

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0148

Your Ref: MR/P/2018/0148

Date: 11th April 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 Storage Land Clywedog Road North, Wrexham Industrial Estate, Wrexham.

Development: Use of site as Transport Depot and Erection of Associated Offices and Fuel Tank (in retrospect).

I refer to your consultation / email dated 10/04/2018 including additional information from Asbri Planning 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.**

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.

The previously submitted Planning Statement indicated that 115 staff will be employed at the site and that the business will operate 41 tractor units and 65 trailers.

The latest submitted information indicates the following:-

Through the week looking at 45 car park spaces for drivers and staff.

42 trucks / drivers working from Wrexham, 12 of these are trampers trucks so usually leave on a Monday and back in on a Friday but may come back into the depot through the week to fuel up or reload.

Leaving 30 trucks / drivers which are double shifted and run 24 hrs a day.

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.*

Parking & Turning Provision

The previously submitted Planning Statement 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 latest submitted information indicates 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.*

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) indicates the proposed parking and turning arrangements for cars / HGVs for both weekdays and weekends which would appear adequate to cater for the proposed business. **I would recommend that any parking spaces are marked out with white lining materials.**

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 Owens Road Services, whilst they operate and occupy the site”*

Service and Delivery Management Plan

Please ask the applicant to provide a **Service and Delivery Management Plan** including 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.

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. **ORS-LAW-X-X-DFP-AR-060101 Rev P3 & Drg. No. ORS-LAW-X-X-DFP-AR-060102 Rev P1.**

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
026R**

SERVICE DELIVERY MANAGEMENT PLAN

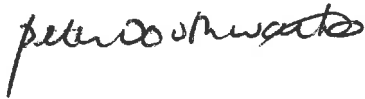
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles and staff / visitors has been submitted to and approved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

**NONSTD
026R**

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.

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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