

APPLICATION NO:
P/2021 /1189

LOCATION:
VILLAGE BAKERY LTD COED ABEN
ROAD WREXHAM INDUSTRIAL
ESTATE WREXHAM
LL13 9UH

DATE RECEIVED:
10/12/2021

COMMUNITY:
Abenbury

CASE OFFICER:
MP

WARD:
Holt

DESCRIPTION:
ADEILADU UNED DDIWYDIANNOL
(DOSBARTH B2/B8) / ERECTION OF
INDUSTRIAL UNIT (CLASS B2/B8)

AGENT NAME:
NICHOLAS RYDER

APPLICANT(S) NAME:
CHRIS JONES

THE SITE



PROPOSAL

As above.

The proposed building would be located in the same location within the site as a building that was demolished following a fire in 2019.

HISTORY

P/2004/0896 NEW ACCESS ROAD. Granted 7.9.2004

P/2004/1628 ERECTION OF NEW INDUSTRIAL UNIT. Granted 14.3.2005

P/2013/0856 ERECTION OF INNOVATION AND TRAINING CENTRE
TOGETHER WITH ASSOCIATED WORKS. Granted 1.4.2014.

DEVELOPMENT PLAN

Within settlement limit as shown on the Wrexham Unitary Development Plan. Policies PS1, PS2, GDP1, EC6, E4 and T8 applicable. are relevant, together with.

The following Local Planning Guidance Notes are also relevant:

LPGN 16 Parking

LPGN 26 Landscape and employment

LPGN 28 Ecology and employment

LPGN 32 biodiversity.

CONSULTATIONS

Abenbury Community Council

No objections

Local Member

Notified 17.12.2021

Highway Officer

Advises that visibility splays have not been shown but appear to be adequate.

Advises that whilst swept path analysis shows the largest vehicles expected to visit the site could turn within the site and enter and exit the site in a forward gear from/to the west, such vehicles would swing out into the oncoming traffic lane while turning in.

Advises that to the east, the junction has a tighter radius which may cause difficulty for a vehicle of this size. Whilst noting that no swept path analysis has been provided for this direction, recommends the imposition of a condition to ensure that HGVs only approach and leave from the west.

Notes that the development is expected to generate 23 vehicle movements during the AM peak and 21 during the PM peak hour. Advises that this is not expected to have a significant impact on the operation of the highway network.

Notes that 33 on-site parking spaces would be provided which would comfortably meet the peak demand of 27 spaces.

Public Protection Officer

Recommends noise condition and advisory notes.

Contaminated Land

No comments

Ecology Officer

Reasonable avoidance measures and net biodiversity benefit are required.

Natural Resources Wales

Foul Drainage

Advises that the application site is within the catchment of the River Dee and Bala Lake Special Area of Conservation (SAC).

Recognises the specific nature of the application submitted, and advises that it is unlikely to increase the amount of phosphorus entering the catchment. Concludes that the proposal is unlikely to have a significant effect on the River SAC

Protected Species

Notes that the submitted Protected Species Report states that the site offers negligible value habitat for any EPS. No comments on this basis.

Welsh Water

Recommend conditions. Advises that SAB approval is required.

Press Notice

Expired 12.1.2022

Site Notice

Expired 14.1.2022

Neighbours

The owners/occupiers of 10 nearby properties notified on 17.12.2021 and in respect of amended plans on 10.3.2022. No representations received.

SPECIAL CONSIDERATIONS

Principle of the development: The site is not allocated for any specific use in the UDP. Policy E4 allows for employment on unallocated sites within settlement limits subject to compliance with policy GDP1. The principle of development is therefore acceptable. Matters dealt with by policy GDP1 and other relevant UDP policies will be discussed below.

Design: The layout, scale and appearance of the development is broadly reflective of industrial units of adjacent sites and therefore in keeping with the character of the area. The proposals accord with policy GDP1(a).

Highway Safety: The development will re-use the existing site access which served the building that previously occupied the site until 2019. The access has adequate visibility in both directions.

The Transport Assessment demonstrates that vehicles can enter and exit the site from a westerly direction but vehicles do encroach onto the opposite carriageway when making the manoeuvre. The Council's Highway Officer has raised no concerns about this.

The Highway Officer has noted that the TA does not provide swept path analysis for HGVs entering the site from the opposite direction. This is an existing access and has previously served an industrial unit which was had a large floor area than the one currently proposed. The unit was in use until 2019 and there is no evidence before the Council to suggest that the access and egress of HGVs resulted in any highway safety issues along Abenbury Way. The site is located on a section of Abenbury Road with good forward visibility therefore HGV drivers would be able to see whether there is on-coming traffic prior to attempting to enter the or leave the site. Drivers of on-coming vehicles will also have sufficient sight of vehicles entering or leaving the site to be able to react accordingly.

