

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/1087 **Your Ref:** PF/P/2018/1087
Date: 20th May 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 369 490 Land opposite Wilkinson Business Park, Clywedog Road South, Wrexham Industrial Estate, Wrexham.

Development: Outline Application for Development of Site for B1 Light Industrial Units and B2 / B8 Industrial Unit including means of access, scale of building and ecological mitigation zone with indicative details provided in relation to appearance, layout and landscaping (Site 5).

I refer to your consultation dated 09/05/2019 including revised Technical Note from Prime Transport in respect of the above.

Access (North)

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

Based on these speeds, any proposed / existing accesses 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.

Submitted layout plan (**Drg. No. P18045-001C**) indicates visibility splays of 2.4 m x 120m in both directions measured to the nearside edge of the adjoining highway from the proposed access.

Proposed Site Plan Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P7

I would normally recommend that any proposed access of this nature will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

Northerly Access

The proposed access appears to be 7.5m wide with 15m kerb radii. Any proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road. **The proposed access appears to be located directly opposite an existing access serving RF Bellis Haulage which is considered unacceptable. I would recommend that a revised plan is submitted indicating a more appropriate access location.**

The applicant will need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details.

I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway. **This has been indicated on submitted layout plan (Drg. No. P18045-001C).**

The submitted plan does not appear to indicate any footway provision (2m wide) extending along the entire site frontage. If the proposed development is to be supported, I would recommend that a 2m wide footway is constructed along the entire site frontage which extends north to provide a continuous footway link with the existing footway fronting Nu Instruments. The provision of a new footway to the north appears to have been indicated but not along the full frontage of the site to the south. Footways along the site frontage have been conditioned on every recent planning application along this road.

The applicant does not appear willing to carry out the above footway works. However, it is considered appropriate to request these footway improvements not only to serve the development site itself but for the wider benefit of those visiting / working on the industrial estate and to support the approach for more sustainable means of accessibility.

I would recommend that a revised plan is submitted indicating this detail.

The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out any access / footway works.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off.

Details of the how the remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Parking & Turning Provision (Northerly Access)

The submitted layout plan (**Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P5**) indicates that the proposed development comprises 1 single unit (unit 1) – LPGN 16 B2 / B8 Use (6502m² gfa).

However, it is unclear as to the specific proposed gross floor areas intended for each unit against each class use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m ²	Max Spaces Required	Proposed Spaces
B2	1 space per 50 m ² gfa	6502	130	-
B8	1 space per 100 m ² gfa	6502	65	-
			Range 65 - 130	121 Total

Based on B2 / B8 Use, the proposed development would require a maximum of 130 spaces or a maximum of 65 spaces. The proposed level of parking provision is considered adequate.

The submitted layout plan does not appear to indicate any details of cycle parking / shelters. **Could you please ask the applicant to provide this detail.**

Swept Path Details Drg. Nos. P18045-003B

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered acceptable.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, The number of HGVs permitted on site at any one time will need to be limited in order to maintain sufficient space for turning. This could be controlled by a suitable planning condition ie/ Service & Delivery Management Plan.

Public Transport Provision (Northerly Access)

There is no existing bus service in close proximity to the site. I'm sure the developer would agree that it would be beneficial to introduce a bus service in order to promote opportunity for a modal shift for both the existing and proposed workforces. It is surprising that the planning officer does not wish to support such a modal shift considering the Welsh Governments planning advice on active travel and sustainability. He states that there is no strategy in place for such matters on the industrial estate but fails to recognise that the Council received a significant S106 payment in the last 12months to fund additional bus services to the local prison.

That said, I acknowledge that each of these sites could come forward in isolation and it may be considered unjustifiable to expect each site to fund a sizeable payment towards the future provision of a bus service. If the planning inspectorate support the LDP proposals for additional industrial land on Bryn Lane then I would anticipate that this will provide contributions towards an improved bus service for the whole of the industrial estate by way of a CIL or similar.

It may therefore be more reasonable to consider requesting 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.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off.

Details of the how the remaining section of new highway forming the access / bellmouth will be drained will need to be provided.

I await the requested information.

Access (South)

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

Based on these speeds, any proposed / existing accesses 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.

Submitted layout plan (**Drg. No. P18045-002C**) indicates visibility splays of 2.4 m x 120m in both directions measured to the nearside edge of the adjoining highway from the proposed access.

Proposed Site Plan Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P7

I would normally recommend that any proposed access of this nature will need to provide a minimum 7.3m wide access width with 15m kerb radii.

The access will need to be paved with hard bound materials for a minimum distance of 20m behind the adjoining highway with no gates being erected within 20m of the highway boundary.

