

MEMORANDUM

From: Planning Control Manager **To:** Chief Officer Planning & Regulatory
Our Ref: PR/DC/P/2019/0431 **Your Ref:** PF/P/2019/0431
Date: 21st June 2019

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

Location: O. S Grid Ref: 370 493 TCB House, Clywedog Road South, Wrexham Industrial Estate, Wrexham.

Development: Erection of 3 no. extensions to 2 no. existing industrial warehouse buildings with additional parking, service yard and hard landscaping.

I refer to your consultation dated 12/06/2019 in respect of the above.

Access

The proposed development site is located on Clywedog Road South which is an unclassified road subject to a 40mph speed limit.

The proposed access provides visibility splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Previous planning consent was granted at the site for the existing offices, industrial units and warehouse under LPGN 16 Class B1, B2 & B8 Use (Planning Ref: P/2011/0131). A later application was submitted (Planning Ref: P/2012/0771) to extend Unit 2 (south side).

These consents included conditions relating to :-

- Vehicular parking & turning areas
- 3m wide shared footway / cycleway accesses
- 2m wide footway along site frontage

The proposed access is 7.3m wide and incorporates 15m kerb radii. Appropriate dropped crossing points and associated tactile paving across the main access which were required as part of the previous consents have not been provided. This is a matter for Planning Enforcement.

The proposed access has been surfaced using hard bound materials for a minimum distance of 15m behind the highway boundary with no gates being erected within 15m of the highway boundary which is considered acceptable.

The provision of suitable 3m wide shared footway / cycleway links into the site previously conditioned have not been provided. This is a matter for Planning Enforcement.

The provision of a 2m wide footway along the site frontage with footways returning into the main access previously conditioned have not been provided. This is a matter for Planning Enforcement.

The provision of a turning area for HGVs at the rear of Unit 1 (northern site) previously conditioned does not appear to have been provided. This is a matter for Planning Enforcement.

The access / footway works required the applicant to enter into a s.38 / 278 agreement with the Council in order to carry out the works. The applicant has not entered into the above agreement with the Council. This is a matter for Planning Enforcement.

I would recommend that no further development is permitted until the agreement has been signed and the works have been completed. The submitted Transport Statement indicates that the applicant has confirmed that all access and highway works conditioned as part of the previous applications will be undertaken prior to undertaking any further development work. This must be included as a planning condition.

The submitted layout plan (Drg. No. 18138-C4C-AV-ZZ-DR-A-0508 Rev P4) does not appear to indicate the required 3m wide shared footway / cycleway accesses. This detail will need to be included on a revised layout plan.

Parking & Turning Provision

There would appear to be 3 no. extensions proposed as follows:-

Extension A	2805m ²	gfa
Extension B	1134m ²	gfa
Extension C	163m ²	gfa

The proposed parking provision ie/ 77 spaces is considered adequate. This has been demonstrated by the submitted car parking accumulation survey.

In terms of turning provision, I comment as follows:-

Previous consents at the site required the provision of a HGV turning area at the rear of Unit 1. However, this facility does not appear to have been provided at the site. The submitted layout plan appears to indicate that all HGV turning movements will take place at the western end of the site between the two main buildings. However, it is unclear as to how HGVs will access the rear of Unit 1 (northern site). **This detail needs to be clarified.**

The swept path details (16.5m long HGV) indicated on submitted layout plan (Drg. No. 18138-C4C-AV-ZZ-DR-A-0508 Rev P4) are considered acceptable.

It is not clear as to how many HGVs / Delivery Vehicles visit the site at any one time and where they will park. **This detail needs to be provided.**

Public Transport Provision

Advice from Transport Section:-

It is considered reasonable to request a S106 payment in lieu of future bus stop / raised kerbs / signs / hardstanding provision at this site. The money set aside could be refunded if it has not been spent within 7 years of the development being completed. On the basis of previous costings for such provision a figure of £8900 is proposed.

I would recommend that you discuss the proposed development including identified funding for an improved bus service with our Public Transport Officer – Andrew Mytton on Tel: 01978 729760 in respect of any required s.106 contributions.

Service and Delivery Management Plan

I would recommend that a **Service and Delivery Management Plan** is provided including the following information:-

- Details of staff numbers employed, number of visitors per day, number of HGVs visiting site per day, max length of HGV visiting site.
- Details of maximum number of HGVs likely to be on site at any one time including details of HGV / Delivery vehicle parking.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or HGVs) shall occur on the public highway. Details of how deliveries will be managed to avoid the above will need to be included in a SDMP.

I await the requested information.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

In principle I have no objections to the proposed development. I await the requested information.

Notes to Applicant

- *The proposed access / footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

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 Highways Authority approve the proposed works to be carried out.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

John Douthwaite

JD Planning Control Manager