

MEMORANDUM



From: Infrastructure Manager

To: Head of Community Well-being
and Development

Our Ref: TH/DC/PP/2011/0648

Your Ref: JGK/P/2011/0648

Date: 18th October 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 390 501 Land at Bryn Lane, Wrexham Industrial Estate, Wrexham.

Development: Outline application for B1 / B2 / B8 development including means of access and layout.

I refer to your consultation dated 19/09/2011 in respect of the above.

The proposed development site is located on Bryn Lane which is an unclassified road subject to a 40mph speed limit. It is proposed to serve the development site off the existing access off Bryn Lane which currently serves the existing TDG business.

It is proposed to carry out improvements to the existing access by providing a right hand turning lane along Bryn Lane. This shall be designed in accordance with TD 42/95 and will be subject to a s.278 agreement. The proposed access will be required to provide / maintain visibility splays of 2.4 x 120m in both directions in accordance with TAN 18.

In terms of parking provision for this development, I comment as follows:-

The submitted layout plan (Drg. No. 500_A – Dated 22/07/2011) appears to indicate 200m² of office accommodation and 2846m² of B1, B2 or B8 use. However, I understand that the applicant wishes the site to be considered for B2 / B8 use only. However, in order to avoid any future shortfall in parking provision at the site, I understand a condition will be imposed preventing any change of use from B2 use to B1 use under permitted development rights.

I understand that the applicant has based parking provision at the development site on class B2 use which requires 1 car space per 50m² of gross floor space in order to avoid any shortfall in parking provision at the site. On this basis, LPGN 16 would normally require the provision of 57 no. spaces assuming B2 (General Industry) use . It would appear that 58 no. spaces are proposed for this development which exceeds LPGN 16 requirements.

Turning provision for larger delivery vehicles within the curtilage of the site appears adequate.

In terms of pedestrian access, it would appear from the submitted layout plan that a 1.8m wide footway is proposed on the southern side of the existing access serving the TDG site extending up to a point opposite the existing footway on the opposite side of Bryn Lane which would benefit any pedestrians wishing to exit the site in the southerly direction. However, I would recommend that such a footway is 2.0m wide (see note).

The draft Travel Plan submitted as part of the Transport Assessment appears adequate. Although it would be appropriate to accept the submitted Travel Plan as an interim Travel Plan, I would recommend that a final Travel Plan is submitted for further approval after 12 months of occupation of the premises.

I understand that the developer is offering to make a financial contribution of £5000 (maximum) to WCBC for the provision of a footway to bus stops along the northern side of the proposed access should the Council or local bus operator decide to run a bus service along Bryn Lane. This could be taken as a commuted sum payment.

I would therefore recommend that any permission be subject to the following conditions:-

CONDITIONS

ZJ15A 038R VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) EMPTY SPLAY

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 above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD SUBMISSION OF FURTHER DETAILS

026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing by the
E07N Local Planning Authority:

- 1) *Detailed layout, design, drainage and construction of the proposed new footway/ carriageway including provision of right hand turning lane along Bryn Lane*

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

ZJ44 055R TRAVEL PLAN (COMMERCIAL – END USER NOT KNOWN)

A Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority following the first anniversary of first use of the development.

ZJ41 026R GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan no. 500_A – Dated 22/07/2011.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

Notes:

- *The detailed design, layout and proposed modifications to the existing access off Bryn Lane including right hand turning lanes and new 2.0m wide footway 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 Agreement of the Highways Act 1980 so that the new section of road and footway can be adopted for maintenance at public expense.

- *Any proposed new lighting columns or re-siting of existing street lighting columns along Bryn Lane must be discussed / agreed with our Infrastructure Manager – Jonathan Plant (Tel: 01978 729672).*
- *I understand that the developer is offering to make a financial contribution of £5000 (maximum) to WCBC for the provision of a footway to bus stops along the northern side of the proposed access should the Council or local bus operator decide to run a bus service along Bryn Lane. This could be taken as a commuted sum payment.*



Infrastructure Manager

