

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/1046 **Your Ref:** MP/P/2017/1046
Date: 15th January 2018

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

Location: O. S Grid Ref: 380 500 Former Caparo Wire, Ash Road South, Wrexham Industrial Estate, Wrexham.

Development: Extension to existing industrial building including renovation and associated external works.

I refer to your consultation / email dated 27/12/2017 including Layout Plan (Drg. No. P-10 Rev B) in respect of the above.

Access

The development site is located on Ash Road South which is an unclassified road subject to a 40mph speed limit. Vehicles may well be travelling at 40mph approaching from the west. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the east given the proximity to the junction.

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

Visibility from the existing access appears adequate providing splays in excess of 2.4m x 120m and 2.4m x 43m respectively.

The existing / proposed access serving the site is approximately 8m wide with kerb radii between 6 – 9m. The access is surfaced with hard bound materials and is gated at 15.6m behind the adjoining highway.

It is not clear from the application if the site previously accommodated 16.5m HGVs or how they maneuvered within the site. An access accommodating such vehicles would normally require a 7.3m wide access with 15m kerb radii. I would normally recommend the submission of swept path details of such a vehicle entering, maneuvering and exiting the site. **Could you please ask the applicant to provide / clarify the above detail.**

I would normally recommend that no gates / barriers are erected within 20m of the adjoining highway in order to accommodate a 16.5m HGV clear of Ash Road South. The existing gates are located 15.6m behind the adjoining carriageway which is not ideal.

Footway Provision

There is currently no footway provision linking the development site

Planning permission (ref: P/2015/0968) has been granted to the Village Bakery on land adjoining the site to the west for a new bakery / offices. This permission included a condition to construct a new 2m wide footway from the proposed access linking to a new bus stop / raised kerb / shelter. The applicant would be required to enter into a s.278 agreement in order carry out these works.

I would recommend that the applicant liaises with our Transport Section (contact Andrew Mytton on Tel: 01978 729760) to discuss the bus stop / shelter detail.

Could you please ask the applicant to indicate this detail on a revised layout plan.

Traffic Generation

I understand that there will be a total of 100 staff employed at the site. However, no details of shift patterns / maximum number of staff that will be on site at any one time have been provided.

No details of anticipated daily vehicle movements (both staff & delivery vehicles) have been provided.

Could you please ask the applicant to provide the above detail.

Parking and Turning Provision

The proposed development appears to comprise the following:-

	LPGN 16 Class Use	GFA (m2)	Max LPGN 16 Requirement
Existing Building	B1	352	12
Existing Building	B2	4327	87
Total		4679	99
Proposed Extension	B2	148	3
Proposed Extension	B8	829	8
Total		977	11

Based on the submitted detail, the proposed development would require a maximum of 110 spaces. The submitted layout plan (Drg. No. P-04 Rev A) only appears to indicate the provision of 43 spaces which represents a 61% shortfall in parking provision compared with LPGN 16 requirements.

Could you please ask the applicant to justify the proposed level of parking provision.

It may be the case that 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 Village Bakery, whilst they operate and occupy the site"*

Swept Path Analysis

I assume that 16.5m long HGVs will be accessing the site.

Could you please ask the applicant to submit appropriate swept path details indicating how such vehicles will enter, maneuver and exit the 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

Please ask the applicant to provide a **Service and Delivery Management Plan** including the following information:-

- Details of staff numbers employed, number of visitors per day, number of HGVs visiting site per day, max length of HGV visiting site.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or HGVs) shall occur on the public highway. Details of how deliveries will be managed to avoid the above will need to be included in a SDMP.

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

Please ask the applicant to provide a **Construction Traffic Management Plan** including the following information:-

- 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.

In principle, I have no objections to the proposed development. **I await the requested information.**

Supplementary Notes

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

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W Service Manager Environment