

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0299 **Your Ref:** SEH/P/2016/0299
Date: 6th July 2016

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 328 507 Former Offices and Workshop, Unit C, Maesgwyn Road, Wrexham.

Development: Change of use from Workshop to Storage and Distribution Use.

I refer to your consultation / email dated 04/07/2016 in respect of the above.

Access

The proposed development site is located on Maesgwyn Road which is an unclassified, residential road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

I assume that the existing 5.5m wide access will continue to be used to service the site which incorporates a roller shutter.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The submitted layout plan (Drg. No. D080/004 Rev A) indicates visibility splays from the proposed access in excess of the above requirements.

I would also recommend the provision of pedestrian visibility from the proposed access providing splays of measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. Adequate pedestrian visibility splays have been indicated on the submitted layout plan.

The 600mm high low level boundary wall indicated on the submitted layout plan (Drg No. D080/004 Rev A) is considered beneficial to prevent cars parking behind the existing footway.

Proposed Storage & Distribution Business

I have previously raised concerns regarding the potential size and number of vehicles visiting the site and lack of turning provision within the curtilage of the building / site.

However, the applicant has indicated that the maximum length of vehicle visiting the site will be a Ford Transit LWB which is 5.68m in length. The applicant has indicated that clients will be given time slots to enter and vacate the building with access into the building.

To ensure that such a vehicle can turn within the site, it would need to use some of the spaces allocated for parking indicated on the submitted layout plan (Drg No. D080/004 Rev A). In order to support this application I would recommend that a condition is included stipulating that any permission shall not be for the benefit of the land but shall operate for the benefit of the applicant, whilst they operate and occupy the site.

In order to support the proposed development, I would recommend that a **Service & Delivery Management Plan (SDMP)** is required for approval prior to first use which stipulates that deliveries will be restricted to a single vehicle (max. 5.7m in length) at any one time on site. Any such plan shall stipulate that such a vehicle must turn within the curtilage of the site / building.

I assume any proposed fob to open the shutter door can be activated as a vehicle approaches the site to minimize waiting time on the highway. Such details will need to be indicated in the SDMP.

Parking & Turning Provision

In terms of parking provision, LPGN 16 (Class B8 – Storage & Distribution) would normally require 1 car space per 100m² gross floor space. Based on a gross floor area of 758.8m² this would require a maximum of 8 parking spaces at the site. The submitted plan Drg. No. D080/004 Rev A indicates 8 no. car parking spaces. As indicated above, the area occupied by some of these spaces will be required for turning of vans.

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.

In conclusion, providing the above issues are addressed I have no objections to the proposed development on highway grounds and recommend any permission includes the following conditions:-

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. **D080 / 004 Rev A – Dated March 2016.**

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 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.

ZJ20 PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)

038R Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

- ZJ07** **ACCESS SURFACE (5 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 5 metres behind the adjoining highway.
- NONSTD** **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 accesses to intercept any such run off prior to first use of the development.
- 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** The permission shall not be for the benefit of the land but shall operate for the benefit
026R of the applicant, 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.

Peter O'Connell

PM

Service Manager Environment