

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2018/1085 **Your Ref:** PF/P/2018/1085
Date: 17th May 2019

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

Location: O. S Grid Ref: 372 498 Land at Clywedog Road East, Wrexham Industrial Estate, Wrexham.

Development: Erection of B2 / B8 Industrial Unit with associated means of access, servicing, parking and landscaping treatment with ecological mitigation zone (Site 3).

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

Access

The revised layout plan (**Drg.No. P18043-001 C**) indicates visibility splays of 4.5 m x 120m from the proposed access. A setback distance of 2.4 would be considered acceptable in this instance. It would appear possible to provide the required visibility splays in both directions.

Proposed Site Plan Drg. No. B10222-AEW-XX-XX-DR-A-0503 Rev P6

The proposed access arrangement is considered acceptable ie/ minimum 7.3m wide access width with 15m kerb radii.

Please note that pedestrian crossing marking across the access is not required.

The revised plan indicates the provision of a 2m wide footway on both sides of the access extending into the site which is considered acceptable.

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

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 which would normally be considered unacceptable. However, given the relatively low levels of traffic generation anticipated from the proposed development and factory unit opposite, the access would be considered acceptable in this instance.

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.

Swept Path Details Drg. Nos. P18042-002A & P18042-003

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

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.

If the application is supported, I would recommend that any permission includes the following conditions:-

CONDITIONS

ZJ41

GENERAL LAYOUT

026R

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

ZJ15 038R	VISIBILITY SPLAYS IN BOTH DIRECTIONS (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 in both directions 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 nearside edge of the adjoining carriageway. The splays 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 WITHIN 20 METRES There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.
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.
ZJ37 026R E06N E07N	SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE) No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: <i>delete as appt *</i> 1) <i>Detailed layout, design, drainage and construction of the proposed new access / footway</i> 2) <i>Re-location of existing lighting column along site frontage.</i> <i>The scheme as is approved shall be fully implemented prior to first use of the development.</i>
NONSTD 055R	S.106 Contribution No part of the development shall commence until the developer has paid a commuted sum of £8900 in order to fund public transport infrastructure improvements ie/ bus shelter / signage / raised kerbs / hardstanding.

Notes to Applicant

- *The proposed scheme 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.



 Planning Control Manager