

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2015/0968 **Your Ref:** PF/P/2015/0968
Date: 12th April 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 378 499 Land South of Ash Road South, Wrexham Industrial Estate, Wrexham.

Development: Erection of New Bakery and Offices and Construction of New Access Road, Service Yards, Car Parking and HGV Loading / Unloading Area.

I refer to your consultation / emails dated 30/03/2016 in respect of the above.

Site Access – Visibility (Drg. No. 27-15-05 Rev A)

The proposed development site is located on Ash Road South 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 centerline of the adjoining highway in accordance with TAN 18. It would appear possible to provide the required visibility splays from the proposed access.

Any proposed / existing access in this location would normally be required to provide adequate forward visibility providing a stopping sight distance (SSD) of 120m for vehicles approaching the access from the north west and for vehicles waiting to turn right into the site in respect of vehicles approaching from the east.

The submitted Site Access Plan (Drg. No. 27-15-05 Rev A) indicates that the required forward visibility splays on the approaches to the access are less than 120m SSD (ie/ 92m & 71m). I would therefore recommend that a condition is included requiring a scheme of road markings (ie/ red patches with "slow / araf") to cover this section of Ash Road South in the interests of highway safety. The submitted plan indicates the provision of appropriate road markings. The applicant will need to enter into a s.278 agreement with the Council to carry out the proposed works.

Site Access - Layout (Drg. No. P-02 Rev B)

The proposed access indicated on the submitted layout plan is 7.3m wide with 15m kerb radii which is considered acceptable.

Appropriate dropped crossing points including tactile paving and appropriate road markings shall be provided at the access across its narrowest point. The proposed limit of adoption will need to terminate at the back of the tactiles located just inside the proposed access.

This detail has not been indicated on the revised layout plan. **Please ask the applicant to indicate this detail on a revised layout plan.**

The proposed access shall be surfaced with hardbound materials for a minimum distance of 20m behind the highway boundary. No gates shall be erected within 20m of the highway boundary.

No private surface water shall be permitted to flow from the development site onto the adjoining highway. Appropriate measures shall be taken to deal with any private surface water run-off.

It would appear that an existing street lighting column will need to be re-located away from the proposed access point. The applicant will need to liaise with our Street Lighting Section (contact Paul Rogers on Tel: 01978 729673) regarding this matter.

I would recommend the construction of a 2.0m wide footway running from the site access along the frontage of the development site (nearside) to an appropriate location approximately half way between the proposed access and Rowan Foods access. Dropped kerb crossing points should be provided across the carriageway at this point with a short section of footway being constructed on the northern side of the road leading to the proposed bus stop / shelter / raised kerbs including hard standing. Careful consideration must be given to the location / design of the bus shelter / stop to maximize visibility in the westerly direction from the Rowan Foods access.

The submitted layout plan (Drg. No. 27-15-05 Rev A) indicates pedestrian crossing points on the kerb radius of the proposed access. It would be considered preferable to re-locate these crossing points way from the new access as indicated above.

Could you please ask the applicant to indicate the above detail on a revised layout plan.

Proposed Footway / Bus Stop

I understand that the only existing bus service running past the site runs from west to east every hour. I would therefore recommend that any proposed bus stop / raised kerb / bus shelter is located on the opposite side of the road at a suitable position which does not impede visibility for adjoining accesses (ie/ Rowan Foods) or impede forward visibility across the bend. A position approximately half way between the proposed access and Rowan foods access would appear appropriate.

As 30% of the workforce are likely to use the bus, I would recommend that a bus shelter is provided for convenience.

I would recommend that the applicant liaises with our Transport Section (contact Andrew Mytton on Tel: 01978 729760) to discuss the bus stop / shelter detail.

Please ask the applicant to indicate the above detail on a revised layout plan.

Parking and Turning Provision

I understand that the proposed development comprises 2012m² of B1 Office Use and 17883m² of B2 General Industry Use. Based on LPGN 16 requirements, the proposed B1 Office Use would require a maximum of 67 spaces with the B2 General Industrial Use requiring a maximum of 358 spaces equating to a total maximum requirement of 425 spaces.

The submitted layout plan (Drg. No. P-02 Rev A), appears to indicate the provision of 196 spaces which represents a maximum shortfall in parking provision of 54% compared with LPGN 16 maximum standards. There would appear to be less than 10% disabled parking spaces shown on the submitted layout plan which does not comply with LPGN 16 requirements.

However, the application (Transport Statement) indicates that 150 staff will be employed at the site and suggests that only 50% of their staff will come to work by car. It is suggested that the number of parking spaces required would be 75.

Although the proposed level of parking provision may well be adequate for the current development, it may not be adequate for any future occupant of the site wishing to utilize the site for B1 / B2 Use. Given the theoretical shortfall in parking provision at the site, 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 Village Bakery, whilst they operate and occupy the site.

Turning provision for cars & HGVs within the curtilage of the site appears adequate.

Travel Plan

The submitted Interim Travel Plan (Issue 2) is considered to be adequate.

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 Final Travel Plan.

Construction Traffic Management Plan

I would recommend that the applicant submits a Construction Traffic Management Plan including provision for contractor parking for approval prior to commencement of works.

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.

Note to applicant

The detailed design, layout, drainage and construction of the new access, footway, bus stop, street lighting modifications and road marking scheme shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works. The developer will need to enter into an agreement with the Council under a Section 38 / 278 of the Highways Act 1980 so that the new section of road and footway can be adopted for maintenance at the public's expense.

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 Highway Authority approve the proposed works to be carried out

Peter Dornmüller

PM Service Manager Environment