

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2023/0446 Res(3)	Your Ref:	P/2023/0446
Date:	05/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLOL AR GYFER UNED STORIO A DOSBARTHU GYDA RHAI MATERION (TIRLUNIO) A GADWYD YN OL / OUTLINE APPLICATION FOR STORAGE AND DISTRIBUTION UNIT WITH SOME MATTERS (LANDSCAPING) RESERVED

LAND TO THE NORTH OF BRIDGE ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM
Grid Ref: E 338279.86 N 349920

I refer to your consultation / email dated 23/09/2024 including revised layout plans / details in respect of the above.

Access

The proposed development site is located on Bridge Road North which is an unclassified road subject to a 40mph speed limit.

The Local Highway Authority (LHA) understand that a speed survey was recently carried out along this section which determined 85th percentile speeds of 42.6mph for vehicles travelling eastbound and 43.8mph for vehicles travelling westbound.

Based on the above speeds any existing / proposed access would normally be required to provide visibility splays of 2.4 x 119m to the east and 2.4 x 114m to the west measured to the nearside edge of the adjoining highway. The submitted layout plan (Drg.No. 1798/04 Rev A) indicates the above splays. However, these splays appear to potentially cross 3rd party land. **The LHA assume the Planning Department will check the ownership of the land required to deliver the required splays in perpetuity prior to supporting the application.**

The existing 7.5m wide access serving Coolpoint is located in close proximity to the existing junction of Dunster Road (ie/ approximately 9m stagger). The LHA recommend that an access of this nature is located at least 25m away (c/l to c/l) to minimize any conflict with vehicles entering / exiting both junctions. The submitted layout plan (Drg. No. 1798/04 Rev A) indicates the closure of the existing access serving Coolpoint and the construction of a new shared access further approximately 30m east of the junction with Dunster Road which is considered acceptable.

The LHA recommend that any proposed shared access is a minimum width of 7.3m with 15m kerb radii. The access shall be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates within 20m of the highway boundary. No private surface water run-off shall be permitted to flow into the adjoining highway. An Aco drain or similar shall be provided to intercept such run-off. The proposed shared access indicated on the submitted layout plan (Drg. No. 2002.P.003(B) Rev B) is considered adequate.

Any proposed access must provide appropriate dropped kerb / tactile crossings across the narrowest point of the access. The back of these crossings will form the new limit of adoption. The construction of the new access and reinstatement of the existing access will require a s.38 / 278 agreement with the Council. This detail is indicated on layout plan (Drg. No. 1798/04 Rev A).

Parking & Turning Provision

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

It is understood that the proposed development comprises a Class B8 Warehouse with a revised gross floor area of 3275m². LPGN 16 (Class B8 Use) would normally require a maximum of 33 spaces. The submitted layout plan (Drg. No. 2002.P.003 Rev B) indicates the provision of 33 spaces which is considered acceptable.

The submitted layout plan indicates 4 no. loading bays / parking for articulated HGVs.

In terms of turning provision, the LHA comment as follows:-

The submitted plans have been checked in respect of 16.5m & 18.55m long HGVs. These checks indicate that the turning movements of both vehicles can be accommodated entering, exiting and turning within the site.

Cycle Parking / Shelters

The proposed details are considered acceptable.

Public Transport Provision

Having consulted with our Transport Section, the LHA recommend that the existing bus stop located to the east of the proposed access is re-located to a more suitable location and provided with a shelter and appropriate raised kerbs. **This detail is indicated / annotated on the revised layout plan.**

The LHA recommend that the applicant liaises with our Transport Section (contact: Andrew Mytton on 01978 729760 or email: andrew.mytton@wrexham.gov.uk) to discuss / agree any specific requirements on public transport infrastructure eg/ upgrades to bus stops.

Traffic Impact Analysis

The previously submitted Transport Statement indicated that the proposed Class B8 Unit will generate around 46 two way trips in the AM peak and around 29 trips in the PM peak which is not considered to have any detrimental impact on the highway network. The reduction in gross floor area indicated on the revised layout plan would result in a theoretical reduction in anticipated vehicle movements at the proposed development site. Observations of the existing Coolpoint business indicate that the existing business generates a fairly low level of vehicle movements. It is considered that the traffic generation as a result of the proposed development will not have a detrimental impact on the local highway network.

Surface Water Drainage

It is understood that the development will require SABs approval in respect of surface water drainage.

Details of how the proposed adoptable access / bellmouth will be drained and how private surface water run-off will be prevented from flowing onto the adjoining highway will need to be submitted as part of the s.38 / 278 submission.

Refuse Collection / Recycling

The LHA recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, it is assumed that the units will be serviced by a private contractor.

Service Delivery Management Plan

If the application is supported, the LHA recommend that a condition is included 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 of vehicles on the highway.

Construction Traffic Management Plan

If the application is supported, the LHA recommend that a suitable condition is included as follows:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

In principle, 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. -----.

ZJ17 VISIBILITY SPLAYS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 11.4 metres to the west and 2.4 metres x 11.9 metres to the east 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 adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD ACCESS SURFACE (20 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

NONSTD NO GATES WITHIN 20 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

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 INTERNAL LIGHTING

026R No light source at the proposed development site hereby granted consent shall be directly visible to drivers of motor vehicles using the adjacent highway.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new access / footway*
- 2) *Closure of existing access / reinstatement of footway at existing access.*
- 3) *Re-location of existing bus stop / provision of raised kerbs to east of proposed access.*

The scheme as is approved shall be fully implemented prior to first use of the development.

Notes to Applicant

- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

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.



On behalf of Chief Officer, Environment & Technical