

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Gwyn Humphreys
Our Ref:	ET/DC/MMP/2023/0113	Your Ref:	P/2023/0113
Date:	16 th May 2023		

Land at Ash Road North, Wrexham Industrial Estate, Wrexham, LL13 9JT Relocation of an Original 2-storey Modular Office building to adjacent site

Further to your email / consultation dated 23/03/2023 in respect of the above, please see comments as follows: -

The planning application is for, *'the proposed re-siting of an existing 2 storey modular office building complete with single storey welfare facilities, from its current location in storage to a new position on the East Side of Ash Road North (referred to by IBL as EAST site). This building is once again to serve as a Project Management Office (PMO) for a design project. This planning permission is required for 5 years. The existing modular office building was in use by IBL from 2017 as a PMO in a location to the West of Ash Road North (referred to by IBL as WEST site) having been approved by temporary planning permission ref P/2017/0305. On 6th November 2020 a new planning permission was granted ref P/2020/0383 for relocating this modular office building to a permanent new location on the West side of Ash Road North (WEST Site) and to the North of Building One. However, despite the granting of this permission IBL decided not to move the building at that time and so it was dismantled and taken to storage in early 2022 prior to the expiry of the original planning permission. There is now no intention to enact P/2020/0383 and the applicant wished this application to be considered in place of that permission'*.

The internal floor area of the modular building is circa 600m² of office space over two floors and circa 45m² of welfare/toilet facilities at ground floor only. The applicant is required to confirm whether there will be an increase in IBL staff numbers associated with the proposed building, as this is not clear in the application whether all staff occupying the site are existing employees to the site.

Site Access and Accessibility

The proposed site is located on Ash Road North, which is an unclassified road subject to a 40mph limit. The 2-storey modular office building will be relocated on the eastern side of Ash Road North.

It appears that the existing vehicular access on Ash Road North, East site, will remain unaltered and will continue to be used to gain access to the IBL carpark as well as access to the proposed building.

It is noted that the site access and the existing pedestrian links between the West side and East side of Ash Road North are poor and currently do not meet the planning conditions put in place for planning application P/2017/0919. To approve this application the Section 38/ 278 planning condition in relation to the footways and pedestrian facilities between the IBL car park located on the East side of Ash Road North and the IBL site located on the west side of Ash Road North will need to be introduced on site and approved by WCBC.

The following highway works need to be addressed:

- Tactile crossings on southerly access (western side of Ash Road North) are incorrect – not 1200mm x 1200mm minimum;
- No tactile crossings visible on main access (western side of Ash Road North);
- No footway extension on Ash Road North eastern side wrapping around to Ash Road South;
- No tactile crossings over Ash Road South and;
- No crossings across Ash Road North, linking the car park located on the eastern side of Ash Road to the Ipsen Biopharm site.

Planning Enforcement should refer to the details of the planning condition that were indicated on the approved / determined plans for P/2017/0919, to ensure all elements of the condition have been met prior to any further planning approvals for the site.

A delivery layby is proposed directly outside of the proposed building. The applicant is required to confirm what size of vehicle is anticipated to use the layby and also confirm the length of the proposed layby. Vehicle tracking of the largest vehicle to access the site is required as well as tracking to demonstrate proposed turning manoeuvres within the site itself.

Parking

The application indicates that 35 existing parking spaces will be designated for the occupants of the building albeit these staff already use the existing car park therefore, there should be no change in demand and availability. However, it is proposed that 12 parking spaces will be removed from the site to accommodate the building itself. It is understood that parking demand associated with IBL is high and that the current car park has reached capacity. The applicant is required to demonstrate that the site can accommodate such proposals to remove existing parking spaces. An existing car park survey is required to demonstrate numbers of existing parking bays and utilisation.

It is proposed to introduce cycle parking for up to 10 cycles adjacent to the modular office building, which is accepted.

Construction Traffic Management Plan - CTMP (including provision for contractor parking)

Given the location and nature of the site, the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) should be submitted / approved prior to commencement. Such a plan will need to include details of the proposed daily construction related vehicle movements (i.e. both cars & HGVs) anticipated as a result of the development during the construction period.

Conclusion

Clarification and further action is required in relation to the following highway matters;

- Confirmation whether there will be an increase in staff numbers associated with the proposed building;
- Fulfilment of the Section 38/ 278 planning condition in relation to the footways / pedestrian facilities between the car park located on the east side of Ash Road North in relation to planning application P/2017/0919;
- Parking survey of the existing parking demand for IBL;
- Vehicle tracking / swept path of the largest vehicle gaining access to the temporary building and turning within the site; and
- A Construction Traffic Management Plan.



Chief Officer, Environment & Technical