

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0482 **Your Ref:** KH/P/2016/0482
Date: 6th June 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 380 493 Unit B, Spectrum Business Park, Wrexham Industrial Estate, Wrexham.

Development: Provision of New Depot Facility involving Re-modelling and Refurbishment of Existing Building to provide Office Accommodation including First Floor Offices, Training Centre, Warehouse Stores and Workshops.

I refer to your consultation dated 27/05/2016 in respect of the above.

The proposed development site is located on the Spectrum Business Park Road 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.

Proposed Access Arrangements

It is proposed to utilize the existing accesses located either side of Unit B.

Westerly Access (Nearest Bridge Rd Roundabout)

This access is 7.1m wide and is paved with hard bound materials.

Visibility from this existing access is adequate in the north westerly direction providing a splay in excess of 2.4 x 43m (30mph) measured to the nearside edge of the adjoining highway. This assumes typical speed of 30mph given proximity to Bridge Road roundabout.

Visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 12m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / vegetation fronting the site. A splay of 2.4 x 120m measured to the nearside edge would normally be required in this direction.

I would recommend that the applicant submits a suitably scaled layout plan indicating how it is proposed to provide the required visibility splays from this access ie/ removal of hedgerow / vegetation.

Access is provided from this location to 26. no. existing parking spaces positioned alongside Unit B. I assume that these spaces will typically be used by office staff / cars.

Easterly Access

This access is 9.8m wide and is paved with hard bound materials.

Visibility from this existing access is adequate in the south easterly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway.

However, visibility in the north westerly direction is inadequate providing a splay of approximately 2.4 x 27m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / vegetation fronting the site.

I would recommend that the applicant submits a suitably scaled layout plan indicating how it is proposed to provide the required visibility splays from this access ie/ removal of hedgerow / vegetation.

Access is provided from this location to a parking / turning area positioned alongside Unit B. I assume that this area will typically be used by commercial vehicles / HGVs associated with the business.

Parking & Turning Provision

I understand that the development comprises a total of 2334 m² gfa (ie/ 1924m² plus an additional 410m² gfa). Based on LPGN 16 requirements for Class B1 – Business Use, the proposed development would require a maximum of 78 parking spaces.

I understand that the building will be a base for up to 68 staff and industrial staff.

The submitted layout plan only indicates the provision of 26 no. parking spaces located on the western side of the building. It is unclear as to maximum number of vehicles and type / length of vehicles (eg/ HGVs, vans, cars) that will be on site at any one time in order to assess the suitability of parking / turning arrangements at the site. Details of the anticipated maximum number of staff vehicles, visitor vehicles and service vehicles likely to be on site at any one time should be provided.

Could you please ask the applicant to provide the above information indicating on a suitably scaled plan where such vehicles will park and turn.

Travel Plan

A draft Travel Plan has not been submitted with this application. I would recommend that a draft Travel Plan is provided.

I would recommend that a Final Travel Plan is submitted after 6 months of the first use of the development. I would recommend that the applicant contacts Jessica Pritchard - Regional Travel

Plan Co-ordinator on Tel: **01352 704544** to discuss the proposed content of any Draft / Final Travel Plan.

I await the requested information.

Peter O'Meara

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Service Manager Environment