The proposed splays would appear to cut across 3rd party land.

I would recommend that the applicant clarifies how they will provide the required splays which appear to cut across 3rd party land. The applicant may wish to carry out a speed survey along this section to determine 85th percentile speeds which may require reduced visibility splays from the proposed access.

Proposed Site Plan Drg. No. B10222-AEW-SI-XX-DR-A-0503 Rev P4

I would normally recommend that any proposed access of this nature will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

The proposed access appears to be 13.25m wide with limited kerb radii. There would appear to be a turning facility located directly behind the access to allow 16.5m HGVs to turn. This arrangement is considered unacceptable and has the potential for conflict of vehicle movements entering / exiting the site. I would recommend that the applicant considers re-locating the access further to the north east where the site has potentially more depth to accommodate a more suitable access. The applicant would need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details. Alternatively, the site could be limited to industrial / business units that are serviced by smaller rigid HGVs that require smaller turning areas. This could be controlled by a suitable Service & Delivery Management Plan.

The submitted plan does not appear to indicate any footway provision (2m wide) extending along the entire site frontage. If the proposed development is to be supported, I would recommend that a 2m wide footway is constructed which extends around the junction onto Clywedog Rd East along the site frontage and extends beyond the north eastern site frontage to the existing 1.9m wide footway to provide a continuous footway link on this side of Clywedog Road North.

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

I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway.

Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road. The proposed access appears to be located directly opposite an existing access which is considered unacceptable. I would recommend that a revised plan is submitted indicating a more appropriate access location.

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 remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Transport Statement

The submitted TRICS data typically includes data relating to sites defined as "Edge of Town" and "Edge of Town Centre". It is considered that Wrexham Industrial Estate (WIE) falls within either the "Neighbourhood Centre" or "Free Standing" location category. The submitted TRICs information is considered to relate to locations that are not comparable to WIE. I would recommend that the applicant submits TRICs data that falls within the above location categories.

I would request further information as follows:-

- Anticipated number of daily vehicle movements (both cars and HGVs)
- Maximum number of HGVs anticipated to be on site at any one time.
- Likely numbers of staff to be employed.

The submitted junction capacity reports will need to be re-submitted to take account of any revised TRICs data.

Parking & Turning Provision

The submitted layout plan (Drg. No. B10137-AEW-SI-XX-DR-A-0503 Rev P5) indicates that the proposed development comprises 11 no. units – LPGN 16 B1 / B2 Use (3263m² gfa).

However, it is unclear as to the specific proposed gross floor areas intended for each unit against each class use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m ²	Max Spaces Required	Proposed Spaces
B1	1 space per 30 m ² gfa	3263	109	-
B2	1 space per 50 m ² gfa	3263	65	-
			Range 65 - 109	72 Total

Based on B1 / B2 Use, the proposed development would require a maximum of 109 spaces or a maximum of 65 spaces for B1 / B2 Use. I would recommend that the applicant provides further information in respect of the specific gross floor areas proposed for each Class Use ie/ either B1 or B2 or a combination of the two class uses. This will allow a more accurate assessment of the required parking provision.

Swept Path Details Drg. Nos. P18043-003A & P18043-002B

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered acceptable.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, 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

It is considered that the proposed 4 no. sites would benefit from an improved bus service and additional bus stop(s) that are closer to the sites than the existing services / bus stops. I would strongly recommend that you discuss the proposed sites 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 remaining section of new 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 application. The proposed development may require the re-location of existing lighting columns and possibly additional columns. 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.

Site 5

Proposed Erection of B2 / B8 Industrial Units (Northern Site)

Proposed Erection of B1 / B2 Industrial Units (Southern Site)

Land off Clywedog Road South, WIE, Wrexham.

Access

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

Based on these speeds, 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/ Manual for Streets.

Submitted layout plan (**Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P5**) indicates visibility splays of 4.5 m x 120m in both directions measured to the nearside edge of the adjoining highway from the proposed access. A setback distance of 2.4 would be considered acceptable in this instance.

There would appear to be an existing boundary fence fronting the adjoining site (ie/ Nu Instruments) which may impede visibility from the proposed northerly access. I would recommend that the existing fence is plotted on a revised visibility layout plan.

Proposed Site Plan Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P5

I would normally recommend that any proposed access of this nature will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

Northerly Access

The proposed access appears to be 7.3m wide with 15m kerb radii. Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road. The proposed access appears to be located directly opposite an existing access serving RF Bellis Haulage which is considered unacceptable. I would recommend that a revised plan is submitted indicating a more appropriate access location.

