

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2017/0919	Your Ref:	MP/P/2017/0919
Date:	19 th March 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 503 Ipsen Biopharm Ltd, Unit 55, Ash Road North, Wrexham Industrial Estate, Wrexham.

Development: Erection of New Three-Storey Office Building Together With Secondary Packing Area on Ground Floor, Storage and Dispatch Areas, Construction of New Service Yard, Amendment to Existing Entrance and Ancillary Landscaping Works.

I refer to your consultation dated 19/12/2017 and email from Lovelock Mitchell Architects dated 19/03/2018 in respect of the above.

Access

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

Any proposed / existing accesses 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.

The two main accesses to consider which are both located on Ash Road North would appear to be the access located immediately north of the proposed unit 55 building and the access on the opposite side of the road located immediately south of the Ash Rd North / Ash Rd South junction.

Northerly Access (north of proposed unit 55 building)

The existing access is 7.7m wide and takes the form of a dropped kerb vehicular access. The access is surfaced with hard bound materials and is gated at 4.1m behind the adjoining carriageway. Visibility from the existing access is adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway. This existing access currently appears to be closed up and unused.

Layout Plan Drg. No. IP1-LMA-00-XX-DR-A-1004 Rev P3

The submitted layout plan indicates the widening of this access to approximately 8m to accommodate up to 16.5m long HGVs in the new service yard area alongside the proposed unit 55 building.

The proposed kerb radii indicated on the plan are considered adequate.

The submitted swept path details demonstrate how such vehicles will enter, turn and exit the site in a forward gear. However, any proposed gates would normally need to be setback a minimum distance of 20m behind the adjoining carriageway so any articulated HGV sits clear of the Ash road North. The revised layout plan indicates gates setback a distance of 16.159m behind the adjoining carriageway. When accessing from the north, any 16.5m long HGV would need to sit at an angle across the centerline of the access with its front end touching the gates to be clear of the adjoining carriageway which is not practical. In reality, it is considered that a portion of the HGV would encroach onto the adjoining carriageway whilst they wait for the security gates to be opened. As a compromise, I would recommend that the gates are setback a minimum distance of 18m behind the adjoining carriageway. Any revised plan would need to demonstrate that the swept path turning movements are still possible within the curtilage of the site.

Such an arrangement may interfere with the proposed canopy and could impact on the swept paths of any HGV. I assume that a sliding gate could be installed as an alternative to the proposed gates to overcome this issue. Appropriate dropped kerbs / tactiles will be required across the new access. **Could you please ask the applicant to amend this detail on a revised layout plan.**

The applicant will need to enter into an agreement with the Council under Section 278 of the Highways Act 1980 so that the proposed access and footway can be tied into the existing adopted highway.

Access (opposite side of road located immediately south of Ash Rd North / Ash Rd South junction).

The existing access is 5.7m wide, surfaced with hard bound materials and is gated approximately 12m behind the adjoining carriageway.

I understand that this access serves an existing warehouse operated by Proserve where HGVs and staff vehicles park in the existing car park. Ideally, any gates should be erected a minimum distance of 20m behind the adjoining carriageway where larger HGVs are involved.

Visibility from the main access serving the development site is adequate in both directions providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

There would appear to be some degree of pedestrian provision / separation within the existing car park to avoid conflict with HGVs / staff vehicles. The submitted Transport Statement appears to indicate that staff / visitor access to the replacement unit 55 from the public highway network / Proserve car park would continue via the northern most bellmouth access point. I assume that this is the northerly access, north of proposed unit 55 building described above.

In terms of footway provision / pedestrian facilities between the car park and development site, I comment as follows:-

Existing footway provision from the shared Proserve Site car park is limited. The car park appears to have been recently upgraded to provide 119 spaces with pedestrians having to walk to the proposed development (and existing units) on the opposite side of Ash Road North (40mph speed limit) which is not ideal.

The footway on the northern side of the car park access terminates where it meets Ash Road South. In order to provide a safe pedestrian route between the development site and car park on the opposite side of Ash Road North, I would recommend that a 2.0m wide footway is constructed at this point a short distance into Ash Road South which provides crossing points (dropped kerbs / tactiles) at the narrowest section of the carriageway across Ash Road South. I would recommend that dropped kerb crossing points are provided across Ash Road North at a suitable location to reach the development site. These improvements have been indicated on the submitted layout plan.

The applicant will need to enter into an agreement with the Council under Section 278 of the Highways Act 1980 to carry out any improvements within the existing highway.

Parking Provision

I understand that the proposed new unit 55 would result in the loss of 52 existing parking spaces at the site. The Transport Statement indicates that the existing Ipsen Biopharm site car park is currently operating close to capacity.

The shared parking area on the opposite side of the road appears to have been recently upgraded to provide a total of 119 spaces compared with around 72 spaces originally provided. The improved car park has been recently surfaced and provided with pedestrian walkways and lighting.

The area previously proposed for additional parking at the rear of this existing car park was recently being used for the parking and turning of HGVs associated with the Proserve Business. I understand that Proserve are leasing this land from Ipsen Biopharm but are likely to vacate the site shortly. A barrier has been installed at the site separating Proserve related vehicles from vehicles associated with Ipsen Biopharm.

The additional gross floor area in respect the new unit 55 would appear to equate to 2675m². Based on LPGN 16 - Class B2 Use, the proposed development would require a maximum of 1 car space per 50m² gross floor area. This would equate to the maximum requirement of an additional 54 spaces over and above the proposed spaces indicated in the Proserve car park.

I understand that the proposed replacement unit 55 will not require any additional staff. If the application is to be supported and it is considered that parking provision is close to full capacity, it may be considered appropriate to impose a condition stating that "The permission shall not be for the benefit of the land but shall operate for the benefit of Ipsen Biopharm, whilst they operate and occupy the site".

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

Given the location and nature of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

Such a plan will need to include details of the proposed daily construction related vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development during the construction period.

Details of wheel washing facilities, construction signage and any traffic management measures will need to be included.

Providing the issue of the gates can be addressed, then I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

- ZJ41**
026R **GENERAL LAYOUT**
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.
- NONSTD**
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Northerly Access (north of proposed unit 55 building)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres in both directions 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- NONSTD**
043R **ACCESS SURFACE (20 metres)**
Northerly Access (north of proposed unit 55 building)
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 20 metres behind the adjoining highway.
- NONSTD**
033R **NO GATES WITHIN 18 METRES**
Northerly Access (north of proposed unit 55 building)
There shall be no gates or other means of enclosure across the vehicular access point within 18 metres of the adjoining carriageway.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
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 The permission shall not be for the benefit of the land but shall operate for the benefit of **Ipsen Biopharm Ltd**, whilst they operate and occupy the site.
- ZJ37**
026R
E06N
E07N **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
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 ****
- 1) *Detailed layout, design, drainage and construction of the proposed new access.*
 - 2) *Detailed layout, design, drainage and construction of the proposed new footway on the corner of the Ash Rd North / Ash Road South junction.*

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

ZJ45
026R

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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.

Note to Applicant

- **s.278 Agreement**

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.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.

Peter Dathwaite

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Planning Control Manager