

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/2021/0905 **Your Ref:** SH/P/2021/0905
Date: 10th October 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 387 495 JB Fabrication, Bryn Lane, Wrexham Industrial Estate, Wrexham.

Development: Extension to existing industrial unit.

I refer to your consultations / email dated 12/09/2022 including Site Visibility Splays & Swept Path Analysis Plan, Construction Traffic Management Plan & Service Delivery Management Plan in respect of the above.

The proposed development site is located on Bryn Lane which is a classified road subject to a 40mph speed limit.

Access

Assuming typical speeds of 40mph, any proposed / existing access in this location would normally be required to provide a visibility splay of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing business appears to have 2 no. access points onto Bryn Lane.

Southerly Access – Gate 1 (Deliveries Only)

I assume that the existing southerly access will be used by those vehicles (vans & HGVs) delivering materials and dispatching finished products.

Although, typical vehicle speeds may well be up to 40mph approaching from the north, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south given the proximity of the junction with Oak Road.

Based on these typical speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in the southerly direction and 2.4 x 120m in the northerly direction measured to the nearside edge of the adjoining highway. Visibility from the existing southerly access appear adequate in both directions providing splays in excess of the above requirements as indicated on the submitted Access Plan (Drg. No. JD/PD/06 Rev B).

The existing access is approximately 11m wide and is gated at 2.4m behind the adjoining highway. The access is surfaced with hard bound materials. I assume that the gates are left open throughout normal operational hours.

Northerly Access – Gate 2 (Staff & Visitor Parking)

I assume that the existing northerly access will only be used for staff & visitor parking.

Based on typical speeds of 40mph any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing northerly access appears inadequate in both directions providing splays of approximately 2.4 x 95m in the northerly direction and 2.4 x 25m in the southerly direction measured to the nearside edge. Although visibility cannot be improved in the northerly direction I would suggest that the applicant considers improving visibility from this access in the southerly direction ie/ setting back a small section of boundary fence. The submitted Access Plan (Drg. No. JD/PD/06 Rev B) refers to a small section of boundary fence to be setback to provide a splay of 2.4 x 120m to the nearside edge in the southerly direction which is considered acceptable.

The submitted details indicate that no additional staff will be employed as a result of the development. However, it is difficult to assess whether the proposed development will result in any significant increase in vehicle movements through this access ie/ visitors / customers. However, in reality I understand the 44 space car park currently provides parking for 25 no. staff and typically 1 to 4 visitors per day leaving potentially 15 spare spaces that could be used accessed via this existing entrance.

The existing access is approximately 14m wide reducing to 7.4m wide at around 9m behind the adjoining carriageway. The access is gated at 9m behind the adjoining highway. The access is surfaced with hard bound materials. I assume that the gates are left open throughout normal operational hours.

Parking Provision

Based on LPGN 16 requirements, the existing Class B2 use would normally require a maximum of 16 spaces. The proposed Class B2 use would normally require a maximum of 15 additional spaces equating to a total maximum requirement of 31 spaces. I understand that the existing car park served off Gate 2 provides around 44 spaces which is considered adequate. I understand that there are typically 25 no. staff and workers on site throughout a typical day.

Service and Delivery Management Plan (SDMP)

The submitted Service and Delivery Management Plan is considered acceptable. **I would recommend that a suitable condition is included which ensures the applicant adheres to this plan.**

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

Our Traffic Section consider the revised Construction and Traffic Management Plan to be acceptable. **I would recommend that a suitable condition is included which ensures the applicant adheres to this plan.**

I therefore have no objections to the proposed development and recommend that any permission include the following condition:-

CONDITION

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. **JD/PD/06 Rev B**.

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 'R. Khan' or similar, written in a cursive style.

Chief Officer, Environment & Technical