The applicant will need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details.

I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway.

The submitted plan does not appear to indicate any footway provision (2m wide) extending along the entire site frontage. If the proposed development is to be supported, I would recommend that a 2m wide footway is constructed along the entire site frontage which extends north to provide a continuous footway link with the existing footway fronting Nu Instruments.

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

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 remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Transport Statement (Northerly Access)

The submitted TRICS data typically includes data relating to sites defined as "Edge of Town" and "Edge of Town Centre". It is considered that Wrexham Industrial Estate (WIE) falls within either the "Neighbourhood Centre" or "Free Standing" location category. The submitted TRICs information is considered to relate to locations that are not comparable to WIE. I would recommend that the applicant submits TRICs data that falls within the above location categories.

I would request further information as follows:-

- Anticipated number of daily vehicle movements (both cars and HGVs)
- Maximum number of HGVs anticipated to be on site at any one time.
- Likely numbers of staff to be employed.

The submitted junction capacity reports will need to be re-submitted to take account of any revised TRICs data.

Parking & Turning Provision (Northerly Access)

The submitted layout plan (**Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P5**) indicates that the proposed development comprises 1 single unit (unit 1) – LPGN 16 B2 / B8 Use (6502m² gfa).

However, it is unclear as to the specific proposed gross floor areas intended for each unit against each class use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m²	Max Spaces Required	Proposed Spaces
B2	1 space per 50 m ² gfa	6502	130	-
B8	1 space per 100 m ² gfa	6502	65	-
			Range 65 - 130	121 Total

Based on B2 / B8 Use, the proposed development would require a maximum of 130 spaces or a maximum of 65 spaces. The proposed level of parking provision is considered adequate

Swept Path Details Drg. Nos. P18045-003B

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered acceptable.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, 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 (Northerly Access)

It is considered that the proposed 4 no. sites would benefit from an improved bus service and additional bus stop(s) that are closer to the sites than the existing services / bus stops. I would strongly recommend that you discuss the proposed sites including potential funding for an improved bus service with our Public Transport Officer – Andrew Mytton on Tel: 01978 729760.

Surface Water Drainage (Northerly Access)

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

Proposed Lighting (Northerly Access)

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 application. The proposed development may require the re-location of existing lighting columns and possibly additional columns. 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) - Northerly Access

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 (Northerly Access)

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.

Southerly Access

The proposed access appears to be 14 wide with limited kerb radii. There would appear to be a turning facility located directly behind the access to allow 16.5m HGVs to turn. This arrangement is considered unacceptable and has the potential for conflict of vehicle movements entering / exiting the site. I would recommend that the applicant considers re-locating the access further to the north east where the site has potentially more depth to accommodate a more suitable access. The applicant would need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details. Alternatively, the site could be limited to industrial / business units that are serviced by smaller rigid HGVs that require smaller turning areas. This could be controlled by a suitable Service & Delivery Management Plan.

The submitted plan does not appear to indicate any footway provision (2m wide) extending along the entire site frontage. If the proposed development is to be supported, I would recommend that a 2m wide footway is constructed along the entire site frontage which extends north to provide a continuous footway link with the existing footway fronting Nu Instruments.

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

I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway.

Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road.

I would recommend that a revised plan is submitted indicating a more appropriate access location.

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 remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Transport Statement (Southerly Access)

The submitted TRICS data typically includes data relating to sites defined as "Edge of Town" and "Edge of Town Centre". It is considered that Wrexham Industrial Estate (WIE) falls within either the "Neighbourhood Centre" or "Free Standing" location category. The submitted TRICs information is considered to relate to locations that are not comparable to WIE. I would recommend that the applicant submits TRICs data that falls within the above location categories.

I would request further information as follows:-

- Anticipated number of daily vehicle movements (both cars and HGVs)
- Maximum number of HGVs anticipated to be on site at any one time.
- Likely numbers of staff to be employed.

The submitted junction capacity reports will need to be re-submitted to take account of any revised TRICs data.

Parking & Turning Provision (Southerly Access)

The submitted layout plan (Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P5) indicates that the proposed development comprises 5 no. units – LPGN 16 B1 / B2 Use (m² gfa).

