

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0150 **Your Ref:** SEH/P/2017/0150
Date: 7th March 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 375 500 Proserve Logistics Ltd, Unit 12, Ash Road North, Wrexham Industrial Estate, Wrexham.

Development: Extension to warehouse, erection of detached canopy building for deliveries, over cladding of existing building and construction of additional parking area.

Access

I refer to your consultation / emails dated 27/02/2017 & 28/02/2017 including layout plan Drg. No. 05 Rev E in respect of the above.

I understand that the proposed development site is currently operating in conjunction with the adjoining Proserve unit located to the north of the site. It would appear that HGVs only access via the northerly site access but can exit via the same access or exit via the southerly access (application site access). It would appear that an automatic barrier has recently been installed across the southerly access located approximately 12.4m behind the adjoining carriageway. Such a barrier would result in 16.5m long HGVs having to wait behind the barrier with their vehicle encroaching onto the adjoining carriageway which is unacceptable.

Northerly 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 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.

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

The existing northerly access is approximately 5.7m wide with around 12m kerb radii. Gates are erected approximately 12.2m behind the adjoining carriageway but are typically left open during the day. Ideally, any gates should be setback a minimum distance of 20m behind the adjoining highway where larger HGVs access the site.

I understand that the adjoining northerly industrial unit will be closing in the near future. However, I am not aware of where existing staff / HGV operations are likely to re-locate to.

Southerly Access (application site access)

The proposed development site is located on Ash Road North which is an unclassified road subject to a 40mph speed limit. Although typical vehicle speeds may well be around 40mph for vehicles travelling from the north, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the south given the proximity to the junction with Abenbury Way.

Any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 120m to the north and 2.4 x 70m to the south measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing / proposed access serving the development site is adequate providing splays in excess of the above requirements.

The existing / proposed access serving the development site is 6.9m wide with around 9 – 10m kerb radii. The existing access provides a footway on the southern side of the access but has no footway into the site on the northern side. There are no suitable dropped kerb / tactile crossing points across the access which is not ideal.

It would appear that an automatic barrier has recently been installed across the southerly access located approximately 12.4m behind the adjoining carriageway. Such a barrier would result in 16.5m long HGVs accessing the site having to wait behind the barrier with their vehicle encroaching onto the adjoining carriageway which is unacceptable. **Assuming the adjoining site does cease to operate in the near future, I would recommend that this barrier is either removed or setback a minimum distance of 20m behind the adjoining highway.** HGV deliveries will need to be staggered to avoid issues on the adjoining highway.

Traffic Generation

The applicant has provided the following information:-

- Staff employed at the premises 20 no.
- Daily visitors by car 5 no.
- HGVs visiting the site – approximately 15 per day
- Size of HGVs – standard articulated vehicle with trailer (Length 16.5m)

Based on the above information and providing the issue of the automatic barrier can be addressed, the existing access is considered adequate to serve the proposed development site.

Parking & Turning Provision

I understand that the total gross floor area at the site will equate to 4881m². Assuming Class B8 – Storage & Distribution Use for the whole site, LPGN 16 would normally require a maximum of 49 parking spaces.

The submitted layout plan (Drg. No. 05 Rev E) indicates the provision of 35 no. car parking spaces which represents 71% provision compared with maximum parking standards. The proposed level of parking provision is considered acceptable based on the number of staff employed.

There would appear to be formal parking for 7 no. 16.5m long HGVs on site with a suitable turning area provided for such vehicles within the site.

Service & Delivery Management Plan (SDMP)

Although the applicant has provided the above information on daily HGV visits, I am mindful that significantly more HGVs are delivering / loading at the nearby Proserve Site on the corner of Dunster Road / Marlborough Road.

This site has inadequate staff parking / HGV parking and turning facilities and results in significant on-street parking issues and issues caused by HGVs waiting / loading / unloading within the highway and reversing into the site off the highway along both Dunster Road and Marlborough Road.

In order to support the proposed development, I would recommend that a Service & Delivery Management Plan (SDMP) is provided which details how HGV loading / unloading will be managed at the site to ensure that deliveries are staggered throughout the day and no vehicles are waiting on the highway outside the curtilage of the development site. A statement to this effect shall be included in the SDMP.

Providing the above issues can be addressed I would have no objections to the proposed development on highway grounds and recommend 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 no. **05 Rev E**.

ZJ7 VISIBILITY SPLAYS (NEARSIDE)

038R 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 and 2.4 metres x 70 metres to the south 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 of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD NO GATES / BARRIERS WITHIN 20 METRES

033R There shall be no gates, barriers or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.

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.

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.

Supplementary Notes

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



Service Manager Environment