

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0446	Your Ref:	P/2023/0446
Date:	15/11/2023		

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 24/10/2023 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.

In 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. **I 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). I would normally 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.

I would 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. 1798/04 Rev A) 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:-

I understand that the proposed development comprises a Class B8 Warehouse with a gross floor area of 5087m². LPGN 16 (Class B8 Use) would normally require a maximum of 51 spaces. The submitted layout plan (Drg. No. 2002.P.003 Rev A) indicates the provision of 51 spaces which is considered acceptable.

The submitted layout plan indicates 8 no. loading bays / parking for articulated HGVs.

In terms of turning provision, I 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.

Active Travel

I would recommend that you / the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking, potential financial contributions in respect of Active Travel improvements on Wrexham Industrial Estate eg/ this could be conditioned via a s.106 agreement) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

Public Transport Provision

Having consulted with our Transport Section, I would 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.**

I would 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 submitted Transport Statement indicates 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. However, the 2 way trip rate provided for the PM peak rate (ie/ 0454) would appear to equate to 23 movements in the PM peak hour. 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

I assume that such a 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

I would 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, I assume that the units will be serviced by a private contractor.

Service Delivery Management Plan

If the application is supported, I would 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, I would 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, I have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

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

- ZJ17**
038R **VISIBILITY SPLAYS (NEARSIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 114 metres to the west and 2.4 metres x 119 metres to the east measured to the nearside 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**
043R **ACCESS SURFACE (20 metres)**
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**
033R **NO GATES WITHIN 20 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.
- ZJ45**
026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
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**
026R **SERVICE DELIVERY MANAGEMENT PLAN**
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**
026R **INTERNAL LIGHTING**
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**
026R
E06N
E07N **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
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.

A handwritten signature in black ink, appearing to be 'K. O. S.', written in a cursive style.

Chief Officer, Environment & Technical

