

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2023/0745 Res(3)	Your Ref:	P/2023/0745
Date:	29/08//2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH B2 (WARWS DIWYDIANNOL) I DDOSBARTH A1 (WARWS MANWERTHU) A DOSBARTH B8 (STORFA A DOSBARTHU) / CHANGE OF USE OF BUILDING FROM CLASS B2 (INDUSTRIAL WAREHOUSE) TO CLASS A1 (RETAIL WAREHOUSE) AND CLASS B8 (STORAGE AND DISTRIBUTION)

UNIT 7 AND 9 QUEENSWAY INDUSTRIAL ESTATE WREXHAM
Grid Ref: E 334920.3 N 349628.8

I refer to your consultation / email dated 09/07/2023 in respect of the above.

Access

The proposed development site is located on the Queensway Industrial Estate Road which is an unclassified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any existing / proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The existing industrial site (former Sylvia Jeffery Factory) appears to have 3 no. existing accesses served off the Queensway Industrial Estate Road as follows:-

- Northerly Access
- Central Access
- Southerly Access

Northerly Access

This access is located approximately 22m south of the junction with Queensway. It is proposed to utilize this access for customers and staff as an "in only" access. The Local Highway Authority (LHA) recommend that appropriate signage is provided to control this. **The LHA recommend a condition requiring the submission of a scheme of appropriate signage.**

The submitted layout plan (Drg. No. 2309-01 Rev AR4) includes an indication of the proposed signage and lining at the site which is acceptable in principle. However, the LHA request if the applicant would consider using bilingual signs (Welsh over English) for all proposed signage. The LHA recommend the applicant consults with our Welsh Language Co-ordinator - Stephen Jones (Tel: 01978 298866) regarding the detail of the proposed signs.

Visibility from this access is substandard in both directions providing splays of approximately 2.4 x 7m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary fence. However, visibility from this existing access point is not relevant if the access is proposed to operate as "in only".

This access is approximately 5.4m wide and is gated 1.7m behind the adjoining highway. The access is surfaced with hard bound materials. The access takes the form of a dropped kerb vehicular crossing.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road, however it is an existing arrangement.

Central Access

This access is located approximately 95m south of the junction with Queensway. It is proposed to utilize this access for customers and staff as an "out only" access and also for deliveries as an "in / out" access. The LHA recommend that appropriate signage is provided to control this.

Visibility from this access is substandard in both directions providing splays of approximately 2.4 x 11m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing boundary fence. Visibility could be improved by setting back the fenceline.

This access is approximately 10.4m wide and is gated 1.9m behind the adjoining highway. The access is surfaced with hard bound materials.

The LHA would usually recommend that any gates are setback at least 20m (assuming articulated HGVs will be visiting the site) behind the adjoining highway. However, it is accepted that this is an existing arrangement and if the gates were to remain open during operational hours it would not cause an obstruction of the public highway.

The access is not ideally located given its proximity to the access serving Fibrax on the opposite side of the road, however this is an existing arrangement.

The submitted Highways Statement indicates the setting back of the existing boundary fence to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge. This is considered to be a significant improvement to the existing access.

Southerly Access

This access is located approximately 130m south of the junction with Queensway.

Visibility from this access is inadequate in the northerly direction providing a splay of approximately 2.4 x 12m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary fence. Visibility in the southerly direction is adequate providing a splay in excess of 2.4 x 25m measured to the nearside edge.

This access is approximately 6m wide and is gated approximately 4.1m behind the adjoining carriageway. The access is surfaced with hard bound materials.

It is not advisable on highway safety grounds to increase vehicle movements from a substandard access and therefore in light of the significant visibility limitations **the LHA advise that this access is permanently closed up.**

Traffic Generation

The submitted Highways Statement includes reference to daily vehicle movements at a larger builders merchants at the applicant's site in Ewloe. A traffic count was carried out on Monday 29/01/2024 at this site and compared with the previous vehicle movements generated at the former Sylvia Jefferys Site.

