

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: 24th April 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 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.

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.

The submitted layout plan does not accurately indicate how it is proposed to provide the required visibility splays from the proposed access. The plan does not indicate the full extent of the required splays in either direction.

Please include detail of existing lighting columns, feeder pillars and existing bus shelter. Visibility in the south westerly direction is impeded by the existing bus shelter and also appears to cut across 3rd party land ie/ grass verge behind back of footway. If this is the case, then the applicant would require a s.106 agreement with the adjoining landowner to provide the required splay and to re-locate the bus shelter and provide any hardstanding behind the splay. Visibility in the north easterly direction is also restricted in that the required splay would appear to cut across 3rd party land. If this is the case, then the applicant would require 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 assume that the applicant would either need to purchase this land or have a s.106 agreement with the landowner to form the access.

Could you please ask the applicant to provide a revised layout plan indicating how they propose to provide the required splays over land under 3rd party control.

Any proposed development of this nature will be required to provide a minimum 7.3m wide access with 15m kerb radii. 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.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the access to intercept such run-off.

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.

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.

The proposed access indicated on the submitted layout plan does not indicate the proposed crossing points as detailed above. This would require extending the footway into the site and providing crossing points at the narrowest point of the access (this would represent the limit of adoption). **Could you please ask the applicant to provide a revised layout plan indicating this detail.**

I would recommend that the applicant submits swept path details of a 16.5m long HGV entering, turning and exiting the site.

Footway Provision

There is an existing 2m wide footway fronting the site along Bridge Rd North. The submitted layout does not indicate any suitable footway provision into the proposed site / car park or any suitable tactile crossing points across the internal access. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

Traffic Generation

The submitted Design & Access Statement does not provide any information in respect of anticipated daily vehicle movements for HGVs and cars (staff / visitors). No details of the proposed staff numbers have been provided.

Could you please ask the applicant to provide a suitable Transport Statement which includes this information.

Parking and Turning Provision

The submitted layout plan (Drg. No. C4C-B1-Z1-A1-01-P2-00-001 Rev A) indicates that the proposed development comprises a warehouse – LPGN 16 B8 Use (3368m² gfa) and offices – LPGN 16 B1 Use (780m² gfa).

However, I assume that the proposed B8 warehouse use could also be replaced with B2 Industrial Use.

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	-
B2	1 space per 50 m ² gfa	3368	67	-
			60 or 93	41 Total

Based on B1 / B2 Use, the proposed development would require a maximum of 93 spaces or a maximum of 60 spaces for B1 / B8 Use. Only 41 spaces are being proposed at the development site.

Could you please ask the applicant to justify any potential shortfall in parking provision in respect of LPGN 16 requirements. I would recommend that the applicant provides details of the maximum number of staff / visitors / cars that are likely to be on site at any one time. If the application is supported, then it may be considered appropriate that any permission shall not be for the benefit of the land but shall operate for the benefit of specific company, whilst they operate and occupy the site.

The submitted layout plan indicates the provision of an adequate turning facility for HGVs within the curtilage of the site providing that no HGVs are parked impeding this facility. **Could you please ask the applicant to indicate the maximum number of HGVs that will be on site at any one time.**

Proposed Lighting

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

Could you please provide a draft **Service and Delivery Management Plan** including the following information:-

- Details of staff numbers employed, number of visitors per day, number of HGVs visiting site per day, max length of HGV visiting site.
- Statement indicating how HGV movements will be staggered indicating the maximum number of HGVs that will be permitted / present on site at any one time.
- 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.

The above SDMP could be requested in the form of a planning condition.

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

I would recommend that the applicant provides a **Construction Traffic Management Plan** including the following information:-

- 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.

The above CTMP could be requested in the form of a planning condition.

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.

peter oosthuizen

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