

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2023/0845 Res(2)	Your Ref:	P/2023/0845
Date:	08/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYNIAD UNLLAWR YNG NGHEFN ADEILAD DIWYDIANNOL PRESENNOL / SINGLE STOREY REAR EXTENSION TO EXISTING INDUSTRIAL BUILDING

DRAGON HYDRAULICS UNIT 3 ABBEY ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 338236.51 N 350663.87

I refer to your consultation / email dated 02/02/2024 in respect of the above.

The proposed development site is located on Abbey Road North which is an unclassified road subject to a 40mph speed limit. Although vehicles may well typically travel at 40mph approaching from the south east, I would estimate typical speeds at being around 30mph for vehicles approaching from the west given the geometry of the road.

Access

Assuming the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in the south easterly direction and 2.4 x 43m in the westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18 / Manual for Streets.

Visibility from the existing 7.3m wide access is adequate providing splays in excess of the above requirements.

Parking & Turning Provision

Based on LPGN 16 requirements, the existing Class B1 use (450m² gfa) would normally require a maximum of 15 spaces. The previously proposed side extension – Phase 1 (Class B1 use) as part of planning consent ref: P/2022/0862 required a maximum of 4 additional spaces equating to a total maximum requirement of 19 spaces. There would appear to be 18 no. marked out spaces to the front of the site and around 6 no. spaces on a hardcore area to the western side of the site. The existing / proposed level of parking provision was considered adequate for this development (not yet built).

The current proposed extension (Phase 2) at the rear of the site appears to comprise an additional 267m² gfa. Based on Class B1 Use, this would require a maximum of 9 parking spaces. Assuming that the Phase 1 extension is built first followed by the Phase 2 extension, this would require a maximum of 28 parking spaces (based on an overall 837m² gfa – existing & proposed).

The site currently provides a total of 24 spaces with potential to provide further spaces if required. This equates to 86% parking provision at the site which is considered acceptable.

There would appear to be adequate space for turning of vehicles within the curtilage of the site which typically appear to be large transit vans.

The revised layout plan (Drg. No. 1000/3) received on 02/02/24 indicates a total of 28 spaces. However, LPGN 16 requires a minimum 10% of the total spaces to be laid out to mobility standards. The submitted plan does not indicate such spaces. **I would recommend that adequate mobility spaces are indicated on a revised layout plan and all spaces are marked out with white lining materials.**

Active Travel

I would recommend that you / 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) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.** Adequate cycle parking / shelters for example at the site have not been indicated on the revised layout plan.

Construction Traffic Management Plan

If the application is supported, I would recommend the submission of a Construction Traffic Management Plan including provisions for contractor parking for approval prior to commencement of works.

I therefore have no objections in principle to the proposed development subject to the above issues being addressed. If the application is supported, I would recommend that 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 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 (marked out with white lining materials), surfaced 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.

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.

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 read 'A. Kelly', is positioned above the title of the Chief Officer.

Chief Officer, Environment & Technical