

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/2021/0905 **Your Ref:** SJG/P/2021/0905
Date: 24th August 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 15/07/2022 including Site Visibility Splays & Swept Path Analysis Plan and Construction & Traffic 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)

I previously requested the applicant provided a **Service and Delivery Management Plan** including the following information. I would recommend that this takes the form of a separate document and not notes on a layout plan :-

- Details of existing / proposed staff numbers, typical number of visitors per day, number of existing proposed HGVs visiting site per day, max length of HGV visiting site. Parking & turning arrangements for delivery vehicles including vans (including layout plan).
- Statement that HGV movements will be staggered eg/ only 1 HGV enters / exits the site at any given time to minimize conflict at the main access.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or HGVs) shall occur on the public highway. Details of how deliveries will be managed to avoid the above will need to be included in a SDMP.

- Statement that all delivery vehicles eg/ HGVs and vans will enter the site in a forward gear, turn, park (with details / layout plan of where they will park) and exit in a forward gear.
- The submitted details indicate that no additional staff will be employed as a result of the development. I would request clarification on the existing and proposed number of visitors to this car park (via Gate 2) along with the existing and proposed number of delivery vehicles utilising Gate 1.

Please provide a SDMP which includes the above details.

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

Comments from Traffic Section:-

The CTMP will also need to include-

- Full sign schedule (Welsh over English)
- Details of construction vehicle parking (proposed spaces marked on a layout plan), including details of maximum number of construction vehicles that will be on site at any one time.
- Some boundary fencing will need to be setback to improve visibility in the southerly direction at Gate 2.
- **Turnaround and Reversing-** No vehicles should be reversing in off Bryn lane. All vehicles should enter in a forward gear turnaround park, and then leave in a forward gear. The first 3 sentences in this section contradict each other.

Please provide an amended CTMP which addresses the above details.

I await the requested information.

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. Jones' or similar, written in a cursive style.

Chief Officer, Environment & Technical