MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1464	**Your Ref:**	P/2024/1464
Date:	05/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I GADW CERBYDAU (SUI GENERIS) / CHANGE OF USE OF LAND FOR VEHICLE STORAGE (SUI GENERIS)

LOCATION: THE BRIDGEWAY CENTRE, BRIDGE ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9QS

I refer to your consultation / email dated 16/10/2024 in respect of the above.

General

The proposed development site is located on the south western side of The Bridgeway centre based on Wrexham Industrial Estate. Although very limited information has been provided with this application, the applicant has submitted the following details:-

This is a retrospective application on behalf of FI Real Estate Management (FIREM) for change of use of land at the Bridgeway Centre for temporary use as vehicle storage (sui generis) for up to 2-years. The retrospective part to the application relates to storage of vehicles in support of Days Rental, a vehicle rental company with a base in Wrexham Industrial Estate, and the non-retrospective part to proposed storage of vehicles in support of the adjacent operator, Hydro Aluminium. To clarify on Days Rentals, it is not operating the space as rental depot and it is only used for storage of vehicles between rentals.

In terms of **Days Rentals**, the land at the Bridgeway Centre is solely a storage compound for vehicles and has / will have no public access.

In terms of **Hydro**, they have approached FIREM as its existing site has limited yard space which is operating over capacity and affecting the efficiency of its operations. It plans to rent the space at Bridgeway Centre for HGV parking (it may be a mix of cabs and trailers) to improve its operation on the main site. It also proposes to use a portable weigh machine on the site but we are informed this is not permanent fixture.

The area for Days Rental has previously been in use for storage of vehicles even when the former units were operating in the vicinity of the Hydro Aluminium area. The former units at Bridgeway Centre had been in use for a variety of commercial / industrial uses that cover Use Classes B1, B2 and B8. Potentially it might have been the case the Days Rental area was in a sui generis use for vehicle storage but as stated above we have insufficient evidence to confirm this. 3 The Local Development Plan (LDP), 2023, allocates the land as part the industrial estate with no constraints applied to the site. Policy SP9 provides general support and primary focus for employment uses in the estate across the range of Class B1, B2 and B8 uses, but this does not preclude other uses appropriate to the location. The storage of vehicles is clearly an activity and land use that is appropriate in the locale and is often an ancillary use within larger-scale plots.

Access

The proposed development site is accessed off Bridge Road which is a classified road subject to a 30mph speed limit..

Any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility from the existing access onto Bridge Road is adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing / proposed access onto Bridge Road is 7.3m wide with 2m wide footways both sides for the first 35m into the site. The existing access road is only adopted up to the back of footway across the access. The access is paved with hard bound materials. The access serves a significant number of existing small industrial units and previously served additional units that have since been demolished.

The internal estate road (unadopted) leading to the application site reduces in width and lacks footways. Given its limited width internally, it would be difficult for any large HGVs to access out of the main access simultaneously with other vehicles. It is not clear if any larger HGVs relating to the application are intending to use the main access. **The LHA recommend this detail is clarified.**

There would appear to be 2 no. internal access points leading into the fenced off areas proposed for Hydro vehicle storage and one for that proposed for Days Rental vehicle storage.

<u>Days Rental – Storage Area</u>
This site would appear to provide access only through the existing main access onto Bridge Road.

<u>Hydro Aluminium – Storage Area</u>
This site would appear to provide an access onto both the internal access road leading to the existing main access off Bridge Road and an additional access internally into the existing Hydro Aluminium Site. It is not clear what type / size of vehicles and what level of vehicle movements are proposed through which access points ie/ existing access onto Bridge Road, just internally between the two sites or whether additional vehicles will exit via either of the two existing Hydro Aluminium access points to the south west along Bridge Road. **The LHA recommend this detail is clarified.**

Parking and Turning Provision

The applicant has indicated the following:-

Hydro Aluminium are not using the storage area yet so there is no data at all for this. But because they've approached FIREM on the basis of providing more yard space it is likely to lead to no net increase in vehicles / movements to/from the premises but perhaps we can say one or two intra-movements per day once in use.

No details of the proposed number of vehicles, type / size of vehicles and plan showing marked out parking spaces and turning has been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

Days Rental will be around 5 movements per day as a working average. Because this is a storage area rather than the rental site, the more popular vehicles may not return to the storage area between rentals, whereas the lesser are more likely to. Again, not a precise science, but pretty limited movements.

No details of the proposed number of vehicles, type / size of vehicles and plan showing marked out parking spaces and turning has been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

Traffic Generation

The applicant has indicated the following:-

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This site would appear to provide an access onto both the internal access road leading to the existing main access off Bridge Road and an additional access internally into the existing Hydro Aluminium Site. It is not clear what type / size of vehicles and what level of vehicle movements are proposed through which access points ie/ existing access onto Bridge Road, just internally between the two sites or whether additional vehicles will exit via either of the two existing Hydro Aluminium access points to the south west along Bridge Road. **The LHA recommend this detail is provided.**

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The LHA would not raise any concerns in terms of proposed level of vehicle movements indicated above for the Days Rental Storage Area.

Construction Traffic Management Plan (CTMP)

Given the limited information provided with this application, it is unclear if the application will require the submission of a CTMP. **The LHA request that the applicant clarifies what construction activities will be taking place at the site (including duration) that could potentially impact on the adjoining highway and require the submission of a Construction Traffic Management Plan.**

Conclusion

In conclusion, the LHA request further details as follows:-

- The internal estate road (unadopted) leading to the application site reduces in width and lacks footways. Given its limited width internally, it would be difficult for any large HGVs to access out of the main access simultaneously with other vehicles. It is not clear if any larger HGVs relating to the application are intending to use the main access. **The LHA recommend this detail is clarified.**

- Hydro Aluminium – Storage Area
  This site would appear to provide an access onto both the internal access road leading to the existing main access off Bridge Road and an additional access internally into the existing Hydro Aluminium Site. It is not clear what type / size of vehicles and what level of vehicle movements are proposed through which access points ie/ existing access onto Bridge Road, just internally between the two sites or whether additional vehicles will exit via either of the two existing Hydro Aluminium access points to the south west along Bridge Road. **The LHA recommend this detail is clarified.**

- **Hydro Aluminium – Parking Provision**
  No details of the proposed number of vehicles, type / size of vehicles and plan showing marked out parking spaces and turning has been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

- **Days Rental – Parking Provision**
  No details of the proposed number of vehicles, type / size of vehicles and plan showing marked out parking spaces and turning has been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

- **Hydro Aluminium – Traffic Generation**

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- **Construction Traffic Management Plan**
  The LHA request that the applicant clarifies what construction activities will be taking place at the site (including duration) that could potentially impact on the adjoining highway and require the submission of a Construction Traffic Management Plan.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.