However, it is unclear as to the specific proposed gross floor areas intended for each unit against each class use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m ²	Max Spaces Required	Proposed Spaces
B1	1 space per 30 m ² gfa	2515	84	-
B2	1 space per 50 m ² gfa	2515	50	-
			Range 50- 84	48 Total

Based on B1 / B2 Use, the proposed development would require a maximum of 84 spaces or a maximum of 65 spaces. I would recommend that the applicant provides further information in respect of the specific gross floor areas proposed for each Class Use ie/ either B1 or B2 or a combination of the two class uses. This will allow a more accurate assessment of the required parking provision.

Swept Path Details Drg. Nos. P18045-004B

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered acceptable.

However, there would appear to be a turning facility located directly behind the access to allow 16.5m HGVs to turn. This arrangement is considered unacceptable and has the potential for conflict of vehicle movements entering / exiting the site. I would recommend that the applicant considers re-locating the access further north where the site has potentially more depth to accommodate a more suitable access. The applicant would need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details. Alternatively, the site could be limited to industrial / business units that are serviced by smaller rigid HGVs that require smaller turning areas. This could be controlled by a suitable Service & Delivery Management Plan.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, 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 (Southerly Access)

It is considered that the proposed 4 no. sites would benefit from an improved bus service and additional bus stop(s) that are closer to the sites than the existing services / bus stops. I would strongly recommend that you discuss the proposed sites including potential funding for an improved bus service with our Public Transport Officer – Andrew Mytton on Tel: 01978 729760.

Surface Water Drainage (Southerly Access)

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

Proposed Lighting (Southerly Access)

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 application. The proposed development may require the re-location of existing lighting columns and possibly additional columns. 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) - Southerly Access

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 (Southerly Access)

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.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully

Peterson Swaite

RA Planning Control Manager

From: [Neil Taunt](#)
To: [Justin Paul](#)
Cc: [Neville Shaw](#); [Jane Hetherington](#); [Matthew Phillips](#)
Subject: RE: FI-REM : WIE : DMO consultation
Date: 17 December 2018 10:14:30
Attachments: [image001.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Hi Justin,

The Lead Local Flood Authority is not a statutory consultee in the DMO pre application process. My previous response we provided to highlight the potential impacts of the introduction of the new legislation on the 7th January. As you intention is to submit prior to the Jan 7th implementation date, I will provide formal comment when consulted on the planning application.

Many thanks

Neil

From: Justin Paul [<mailto:Justin@j10planning.com>]
Sent: 17 December 2018 10:05
To: Neil Taunt
Cc: Neville Shaw ; Jane Hetherington; Matthew Phillips
Subject: RE: FI-REM : WIE : DMO consultation

Morning Neil

The legislation states that a “substantive response” must be received within 28 days unless an extension is agreed between us in writing.

You will appreciate that we are aiming to submit the planning applications on these 4 sites in advance of the new SUD’s guidance being introduced on 7 Jan 2019, so will be submitting very soon after the 24th December 2018.

We have value your response by this date, but if you are unable to make this date then we will have to submit without the benefit of your input.

In the light of this it would be helpful if you could let me know when you expect to be able to make a response.

Kind regards

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

01244 349400 // 07971 446630 // justin@j10planning.com

Company Reg. No. 6000409 VAT Reg. No. 815630835





From: Neil Taunt <Neil.Taunt@wrexham.gov.uk>
Sent: 17 December 2018 08:14
To: Justin Paul <justin@j10planning.com>
Subject: RE: FI-REM : WIE : DMO consultation

Hi Justin,

I am unlikely to be able to provide any additional comments by the deadline due to other workload pressures.

Regards

Neil

From: Justin Paul [<mailto:Justin@j10planning.com>]
Sent: 13 December 2018 18:14
To: Neil Taunt
Cc: Neville Shaw ; Jane Hetherington; Matthew Phillips
Subject: RE: FI-REM : WIE : DMO consultation

Hello Neil

Please could you kindly confirm you shall be able to provide a response by the deadline ?

Regards

Justin

From: Justin Paul
Sent: 07 December 2018 09:56
To: 'Neil Taunt' <Neil.Taunt@wrexham.gov.uk>
Cc: Neville Shaw <nevilleshaw@integraconsulting.co.uk>; Jane Hetherington <jhetherington@fi-rem.com>
Subject: RE: FI-REM : WIE : DMO consultation

Morning Neil

Just to let you know that **it is** our intention to submit before the 7th Jan 2019 so we will expect your considered opinion beforehand apropos the existing reports.

