

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/1013 **Your Ref:** SEH/P/2017/1013
Date: 10th January 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 385 504 Land off Abbey Road, Wrexham Industrial Estate, Wrexham.

Development: Erection of Industrial Warehouse (Use Class B1, B2 & B8) with associated service yard and car parking.

I refer to the email from Bob Dewey Planning dated 09/01/2017 including revised Layout Plan (Drg. No. C4C-B1-ZZ-A-01-DR-00-001 Rev J) in respect of the above.

Access

The development site is located on Abbey Road which is an unclassified road subject to a 40mph speed limit. Abbey Road is one of the main arterial routes serving Wrexham Industrial Estate providing access to a significant volume of HGVs and cars.

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 nearside edge of the adjoining highway in accordance with TAN 18.

It is proposed to utilize / share the existing access onto Abbey Road recently constructed to serve Clwyd Compounders. Visibility from the existing access onto Abbey Road is adequate in both directions providing splays in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. The existing access is considered adequate to serve the proposed development.

I assume that an appropriate agreement will be required by the applicant to utilize the Clwyd Compounders access.

I would estimate typical vehicle speeds approaching the access from the north west off Abbey Road and towards the access from the Clwyd Compounders access road at being around 25mph. I would recommend the proposed internal access serving the development site provides a visibility splay of 2.4 x 33m in the north westerly direction with no obstruction erected / planted greater than 1m above the adjoining highway. I would suggest that a similar splay is provided to the east along the Clwyd Compounders access road.

The required splay indicated on the revised layout plan in the north westerly is adequate. The provision of adequate visibility along the Clwyd Compounders access road is a private matter. Any proposed gates in this location are likely to impede visibility to oncoming vehicles. It may be considered beneficial to erect a 10mph warning sign along the shared private access road

The revised layout plan indicates that no gates / barriers shall be constructed within 20m of the private access road serving Clwyd Compounders which is considered acceptable. The location of the proposed pedestrian crossing facility is considered acceptable and allows a 16.5m HGV to sit clear of the shared access road should anyone be crossing the road.

Footway Provision

The existing access serving Clwyd Compounders has 2m wide footways either side with appropriate tactile crossing points. The submitted layout indicates the extension of the existing footway into the proposed site / car park which is considered adequate subject to re-locating the proposed pedestrian crossing.

Traffic Generation

I understand that there will be a total of 27 staff employed at the site, with a maximum of 21 staff expected to be on site at any one time.

The submitted Transport Statement indicates the following daily vehicle movements:-

Daily Car Movements	57
Daily HGV Movements	24
Total	81

The anticipated level of vehicle movements (81 per day) is considered to be relatively low and is unlikely to have any detrimental impact on the local highway network.

Parking and Turning Provision

The proposed development appears to comprise a warehouse – LPGN 16 B8 Use (2892m² gfa) and offices – LPGN 16 B1 Use (488m² gfa). Based on LPGN 16 requirements, the proposed development would require a maximum of 45 spaces.

The revised layout plan indicates the provision of 34 parking spaces plus 4 HGV bays. Although, this 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 McCarthy Haulage, whilst they operate and occupy the site"*

The submitted layout plan indicates the provision of adequate turning facilities for HGVs within the curtilage of the site.

Swept Path Analysis (Drg. No. 1491-001 Rev A)

The previously submitted plan indicated that a 16.5m HGV can adequately access the proposed development site.

Proposed Lighting

Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This should be controlled by a suitable planning condition.

Service and Delivery Management Plan (SDMP)

The SDMP details included in the Transport Statement – Addendum Report appears acceptable.

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

A **Construction Traffic Management Plan** including the following information will be required as follows:-

- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP.
- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

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.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

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. **C4C-B1-ZZ-A-01-DR-00-001 Rev J**.
- NONSTD**
038R **VISIBILITY SPLAY (NEARSIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide a visibility splay of 2.4 metres x 33 metres in the north westerly direction measured to the nearside edge of the adjoining highway. Within this splay there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splay shall thereafter be permanently retained clear of any such obstruction to visibility.
- NONSTD**
043R **ACCESS SURFACE (20 metres)**
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.
- NONSTD**
033R **NO GATES / BARRIERS**
There shall be no gates or other means of enclosure across the vehicular access point.
- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.
- NONSTD**
050R **NEW 2.0 METRE FOOTWAY**
Prior to first use of the development a 2.0m wide footway shall be constructed along the southern edge of the proposed access.
- 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 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 **INTERNAL LIGHTING**
No light source at the proposed development site hereby granted consent shall be directly visible to drivers of motor vehicles using the adjacent highway.
- NONSTD**
026R The permission shall not be for the benefit of the land but shall operate for the benefit of McCarthy Haulage, 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 Douthwaite

MD Service Manager Environment