

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: 8th March 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 consultation / email dated 02/03/2022 including Site Visibility Splays & Swept Path Analysis Plan and Service and 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. **I would recommend that the proposed splays are indicated on a suitably scaled layout plan.**

The submitted plan has the following issues:-

- Plan is incorrectly scaled

- Indicated splays refer to a setback distance of 2.1m which is non-standard. The proposed splays need to be indicated / annotated from a setback distance of 2.4m.
- Indicated splays do not appear to be measured to the nearside edge.
- The maximum size of vehicle (HGV) likely to visit the site is not clearly indicated.
- The submitted swept paths have not been demonstrated using standard software.
- The submitted swept paths do not indicate the largest HGVs entering, parking, turning & exiting the site (ie/ potentially 16.5m long HGVs).
- The gate nos. indicated on the submitted plan are incorrect.

I would recommend that further details are provided to address the above issues.

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.

I would recommend that further details are provided in respect of the size and frequency of existing / proposed delivery vehicles utilising this access including details of swept paths of the largest HGVs entering, parking, turning & exiting the site (ie/ potentially 16.5m long HGVs). Details of existing and proposed delivery vehicle movements have not been provided.

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 proposed improved splay in the southerly direction is not clearly indicated on the submitted layout plan** (including setting back a small section of boundary fence).

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. **Details of existing and proposed staff / visitor vehicle movements have not been provided.**

I would recommend that the proposed splays and potential improvements are indicated on a suitably scaled layout plan.

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. The existing car park served off Gate 2 appears to provide around 35 spaces which is considered adequate.

Service and Delivery Management Plan

I previously requested the applicant provided a **Service and Delivery Management Plan** including the following information:-

- Details of staff numbers employed, typical number of visitors per day, number of HGVs visiting site per day, max length of HGV visiting site. Parking & turning arrangements for delivery vehicles (including layout plan). **This detail has not been provided.**
- 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. **Detail included.**
- 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. **Detail included.**

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

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

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. K.', written in a cursive style.

Chief Officer, Environment & Technical