

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:	02/08/2023		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLLOL 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 24/07/2023 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) indicates the above splays. However, these splays appear to potentially cross 3rd party land. **I would recommend that the applicant submits a suitably scaled plan indicating exactly which land the applicant owns / has control of in order to provide these splays in perpetuity.**

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. 2002.P.003 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.

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. 2002.P.003 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. **I would recommend that this detail is indicated on a revised layout plan.**

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 swept path plans indicate the turning movements of a 16.5m long HGV entering, exiting and turning within the site. I also understand that 18.55m long trailer HGVs are now permitted on the road. **I would recommend that swept paths details for such a vehicle are also provided.** If this detail cannot be provided due to limited software then it may be considered appropriate to limit the size / length of vehicle which can be permitted at the site ie/ 16.5m HGV.

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) 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 will need to be indicated on a 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 the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693 for any advice. However, I assume that the units will be serviced by a private contractor.

Service Delivery Management Plan

I would recommend that any application includes a Service Delivery Management Plan (SDMP) which details how the businesses 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.

Supplementary Notes

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



Chief Officer, Environment & Technical

