

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0388	Your Ref:	P/2023/0388
Date:	18/07/2023		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ESTYNIAD AR WARWS A CHANOPI BAE LLWYTHO / ERECTION OF WAREHOUSE EXTENSION AND LOADING BAY CANOPY

F LLOYD PENLEY LTD BRIDGE ROAD SOUTH WREXHAM INDUSTRIAL ESTATE WREXHAM Grid Ref: E 337383.2 N 348800.8

I refer to your consultation / email dated 03/07/2023 in respect of the above.

Access

Access to the proposed units (ie/ planning ref: P/2023/0387 & P/2023/0388) will be via the existing northern F Lloyd access onto Bridge Road South (30mph - Classified). The existing northerly access is 8m wide, has a deceleration taper on the northern side approximately 90m in length, a corner taper on the southern side and circa 8m junction radii.

Based on speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions in accordance with Manual for Streets. Visibility from the existing access is adequate providing splays in excess of the above requirements.

The existing site access is considered acceptable to support the proposed development.

Traffic Generation

The submitted Transport Statement considers the highways and transportation implications associated with two separate planning applications for the delivery of extensions to two of the existing B8 buildings at the F Lloyd site. Extension X (ref: P/2023/0388) will include the delivery of an additional 3952m² of B8 floorspace to a building that lies towards the western boundary of the site. Extension I (ref: P/2023/0387) will deliver an additional 1195m² of B8 floorspace on a building that lies to the southern boundary of the site.

A trip generation exercise based on existing flows at the site (both access points) demonstrates that the proposed extensions would generate minimal additional volumes of traffic during the peak periods and throughout the day, with just 2 additional trips in both the AM and PM peaks. It is

therefore considered that the proposed development will not have a detrimental impact on the surrounding road network.

Parking & Turning Provision

In terms of parking provision, I comment as follows:-

The area of the existing warehouse floorspaces associated with the existing F Lloyd site is 76,265m². I understand there are 33 existing car parking spaces currently on the F Lloyd site. I understand that no new job opportunities are expected to be created at the site as a result of the proposed development. I understand that no additional on-site parking provision will be provided.

Based on a proposed floor area of 3952m² (Extension X), LPGN 16 would normally require the provision of 40 additional spaces (maximum).

In order to support the proposed development given the theoretical significant shortfall in parking provision at the site, it may be considered appropriate to include a condition which is only for the benefit of F LLOYD PENLEY LTD while they occupy the site and not for the benefit of the land.

In terms of turning provision, I comment as follows:-

There would appear to be adequate space for the turning of vehicles (including 16.5m long HGVs) within the curtilage of the site.

I therefore have no objections to the proposed development on highway grounds and recommend any permission include the following condition:-

CONDITION

NONSTD The permission shall not be for the benefit of the land but shall operate for the benefit
025R of F LLOYD PENLEY LTD, whilst they operate and occupy the site.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. Penley', written in a cursive style.

Chief Officer, Environment & Technical