

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0074 **Your Ref:** SEH/P/2018/0074
Date: 5th April 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 497 Ardagh Group, Ardagh Metal Bevearge, Bridge Road North, Wrexham Industrial Estate, Wrexham.

Development: Extension to existing industrial unit.

I refer to your consultation / email dated 03/04/2018 including Layout Plan (Drg. No. M093/003 Rev A) 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. Although vehicles may be travelling up to 40mph approaching the existing access from the north east, I would estimate typical speeds at being around 30mph for vehicles approaching from the south west given the proximity to the junction with Redwither Road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in the north easterly direction and 2.4 x 43m in the south westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18 / Manual for Streets.

Visibility from the existing access is adequate in the south westerly direction providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. However, visibility in the north easterly direction appears to fall short of the requirements of TAN18 providing a splay of approximately 2.4 x 95m measured to the nearside edge of the adjoining highway. Visibility appears to be restricted in this direction by the existing hedgerow / boundary fence.

I would normally not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this access.

However, I understand that the applicant is arranging for the trees / hedgerow to be trimmed back along the frontage of the adjoining site in order to provide the required visibility splay. I have also requested that our Streetscene Section contacts the adjoining landowner (ie/ Welsh Government) to ensure that the overhanging trees / hedgerows are maintained accordingly.

The existing access is approximately 8m wide with 11m kerb radii. The access has barriers setback approximately 25m behind the adjoining carriageway and is considered adequate to service large HGVs.

Traffic Generation

No information relating to existing traffic generation (daily vehicle movements) and anticipated traffic generation as a result of the proposed development as requested have been provided. However, providing that the issue of visibility can be resolved then I would have no objections in principle to the proposed development.

Parking & Turning Provision

I assume that the proposed extension would come under Class B1 – Business Use which requires a maximum of 1 car space per 30m² gross floor space. The submitted application indicates an existing gross floor area of 30,440m² (Class B2 Use) and 518m² gfa for the proposed extension.

Based on Class B2 Use (1 space per 50m² gfa), the existing factory would normally require a maximum of 609 parking spaces. The proposed extension (Class B1) would normally require a maximum of 17 parking spaces.

The applicant has provided further information in respect of parking provision at the site as follows:-

- There is currently 207 staff member of production on a 5 shift system and a day team
- The number of staff on site at any one time is 94 (81 Plant, 6 Graphics and 7 Owens)
- The number of staff members following the proposed extension will be an additional 30 people.
- Number of visitors that attend the site of a daily basis is approx. 40 people.
- The inclusion of the extension would see an increase of an additional 3 people a month.
- The maximum number of cars that are on site at any one time is approx. 94 with the maximum number of HGV's being 5
- The maximum number of cars following proposed extension would be 124 with the maximum number of HGV's staying at 5

Based on the submitted information it would appear that the maximum number of people on site at any one time is likely to be 164. The maximum number of HGVs on site at any one time is given as 5 no.

The submitted layout plan (Drg. No. M093/003 Rev A) indicates that there are up to 172 parking spaces available on site plus 5 no. HGV parking spaces at the rear of the site. The proposed level of parking provision would appear to be adequate for the proposed development.

Although, the overall parking provision is less than maximum standards, it is considered adequate for the proposed business. 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 The Ardagh Group, whilst they operate and occupy the site"*

Service and Delivery Management Plan (SDMP)

I understand that HGVs have previously been observed waiting on the adjoining highway ie/ Bridge Road North before entering the site which is not ideal.

I would therefore recommend the submission of a SDMP which includes the following details:-

- The provision of 172 car spaces shall always be available on site.
- The provision of 5 HGV parking bays shall always be available on site.
- Statement that no more than 172 cars / vans shall be permitted on site at any one time.
- Statement that no more than 5 HGVs shall be permitted on site at any one time.
- Statement that no vehicles associated with the facility shall park on the highway whilst waiting to access the site.

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

A **Construction Traffic Management Plan** including the following information will be required as follows:-

- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP.
- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

A suitable CTMP can be included as a planning condition should the application be supported. I would recommend that the applicant contacts Darren Green (Traffic / Streetworks Section) on Tel: 01978 729643 to discuss / agree content.

I therefore 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. **M093/003 Rev A.**

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 north east and 2.4 metres x 100 metres to the south west 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.

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 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 The Ardagh Group, 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.

pete dalmwat

rn Service Manager Environment