

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0968

Your Ref: PF/P/2015/0968

Date: 22nd January 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 dated 04/01/2016 in respect of the above.

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

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 Site Access Plan (Drg. No. 27-15-05) included in the submitted Transport Statement 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.

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

The proposed access indicated on the submitted layout plan is 7.3m wide with 10m kerb radii. I would recommend that the proposed radii are increased to 15m as indicated on the Site Access Plan (Drg. No. 27-15-05) included in the submitted Transport Statement

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 be to the back of the tactiles located just inside the proposed access. **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. **Could you please ask the applicant to indicate where this lighting column will be re-located to.** The applicant will need to liaise with our Street Lighting Section (contact Paul Rogers on Tel: 01978 729673) regarding this matter.

Please ask the applicant to indicate/ annotate this 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 suitable position which does not impede visibility for adjoining accesses (ie/ Rowan Foods) or impeded forward visibility across the bend. A position approximately 30m east of the proposed access (centerline) would appear to be an acceptable location for the bus shelter/ stop.

The proposed bus stop will need the provision of a 2.0m wide footway on both sides of the road with appropriate dropped kerb / tactile crossing points and an area of hardstanding at the bus stop. Bus stop markings on the road will not be required.

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 195 spaces which represents a maximum shortfall in parking provision of 54% compared with LPGN 16 maximum standards. The 4 no. proposed parallel parking spaces indicated are only 4.8m long and need to be increased to 6.0m. There would appear to be less than 10% disabled parking spaces shown on the submitted layout plan. **Please ask the applicant to indicate this detail on a revised layout plan.**

The application indicates that 150 staff will be employed at the site. The submitted Transport Statement indicates that 50% of the staff will come to work by car suggesting that the number of parking spaces required by staff would be 124. This conflicts with 50% of proposed staff ie/ 150 no. equating to a requirement for 75 spaces. **Please ask the applicant to clarify how many staff will be employed at the new facility that will require parking within the new car park.**

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

Travel Plan

The submitted Interim Travel Plan 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.

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


Service Manager Environment