

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0710

Your Ref: MR/P/2018/0710

Date: 6th September 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 498 Owens Road Services, Clywedog Road North, Wrexham Industrial Estate, Wrexham.

Development: Extension to existing hardstanding area.

I refer to your consultation / email dated 23/08/2018 in respect of the above.

Access

The proposed development site is located on Clywedog Road North which is an unclassified road located on Wrexham Industrial Estate. Clywedog Road North is subject to a 40mph speed limit. Vehicles travelling in the north easterly direction may well travel up to 40mph along this section of road. However, I would estimate typical vehicle speeds at being around 25mph for vehicles travelling in the south westerly direction given the proximity of the junction with Coed Aben Road.

Visibility at the existing access is considered to be adequate in both directions providing splays of approximately 2.4 x 120m to the south west and in excess of 2.4 x 33m to the north east. The existing access is approximately 7.4m wide with 8m kerb radii. The access is hard surfaced and is gated approximately 8.3m behind the adjoining carriageway.

Any new access of this nature (ie/ serving 16.5m long HGVs) would normally require a minimum 7.3m wide access with 15m kerb radii.

Given the nature of the vehicles accessing the site, **I would recommend that no gates are erected within 20 metres of the adjoining carriageway.** No private surface water run-off shall be permitted to flow from the development site onto the adjoining highway. **Appropriate measures should be taken to prevent such run off flowing onto the adjoining highway.**

A condition was not imposed in respect of the above comments (ie/ gates and drainage).

Traffic Generation

In terms of existing / proposed traffic generation at the development site, I comment as follows:-

This site was previously utilized during the construction of the Wrexham Industrial Estate Link Road, being used by Aggregate Industries for the production of 50,000 Tonnes of hydraulically bound macadam which would have generated a significant number of HGV movements. I understand that the site was also previously used for B1, B2 & B8 industrial use which is likely to have generated a significant number of vehicle movements.

Parking & Turning Provision

The previously submitted Planning Statement in respect of planning application P/2018/0148 indicated that 115 staff will be employed at the site and that the business will operate 41 tractor units and 65 trailers. I understand that the site comprises 6000m² Class B8 Use and approximately 125m² Class B1 Office Use. This would normally require a maximum of 64 spaces.

The previously submitted information indicated that 45 car spaces will be provided during weekdays and 8 spaces will be provided on weekends.

Accordingly:

- *There will be no more than 1 to 5 trucks in the yard by day.*
- *There will be no more than 15 trailers Max per day.*
- *Weekend will be 20 Max Trucks.*
- *Weekend will be 40 Max trailers.*

Previously submitted Parking Layout Plans (Drg. No. ORS-LAW-X-X-DFP-AR-060101 Rev P3 Mon – Fri & Drg. No. ORS-LAW-X-X-DFP-AR-060102 Rev P1 Weekends) indicated the proposed parking and turning arrangements for cars / HGVs for both weekdays and weekends which appeared adequate to cater for the proposed business. **I previously recommended that any parking spaces are marked out with white lining materials.** A condition was not imposed in respect of the above comment.

Although, the overall parking provision is less than maximum standards, it was considered adequate for the proposed business. I previously suggested that a suitable condition could be imposed stating that *"the permission shall not be for the benefit of the land but shall operate for the benefit of Owens Road Services, whilst they operate and occupy the site"*. A condition was not imposed in respect of the above comment.

Service and Delivery Management Plan

I previously recommended the submission of a Service and Delivery Management plan to ensure that the site was managed effectively to include the following information:-

- Statement that no more than 15 trailers / 5 trucks shall be on site mon – fri and no more than 20 trucks / 40 trailers shall be on site on weekends.
- Statement that no more than 45 drivers shall operate from the site with no more than 45 cars being parked on site (Mon – Fri) and no more than 8 cars being parked on site (over weekend).
- 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 HGV movements will be staggered so only 1 HGV enters / exits the site at any given time to minimize conflict at the main access.

A condition was not imposed in respect of the above comments.

- It is not clear from the submitted information what the additional hardstanding (2674m²) is required for. I assume that it may be required for additional HGVs and possible staff parking. It is not clear if any additional staff will be employed at the site as a result of the proposed development and whether the HGV movements previously provided will change.

Could you please ask the applicant to clarify the above details and provide a suitable plan of existing / proposed staff and HGV parking, turning facilities.

Providing the above issues can be addressed, I would have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

ZJ17 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres to the south west and 2.4 metres x 33 metres to the north east 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 adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD NO GATES WITHIN 20 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

NONSTD SERVICE DELIVERY MANAGEMENT PLAN

026R No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles and staff / visitors has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.

NONSTD The permission shall not be for the benefit of the land but shall operate for the benefit
026R of *Owens Road Services*, whilst they operate and occupy the site.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Oath-Wanke

PA Planning Control Manager