

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0919 **Your Ref:** MP/P/2017/0919
Date: 4th January 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 503 Ipsen Biopharm Ltd, Unit 55, Ash Road North, Wrexham Industrial Estate, Wrexham.

Development: Erection of New Three-Storey Office Building Together With Secondary Packing Area on Ground Floor, Storage and Dispatch Areas, Construction of New Service Yard, Amendment to Existing Entrance and Ancillary Landscaping Works.

I refer to your consultation dated 14/12/2017 in respect of the above.

Access

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

Any proposed / existing accesses 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.

The two main accesses to consider which are both located on Ash Road North would appear to be the access located immediately north of the proposed unit 55 building and the access on the opposite side of the road located immediately south of the Ash Rd North / Ash Rd South junction.

Northerly Access (north of proposed unit 55 building)

The existing access is 7.7m wide and takes the form of a dropped kerb vehicular access. The access is surfaced with hard bound materials and is gated at 4.1m behind the adjoining carriageway. Visibility from the existing access is adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway. This existing access currently appears to be closed up and unused.

I understand that it is proposed to widen this access to approximately 8.6m to accommodate up to 16.5m long HGVs in the new service yard area alongside the proposed unit 55 building. The submitted swept path details satisfactorily demonstrate how such vehicles will enter, turn and exit the site in this location. The submitted layout plan (Drg. No. IPU55-LMA-XX-XX-DR-A-1003 Rev P01) appears to indicate a revised splayed access in this location. As the access is proposed to service 16.5m long HGVs, **I would recommend that the access is modified to incorporate standard 15m kerb radii.** Appropriate dropped kerbs / tactiles will be required across the new access.

The proposed barrier would appear to be located approximately 19m behind the adjoining carriageway which is considered acceptable.

The applicant will need to enter into an agreement with the Council under Section 278 of the Highways Act 1980 so that the proposed access and footway can be tied into the existing adopted highway.

Could you please ask the applicant to provide a revised layout plan indicating the above detail.

Access (opposite side of road located immediately south of Ash Rd North / Ash Rd South junction).

The existing access is 5.7m wide, surfaced with hard bound materials and is gated approximately 12m behind the adjoining carriageway.

I understand that this access serves an existing warehouse operated by Proserve where HGVs and staff vehicles park in the existing car park. Ideally, any gates should be erected a minimum distance of 20m behind the adjoining carriageway where larger HGVs are involved.

Visibility from the main access serving the development site is adequate in both directions providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

There would appear to be some degree of pedestrian provision / separation within the existing car park to avoid conflict with HGVs / staff vehicles. The submitted Transport Statement appears to indicate that staff / visitor access to the replacement unit 55 from the public highway network / Proserve car park would continue via the northern most bellmouth access point. I assume that this is the northerly access, north of proposed unit 55 building described above.

In terms of footway provision / pedestrian facilities between the car park and development site, I comment as follows:-

Existing footway provision from the shared Proserve Site car park is limited. The car park appears to have been recently upgraded to provide 119 spaces with pedestrians having to walk to the proposed development (and existing units) on the opposite side of Ash Road North (40mph speed limit) which is not ideal.

The footway on the northern side of the car park access terminates where it meets Ash Road South. In order to provide a safe pedestrian route between the development site and car park on the opposite side of Ash Road North, I would recommend that a 2.0m wide footway is constructed at this point a short distance into Ash Road South which provides crossing points (dropped kerbs / tactiles) at the narrowest section of the carriageway across Ash Road South. I would recommend that dropped kerb crossing points are provided across Ash Road North at a suitable location to reach the development site.

The applicant will need to enter into an agreement with the Council under Section 278 of the Highways Act 1980 to carry out any improvements within the existing highway.

Could you please ask the applicant to provide a revised layout plan indicating the above detail.

Parking Provision

I understand that the proposed new unit 55 would result in the loss of 52 existing parking spaces at the site. The Transport Statement indicates that the existing Ispen Biopharm site car park is currently operating close to capacity.

The shared parking area on the opposite side of the road appears to have been recently upgraded to provide a total of 119 spaces compared with around 72 spaces originally provided. The improved car park has been recently surfaced and provided with pedestrian walkways and lighting.

The area previously proposed for additional parking at the rear of this existing car park was recently being used for the parking and turning of HGVs associated with the Proserve Business. I understand that Proserve are leasing this land from Ispen Biopharm but are likely to vacate the site shortly. A barrier has been installed at the site separating Proserve related vehicles from vehicles associated with Ispen Biopharm.

The additional gross floor area in respect the new unit 55 would appear to equate to 2675m². Based on LPGN 16 - Class B2 Use, the proposed development would require a maximum of 1 car space per 50m² gross floor area. This would equate to the maximum requirement of an additional 54 spaces over and above the proposed spaces indicated in the Proserve car park.

I understand that the proposed replacement unit 55 will not require any additional staff. If the application is to be supported and it is considered that parking provision is close to full capacity, it may be considered appropriate to impose a condition stating that "The permission shall not be for the benefit of the land but shall operate for the benefit of Ispen Biopharm, whilst they operate and occupy the site".

Personal Injury Accident Reports

The submitted data indicates that there are no specific highway safety concerns along this section of the highway network.

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

Given the location and nature of the site, I would recommend the submission of a Construction Traffic Management Plan - CTMP (including provision for contractor parking) to be submitted / approved prior to commencement.

Such a plan will need to include details of the proposed daily construction related vehicle movements (ie/ both cars & HGVs) anticipated as a result of the development during the construction period.

Details of wheel washing facilities, construction signage and any traffic management measures will need to be included.

I await the requested information.

petroosmwa

WA Service Manager Environment