Kind regards

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

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From: Neil Taunt <Neil.Taunt@wrexham.gov.uk>

Sent: 07 December 2018 09:51

To: Justin Paul <justin@j10planning.com>

Subject: RE: FI-REM : WIE : DMO consultation

Dear Justin,

Thank you for the recent notification of the pre application consultation on the 4 sites at WIE.

I have reviewed the FCA/Drainage strategy for each site with reference to how surface waters generated by the development will be managed. The following comments are applicable to each of the sites.

As you may well be aware, there is a significant change to drainage requirements that will impact new developments from January 2019

From January 7th 2019, all new developments of more than 1 house or where the construction area is of 100m² or more will require approval from the Sustainable Drainage (SuDS) Approving Body (SAB) to manage on-site surface water before beginning construction. This is in addition to the requirement for planning permission.

Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers. These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins. In some instances the SAB will have a duty to adopt compliant systems so long as it is built and functions in accordance with the approved proposals, including any SAB conditions of approval. Early discussions with the SAB, planners and other stakeholders are essential to gain the most benefit from this new mandatory requirement.

Further information on the SAB in Wrexham CBC, the legislation and links to guidance and best practice can be found at https://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm.

When considering the timescales associated with this pre application consultation, it is reasonable to assume that no application for planning permission will have been submitted by the commencement date of the 7th January 2019. For this reason I would strongly recommend that the drainage strategies are revisited to give full consideration of the Welsh Ministers Statutory Standards as this may have implications for the proposed scheme and associated layout of the application sites. As mentioned above, early discussion with both the SAB and Planning Authority are strongly advised.

Regards

Neil

Neil Taunt MCIWEM C.WEM CEnv CSci

Uwch Swyddog Rheoli Llifogydd / Senior Flood Management Officer

 01978 729734 / 07808 787632

 Amgylchedd a Chynllunio, Cyngor Bwrdeistref Sirol Wrecsam, De Ffordd yr Abaty, Ystad Ddiwydiannol Wrecsam, Wrecsam LL13 9PW

 Environment & Planning, Wrexham County Borough Council, Abbey Road South, Wrexham Industrial Estate, Wrexham LL13 9PW

 wrecsam.gov.uk | wrexham.gov.uk

 twitter.com/cbswrecsam | twitter.com/wrexhamcbc

 facebook.com/cyngorwrecsam | facebook.com/wrexhamcouncil

From: Justin Paul [<mailto:Justin@j10planning.com>]

Sent: 26 November 2018 17:14

To: Matthew Phillips; Phil Palmer; Peter Douthwaite; Emma Broad; Ian1 Jones; Neil Taunt; developer.services@dwrcymru.com; NorthPlanning@cyfoethnaturiolcymru.gov.uk

Cc: Jane Hetherington

Subject: FI-REM : WIE : DMO consultation

Dear Sir / Madam

As required by the relevant planning legislation please find attached formal Notices with respect the proposed employment development by FI-REM upon sites at the Wrexham Industrial Estate.

The notice provides a link to the full suite of documents and plans associated with this proposal, but to make life easier I provide the hyperlink here (live from tomorrow):

<http://www.j10planning.com/consultations/firem/wie>

I look forward to hearing from you in advance of the 24 December 2018 deadline.

Yours faithfully

Justin Paul

Justin Paul BA BTP MRTPI

MANAGING PARTNER

J10 Planning Ltd

1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

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From: [North Planning](#)
To: [Justin Paul](#)
Subject: RE: Land Opp. Wilkinson Business Park Wrexham Ind. Estate NRW:03590963
Date: 10 December 2018 09:34:01

Dear Mr Paul

The developer is only required to consult a consultee listed in the table to Schedule 4 when the proposed development meets a "Description of Development" listed in column 2 of that table. In this instance, as you have indicated in your response, there is not a requirement to consult with NRW. We are able to provide discretionary pre-application advice should you wish to receive it.

I attach information below regarding the discretionary pre-application options available:

NRW are changing the way in which we provide advice to developers. We will continue to meet our duties as an adviser. In addition we will offer a free initial opinion on your proposal. However, in cases where you would like to access any extra advice that falls outside of our statutory duties, we can only offer this as part of our Discretionary Planning Advice Service (DPA Service). For more information regarding free service and our discretionary planning can be found in the link below:

Your request for our free or charged discretionary advice service needs to be accompanied by the relevant 'Request Form' which is available to download from our website

Welsh Version:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=cy>

English version:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

Best Regards,

Daniel Davies

[Cynghorydd Cynllunio Datblygu](#) / Development Planning Advisor

----- Original Message -----

From: Justin Paul
Received: Wed Nov 28 2018 15:11:30 GMT+0000 (GMT Standard Time)
To: Garmon Lewis
Cc: North planning; North Planning Mailbox Queue
Subject: Land Opp. Wilkinson Business Park Wrexham Ind. Estate

Lewis

It does not fit in with the table you provide.

