

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0325 **Your Ref:** PF/P/2018/0325
Date: 9th July 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 382 497 Vacant Site, Bridge Rd North, adjacent to Bridge Road Business Park, Wrexham Industrial Estate, Wrexham.

Development: Erection of single industrial unit, suitable for B1 and B2 or B8 Class Use with associated parking, landscaping and infrastructure.

I refer to your consultation dated 23/04/2018 including Layout Plan (Drg. No. C4C-B1-Z1-A1-01-P2-00-001 Rev D) in respect of the above.

Access

The development site is located on Bridge Road North which is an unclassified road subject to a 40mph speed limit.

Any proposed / existing access in this location 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 in accordance with TAN 18.

Submitted layout plan (Drg. No. 2409-01-SK101 Rev A) indicates how it is proposed to provide the required visibility splays from the proposed access.

Visibility in the north easterly direction cuts across 3rd party land. I understand that the applicant intends to enter into a s.106 agreement with the adjoining landowner to provide the required splay. The adjoining landowner (in the south westerly direction) would appear to own the strip of land fronting the development site. I understand that the applicant intends to purchase this land in order to form the access.

The proposed 7.3m wide access with 15m kerb radii is considered acceptable. The access will require hard bound surfacing for a minimum distance of 20m behind the adjoining highway. No gates will be permitted within 20m of the adjoining highway.

Appropriate dropped kerbs crossing points (including tactiles) will need to be provided across the narrowest part of the access. These crossing points will represent the limit of adoption. I would recommend that the proposed road crossing markings within the adopted highway are deleted.

Should the proposed development be supported, the applicant would be required to enter into a Section 38 / 278 agreement with the Council in order to construct any proposed access.

Traffic Generation

The proposed development is not considered likely to have any significant impact on the existing highway network.

Parking and Turning Provision

Parking

I understand that the proposed development comprises a warehouse – LPGN 16 B8 Use (3368m² gfa) and offices – LPGN 16 B1 Use (780m² gfa).

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	GFA m ²	Max Spaces Required	Proposed Spaces
B8	1 space per 100 m ² gfa	3368	34	-
B1	1 space per 30 m ² gfa	780	26	-
			60	44 Total

Based on B1 / B8 Use, the proposed development would require a maximum of 60 spaces. Although, only 44 spaces are being proposed at the development site, this would be considered adequate given the proposed number of staff anticipated is around 15 and the proposed number of visitors being 4 per day.

Turning Provision (Swept Path Details)

The submitted swept path details included in the Transport Statement (2409-01-TS01b Dated July 2018) are considered acceptable.

Scheme of Surface Water Drainage

Details of a suitable surface water drainage system will need to be submitted / approved. I would recommend that the applicant contacts our Flood Management Officer – Neil Taunt on Tel: 01978 729734 to discuss / agree a suitable drainage system.

Lighting Provision

An existing lighting column located along the site frontage will need to be re-located in order to accommodate the proposed access. I would recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673.

Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This should be controlled by a suitable planning condition.

Service and Delivery Management Plan (SDMP)

The submitted SDMP is considered acceptable. However, the layout plan included in this plan needs updating to the latest layout plan.

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

The submitted CTMP is considered acceptable.

Providing the above issues can be overcome in respect of splays / access cutting across 3rd party land, I would have no objections to the proposed development and recommend any permission includes 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. -----.

NONSTD VISIBILITY SPY (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide a visibility splay of 2.4 metres x 120 metres in the south westerly direction measured to the nearside edge of the adjoining highway and 2.4 metres x 120 metres in the north easterly direction measured to a 400mm offset of the nearside kerb. 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 carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD ACCESS SURFACE (20 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

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.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

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 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 INTERNAL LIGHTING

026R No light source at the proposed development site hereby granted consent shall be directly visible to drivers of motor vehicles using the adjacent highway.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****
E06N
E07N

- 1) *Detailed layout, design, drainage and construction of the proposed new access / footway*
- 2) *Re-location of existing lighting column along site frontage.*

The scheme as is approved shall be fully implemented prior to first use of the development.

Notes to Applicant

- *The proposed scheme should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

Supplementary Notes

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

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ln Planning Control Manager