Southerly Access

The proposed access appears to be 7.5m wide with limited kerb radii. **This arrangement is considered unacceptable and has the potential for conflict of vehicle movements ie/ HGVs entering / exiting the site. I would recommend that the applicant considers re-locating the access further to the north east where the site has potentially more depth to accommodate a more suitable access.**

The applicant would need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details. Alternatively, the site could be limited to industrial / business units that are serviced by smaller rigid HGVs that require smaller turning areas. This could be controlled by a suitable Service & Delivery Management Plan.

The submitted plan does not appear to indicate any footway provision (2m wide) extending along the entire site frontage. If the proposed development is to be supported, I would recommend that a 2m wide footway is constructed along the entire site frontage which extends north to provide a continuous footway link with the existing footway fronting Nu Instruments. **I would recommend that a revised plan is submitted indicating this detail.**

The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out any access / footway works.

I would recommend that a 2m wide footway is provided on both sides of the access extending into the site. A suitable dropped kerb crossing point including tactile paving will be required across the access at the narrowest point of the access. This can represent the limit of adopted highway. **I would recommend that a revised plan is submitted indicating this detail.**

ny proposed access shall be staggered a minimum distance of 30m away (centreline to centreline) from any existing access on the same side of the road and a minimum of 25m away from any existing access on the opposite side of the road.

I would recommend that a revised plan is submitted indicating a more appropriate access location.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off.

Details of the how the remaining section of new highway forming the access / bellmouth will be drained will need to be provided ie/ additional gullies.

Parking & Turning Provision (Southerly Access)

The submitted layout plan (Drg. No. B10500-AEW-SI-XX-DR-A-0503 Rev P5) indicates that the proposed development comprises 5 no. units – LPGN 16 B1 / B2 Use (2368m² gfa).

However, it is unclear as to the specific proposed gross floor areas intended for each unit against each class use.

LPGN 16 requirements for the proposed uses are as follows:-

Class Use	Requirement	Potential GFA m ²	Max Spaces Required	Proposed Spaces
B1	1 space per 30 m ² gfa	2368	79	-
B2	1 space per 50 m ² gfa	2368	47	-
			Range 47- 79	76 Total

Based on B1 / B2 Use, the proposed development would require a maximum of 79 spaces or a maximum of 47 spaces. The submitted layout plan indicates the provision of 76 spaces for the southerly site. The proposed level of parking provision is considered adequate.

A number of the proposed parking spaces would appear to have insufficient space behind for maneuverability ie/ less than 6m clearance when HGVs are parked which is poor. **It is not clear how this issue will be addressed.**

The submitted layout plan does not appear to indicate any details of cycle parking / shelters. **Could you please ask the applicant to provide this detail.**

Swept Path Details Drg. Nos. P18045-004C

The swept path details indicated for a 16.5m HGV entering / exiting the site access are considered unacceptable. The access does not meet our standard design requirements for an industrial access. The proposed access has the potential to increase the likelihood of vehicle conflict at the access and increase the risk of vehicle incidents where 2 vehicles (HGVs) attempt to enter and exit the site at the same time.

I would recommend that the applicant considers re-locating the access further north where the site has potentially more depth to accommodate a more suitable access. The applicant would need to demonstrate that such an access can achieve adequate lateral and forward visibility splays and submit revised swept path details. Alternatively, the site could be limited to industrial / business units that are serviced by smaller rigid HGVs that require smaller turning areas. This could be controlled by a suitable Service & Delivery Management Plan.

The turning area within the site service yard appears adequate to accommodate the turning movements of a 16.5m HGV. However, The number of HGVs permitted on site at any one time will need to be limited in order to maintain sufficient space for turning. This could be controlled by a suitable planning condition ie/ Service & Delivery Management Plan.

Public Transport Provision (Southerly Access)

There is no existing bus service in close proximity to the site. I'm sure the developer would agree that it would be beneficial to introduce a bus service in order to promote opportunity for a modal shift for both the existing and proposed workforces. It is surprising that the planning officer does not wish to support such a modal shift considering the Welsh Governments planning advice on active travel and sustainability. He states that there is no strategy in place for such matters on the industrial estate but fails to recognise that the Council received a significant S106 payment in the last 12months to fund additional bus services to the local prison.

That said, I acknowledge that each of these sites could come forward in isolation and it may be considered unjustifiable to expect each site to fund a sizeable payment towards the future provision of a bus service. If the planning inspectorate support the LDP proposals for additional industrial land on Bryn Lane then I would anticipate that this will provide contributions towards an improved bus service for the whole of the industrial estate by way of a CIL or similar.

It may therefore be more reasonable to consider requesting 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 not be able to support this application in its current format.

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.

Peter W. Thwait

by Planning Control Manager