

MEMORANDUM

From: Planning Control Manager **To:** Chief Officer Planning & Regulatory
Our Ref: PR/DC/P/2019/0013 **Your Ref:** SEH/P/2019/0013
Date: 9th April 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 379 497 Ardagh Group, Ardagh Metal Bevearge, Bridge Road North, Wrexham Industrial Estate, Wrexham.

Development: Erection of office accommodation adjoining existing warehouse.

I refer to your consultation dated 09/04/2019 including additional information from Atelier 2 Architects in respect of the above.

I understand that planning consent was granted last year for a similar extension at the site (planning ref: P/2018/0074) including conditions in respect of access visibility, Construction Traffic Management Plan and Service & Delivery Management Plan (which included management of parking within the site).

Access

The development site is located on Bridge Road North which is an unclassified road subject to a 40mph speed limit. Although vehicles may be travelling up to 40mph approaching the existing access from the north east, I would estimate typical speeds at being around 30mph for vehicles approaching from the south west given the proximity to the junction with Redwither Road.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in the north easterly direction and 2.4 x 43m in the south westerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18 / Manual for Streets.

Visibility from the existing access is adequate in the south westerly direction providing a splay of approximately 2.4 x 100m measured to the nearside edge of the adjoining highway. However, visibility in the north easterly direction appears to fall short of the requirements of TAN18 providing a splay of approximately 2.4 x 95m measured to the nearside edge of the adjoining highway. Visibility appears to be restricted in this direction by the existing hedgerow / boundary fence.

I would normally not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this access.

However, I understand that the applicant is arranging for the trees / hedgerow to be trimmed back along the frontage of the adjoining site in order to provide the required visibility splay. I have also requested that our Streetscene Section contacts the adjoining landowner (ie/ Welsh Government) to ensure that the overhanging trees / hedgerows are maintained accordingly.

Having visited the site on 28/03/2019, the visibility issue in the north easterly direction has still not been addressed. The applicant has confirmed that this work will be carried out.

The existing access is approximately 8m wide with 11m kerb radii. The access has barriers setback approximately 25m behind the adjoining carriageway and is considered adequate to service large HGVs.

Traffic Generation

No information relating to existing traffic generation (daily vehicle movements) and anticipated traffic generation as a result of the proposed development as requested have been provided. However, providing that the issue of visibility can be resolved then I would have no objections in principle to the proposed development.

Parking & Turning Provision

Previous Application Ref: P/2018/0074

I assume that the proposed extension would come under Class B1 – Business Use which requires a maximum of 1 car space per 30m² gross floor space. The submitted application indicates an existing gross floor area of 30,440m² (Class B2 Use) and 518m² gfa for the proposed extension.

Based on Class B2 Use (1 space per 50m² gfa), the existing factory would normally require a maximum of 609 parking spaces. The proposed extension (Class B1) would normally require a maximum of 17 parking spaces.

The applicant has provided further information in respect of parking provision at the site as follows:-

- There is currently 207 staff member of production on a 5 shift system and a day team
- The number of staff on site at any one time is 94 (81 Plant, 6 Graphics and 7 Owens)
- The number of staff members following the proposed extension will be an additional 30 people.
- Number of visitors that attend the site of a daily basis is approx. 40 people.
- The inclusion of the extension would see an increase of an additional 3 people a month.
- The maximum number of cars that are on site at any one time is approx. 94 with the maximum number of HGV's being 5
- The maximum number of cars following proposed extension would be 124 with the maximum number of HGV's staying at 5

Based on the submitted information it would appear that the maximum number of people on site at any one time is likely to be 164. The maximum number of HGVs on site at any one time is given as 5 no.

The submitted layout plan (Drg. No. M093/003 Rev A) indicates that there are up to 172 parking spaces available on site plus 5 no. HGV parking spaces at the rear of the site. The proposed level of parking provision would appear to be adequate for the proposed development.

Although, the overall parking provision is less than maximum standards, it is considered adequate for the proposed business. A suitable condition could be imposed stating that *"the permission shall not be for the benefit of the land but shall operate for the benefit of The Ardagh Group, whilst they operate and occupy the site"*

Current Application (P/2019/0013)

I assume that the proposed extension would come under Class B1 – Business Use which requires a maximum of 1 car space per 30m² gross floor space. The submitted application indicates an existing gross floor area of 30,440m² (Class B2 Use) and 481m² gfa for the proposed extension.

Based on Class B2 Use (1 space per 50m² gfa), the existing factory would normally require a maximum of 609 parking spaces. The proposed extension (Class B1) would normally require a maximum of 16 parking spaces.

The previous application indicated that the maximum number of people on site at any one time is likely to be 164 with up to 172 parking spaces available on site. No indication of additional staff was indicated with this application. The revised layout plan (Drg. No. A2A.18.832_002 Rev A) indicates that 172 spaces will be provided on site. I understand that 40 no. additional staff are proposed as a result of this application due to staff being transferred from existing Chester Business Park offices. On the assumption that not all of these additional staff will arrive by car, then parking provision should be adequate. I assume that the 30 staff previously referred to were those transferring from the Chester Office who will travel to work by car.

Service and Delivery Management Plan (SDMP)

I would recommend that a suitable SDMP is provided in line with what was previously required under planning consent P/2018/0074, modified to suit the current proposal.

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

A suitable CTMP can be included as a planning condition should the application be supported. I would recommend that the applicant contacts Darren Green (Traffic / Streetworks Section) on Tel: 01978 729643 to discuss / agree content.

CONDITIONS

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

- ZJ17**
038R **VISIBILITY SPLAYS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 120 metres to the north east and 2.4 metres x 100 metres to the south west measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ45**
026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.
- NONSTD**
026R **SERVICE DELIVERY MANAGEMENT PLAN**
No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles and staff / visitors has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details.
- NONSTD**
026R The permission shall not be for the benefit of the land but shall operate for the benefit of The Ardagh Group, whilst they operate and occupy the site.

Supplementary Notes

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

Peter O'Connell

PO Planning Control Manager