However we are consulting NRW due to the WG Regulations on pre-planning submissions, of which NRW are a consultee.

Regards

Justin

Justin Paul BA BTP MRTPI

MANAGING PARTNER

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1-3 Upper Eastgate Row, Eastgate Row North, Chester, CH1 1LQ

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Company Reg. No. 6000409 VAT Reg. No. 815630835



From: Lewis, Garmon <Garmon.Lewis@cyfoethnaturiolcymru.gov.uk>

Sent: 28 November 2018 15:01

To: Justin Paul <justin@j10planning.com>

Cc: North Planning <NorthPlanning@cyfoethnaturiolcymru.gov.uk>

Subject: Land Opp. Wilkinson Business Park Wrexham Ind. Estate

Good Afternoon,

Thank you for consulting NRW regarding the pre-application for the above mentioned development. Please could you identify on the table attached how this development would fall under a 'major application' status.

If you are unable to identify a category from the table that suits this development, then you should have a look on the link below for a free 'limited' pre-applicaition, or a charged service for a more in-depth response. All relevant information can be found from the link below.

Welsh Version:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=cy>

English version:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

Kind Regards

Tîm Cynllunio Datblygu / Development Planning Team

Cyfoeth Naturiol Cymru / Natural Resources Wales

Ffôn / Tel: 03000 655236

Gwefan / Website: www.cyfoethnaturiolcymru.gov.uk /
www.naturalresourceswales.gov.uk

Ein diben yw sicrhau bod adnoddau naturiol Cymru yn cael eu cynnal, eu defnyddio a'u gwella mewn modd cynaliadwy, yn awr ac yn y dyfodol.

Our purpose is to ensure that the natural resources of Wales are sustainably maintained, enhanced and used, now and in the future.

Mr Justin Paul
J10 Planning
1-3 Upper Eastgate Row
Eastgate Row North
Chester
Cheshire
CH1 1LQ

Date: 13/12/2018
Our Ref: PPA0003713

Dear Mr Paul

Grid Ref: 337225 349298

Site Address: Land to south side of Clywedog Road South, Wrexham Industrial Estate

Development: Schedule 1C Article 2D - Proposed erection of a B2/B8 industrial unit with associated means of access, servicing, parking and landscaping treatment with ecological mitigation zone

I refer to the Schedule 1C - Article 2D notice received and your formal request for a pre-application consultation response before applying for planning permission from Dwr Cymru Welsh Water as a 'Specialist Consultee' as defined by Paragraph (y) of Schedule 4 of the Town & Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016. It is acknowledged that the consultation request relates to a major development site and thus seeks a substantive response within 28 days from the date of the notice, 26th November 2018, as per the requirements of Article 2E. This request includes our views on the capacity of our network of assets and infrastructure to accommodate your proposed development.

Having reviewed the details submitted I would offer the following advice which should be taken into account within any future planning application for the development:

SEWERAGE

Domestic foul flows from the proposed development can be accommodated within the public sewerage system.

Advisory Note

If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted.

SURFACE WATER

We note it is proposed for surface water runoff from the proposed development to be discharged into an existing watercourse.

Please note that no surface water, highway or land drainage run-off will be permitted to discharge directly or indirectly into the public sewerage system.

SEWAGE TREATMENT

No problems are envisaged with the Waste Water Treatment Works for the treatment of domestic discharges from this site.

I trust the above information is helpful and will assist you in forming water and drainage strategies that should accompany any future planning application.

Please note that our response is based on the information provided in your enquiry and should the information change we reserve the right to make a new representation. Should you have any queries or wish to discuss any aspect of our response please do not hesitate to contact our dedicated team of planning officers, either on 0800 917 2652 or via email at developer.services@dwrcymru.com

Please quote our reference number in all communications and correspondence.

Yours faithfully,



Owain George
Planning Liaison Manager
Developer Services

Please Note that demands upon the water and sewerage systems change continually; consequently the information given above should be regarded as reliable for a maximum period of 12 months from the date of this letter.