The submitted information indicates that the proposed change of use is likely to result in increased overall daily vehicle movements when compared to those of the previous use of the site. These figures indicate 130 daily movements associated with The Ewloe Site and 37 movements associated with the former Sylvia Jeffery's Factory. However, although this is a significant increase in vehicle movements at the proposed site, given that this is an existing industrial unit on an existing industrial estate and the significant access improvements proposed, the LHA raise no objections to the proposed development on highway grounds.

Parking & Turning Provision

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

Existing Use

I understand that the former Sylvia Jefferys factory comprised a mixture of Class B2 / B8 Use with around 80% being used for storage (Class B8 Use) and 20% being used for Class B2 Use. I understand that factory previously employed around 30 staff.

The existing factory unit appears to comprise a total 3135m² gfa. Based on the above 80 / 20 class use split, the previous factory would have required a maximum of 38 spaces in accordance with LPGN 16.

Proposed Use

I understand that proposed development will employ around 12 staff.

The existing factory unit appears to comprise a total 3135m² gfa which I understand will employ around 12 staff.

The applicant has indicated that the proposed use will comprise Class A1 Use (600m² gfa) and Class B8 Use (1884m² gfa). This equates to the maximum requirement of 49 spaces in accordance with LPGN 16 requirements.

The submitted layout plan (Drg.No. 2309-01 Rev AR4) indicates the provision of 36 parking spaces plus 3 mobility spaces at the site). The proposed parking provision represents 78% parking provision compared with maximum standards. Given the sustainable location of the site, the LHA would consider the proposed parking provision as acceptable. If the application is supported, **the LHA recommend that all spaces are marked out with white lining materials.**

Adequate cycle parking shall be provided in accordance with LPGN 16 requirements. Both long stay secure parking for staff and short stay provision for visitors to the site. The submitted layout plan indicates adequate cycle parking at the site.

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

The LHA assume that 16.5m or 18.55m long HGVs will have previously visited / accessed the site and are able to access the site without any issues. The proposed turning area within the site is capable of accommodating the turning movements of such vehicles.

Refuse Collection / Recycling

It is assumed the arrangements are unlikely to change and the site will be serviced by a private waste contractor.

Service Delivery Management Plan

If the application is considered to have significantly more deliveries than previously experienced at the site and is supported, it may be considered appropriate to include a condition requiring the submission of a Service Delivery Management Plan (SDMP) prior to commencement, which details how the business will operate in respect of delivery vehicles, details of how HGV deliveries will be staggered throughout the day etc. to avoid any parking or standing of vehicles on the highway.

Construction Traffic Management Plan

If the application involves any significant refurbishment / construction works prior to opening, then the LHA would recommend that a suitable condition is included. However, the applicant has indicated the following:-

“The proposals do not include any major construction activities with the majority of any work comprising internal fit out. The existing building is mostly open plan and there are no proposals to alter the external appearance so little demolition works will be necessary. The site has sufficient space to accommodate any activities that may be required within the confines of the site”.

The LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41	GENERAL LAYOUT
026R	Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD	VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)
038R	MAIN CENTRAL ACCESS
	Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of

the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD EXISTING SOUTHERLY ACCESS TO BE CLOSED

026R The existing access as shown on the approved plan no. @@@ shall be
E03N permanently closed up prior to first use of any part of the development in
accordance with a specification of works which has been submitted to and
approved in writing by the Local Planning Authority.

NONSTD PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s).
@@@@@ shall be fully laid out, surfaced, marked out with white lining materials
and drained prior to first use of the development. These areas shall thereafter be
permanently retained and kept free of any obstruction, and made available solely
for the parking and turning of vehicles at all times.

NONSTD SERVICE DELIVERY MANAGEMENT PLAN

026R No development shall take place until a Service and Delivery Management Plan
(SDMP) to include (but not limited to) the details of frequency of deliveries, type of
delivery vehicles to be used, management of car parking to facilitate delivery
vehicles has been submitted to and approved in writing by the local planning
authority. The SDMP as agreed shall be implemented in accordance with the
approved details.

NONSTD SIGNAGE SCHEME

026R No development shall take place until a suitable scheme of signage at the site has
been submitted to and approved in writing by the local planning authority. The
signage scheme as agreed shall be implemented in accordance with the approved
details.

Supplementary Notes

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

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 asked 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.

A handwritten signature in dark ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted style.

On behalf of Chief Officer, Environment & Technical