The TA demonstrates that the on-site parking provision is appropriate for the expected level of demand. The submitted plans also provide service yard of sufficient size to enable HGVs to turn within the site.

Having regard to all of the above, the development will not give rise to undue highway safety or parking issues and therefore accords with policies GDP1 and T8.

Ecology: The application is accompanied by an Ecology Assessment which concludes the site offers low value to wildlife. This is due to site having previously been occupied by an industrial building and being predominately hard surfaced. The assessment does not however acknowledge that Wrexham Industrial Estate is of national importance for a variety of flora and fauna, in particular Great Crested Newts. Whilst there is a low risk of the development adversely impacting upon GCN it is nevertheless considered necessary to impose a condition to require Reasonable Avoidance Measures (RAMs) to be implemented for the duration of construction works. Subject to the implementation of RAMs, the development accords with policy EC6.

In accordance with paragraph 6.4.5 of Planning Policy Wales 11, the development must deliver biodiversity net gain. The submitted plans provide for an area of soft landscaping to the front of the site but no details of what will be planted in this area. A condition to require a scheme of net benefit to biodiversity is therefore recommended.

Phosphorous: The site was occupied by another industrial unit until August 2019 when NRW's monitoring of river quality was on-going and therefore phosphorous discharges from the site are already accounted for.

The new building will have around 60% of floor area of the one that previously occupied the site resulting and as a result is likely to have fewer employees on site. The development is therefore unlikely to increase foul water flows over and above the historic use of the site and in turn is unlikely to increase phosphorus discharges to the River Dee and Bala Lake SAC.

Drainage: Welsh Water have requested a condition requiring details of a foul water drainage scheme to be submitted for approval. The developer must reach separate agreement with Welsh Water over the specific details of a connection to the public sewer network. The condition therefore unnecessarily duplicates controls already in place regarding this matter.

Similarly, the surface water drainage arrangements for the site will need approval separately from the Council as Sustainable Drainage Systems Approval Body (SAB) before development commences on site. This is a statutory requirement. The need to obtain SAB approval means that there are adequate controls in place to ensure surface water is properly managed and as such no planning conditions are required regarding this matter.

CONCLUSION

The proposal amounts to an appropriate form of development on a site within the Wrexham Industrial Estate. The development would be in keeping with the prevailing character of the area and would not give rise to unacceptable highway safety ecological impacts, including the River Dee SAC. On this basis the proposals accords with the relevant UDP policies.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawings:
21077-C4P-AV-XX-DR-A-0101 Revision P2 Site Location Plan
21077-C4P-AV-XX-DR-A-0501 Revision P6 Site Plan as Proposed
21077-C4P-AV-XX-DR-A-0502 Revision P5 Hard/Soft Landscaping & Boundary Treatments
21077-C4P-V4-00-DR-A-2001 Revision P1 GA First Floor Plan as Proposed
21077-C4P-V4-01-DR-A-2002 Revision P1 GA Plan as Proposed
21077-C4P-V4-RL-DR-A-2003 Revision P1 GA Plan as Proposed
21077-C4P-V4-XX-DR-A-2101 Revision P1 Elevations as Proposed (A&B)
21077-C4P-V4-XX-DR-A-2101 Revision P1 Elevations as Proposed (C&D)
3. Development shall not commence until a scheme of Reasonable Avoidance Measures (RAMs) for Great Crested Newts has been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter take place in strict accordance with the approved RAMs scheme.

4. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres in both directions 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 nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
5. The vehicular parking and turning areas as shown on approved drawing(s) No(s). 21077-C4P-AV-XX-DR-A-0501 Revision P6 shall be fully laid out, 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 motor vehicles at all times.
6. Within three months of commencement of development a scheme of net biodiversity benefit shall be submitted to and approved in writing by the Local Planning Authority, to include timetable(s) for implementation of the scheme and a scheme of long term management and maintenance. The approved scheme shall thereafter be implemented in full in accordance with the approved timetable(s). The measures for biodiversity gain shall thereafter be permanently retained and management and maintained in accordance with the approved scheme of long term management and maintenance.
7. The rating level of any noise generated by reason of this development shall not exceed the pre-existing background level at any time. The noise levels shall be determined at nearby noise sensitive premises, and measurements and assessment shall be made in accordance with BS4142:2014 Method for rating and assessing industrial and commercial sound.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
 2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
 3. In order to protect wildlife interests, which are afforded special protection in accordance with Policies GDP1 and EC6 of the Wrexham Unitary Development Plan.
 4. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 5. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan
 6. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 11
 7. To protect the amenities of the occupiers of nearby properties in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
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