

MEMORANDUM



From: Service Manager Environment

To: Head of Community Well-being
and Development

Our Ref: ENV/DC/PP/2015/0886

Your Ref: KH/P/2015/0886

Date: 2nd December 2015

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 385 503 Land at Elm Point, Abbey Road, Wrexham Industrial Estate, Wrexham.

Development: Erection Of Single Storey Unit To Provide 5,348 Sq.M Of Industrial Floorspace (B2 And B8 Use Classes) With 1,299 Sq.M Ancillary Office Space (B1 Use Class) With Service Yard Area, Car Parking, Boundary Treatment And Associated Landscaping, Creation of 1 new access and works to amend 1 existing access into the site.

I refer to your consultation dated 24/11/2015 including layout plan (Drg. No. AS450-06 Rev P5 – Dated July 2015) in respect of the above.

The proposed development site is located on Abbey Road 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.

Any proposed / existing accesses in this location would normally be required to provide forward visibility splays providing a stopping sight distance (SSD) of 120m.

It is proposed to provide 2 no. access points to serve the development site.

Northerly Access

The existing northerly access will be retained with improvements to provide a 7.3m wide access road and 15m kerb radii. This access is proposed for use by HGVs accessing the service yard to the rear of the building.

Visibility from the proposed access is adequate providing splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. Forward visibility is also considered adequate to / from the proposed access.

Southerly Access

It is proposed to form a new access to serve the car park at the southern end of the site. This access will be 6m wide incorporating 6m kerb radii.

Visibility from the proposed access is adequate providing splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. Forward visibility is also considered adequate to / from the proposed access.

Existing Access Point & Dropped Kerbs

The existing southerly access and dropped kerb located immediately south of the northerly access will need to be closed up and reinstated to full height footway construction.

Works to construct the new access points and reinstatement of existing accesses will require a s.38 / 278 agreement (see note).

Servicing & Deliveries

It is proposed to service the site via the northerly access. Adequate parking & turning provision will be provided to the rear of the building.

Parking Provision

I understand that the proposed development comprises 1014m² Class B1 – Office Use and 5044 m² Class B2 – Industrial Use, Based on LPGN 16 requirements, the proposed development would normally require a maximum of 135 spaces.

It is proposed to provide 89 car parking spaces within the new car park which represents a maximum potential shortfall in parking provision of 34%. However, I understand that a similar level of staff will be employed at the site in line with their current arrangements at the existing Ruabon Site. The applicant currently employs 75 no. staff using a shift operation. Currently 50 (67%) no. staff drive to work.

Given that a Travel Plan will be implemented at the site, the site is located on a bus route and on the assumption that staff numbers will not significantly increase from existing levels, the proposed level of parking provision (ie/ 89 no. spaces) is considered acceptable.

However, to ensure that any future occupier of the site will not result in any significant increase in parking demand, I would recommend that any permission shall not be for the benefit of the land but shall operate for the benefit of Clwyd Compounders, whilst they operate and occupy the site.

Only 5 of the proposed 89 spaces are laid out to mobility standards. A minimum of 10% provision is normally required.

Traffic Generation

I understand that the proposed site will generate a daily average of 3 articulated HGVs, 1 no. rigid HGV and 4 vans. The site will also generate an average of 6 no. customers / suppliers / contractors.

The submitted Transport Statement includes TRICS data relating to similar industrial units. The data indicates typical traffic generation levels as follows:-

AM Peak (08:00 – 09:00)	Total 65 trips
PM Peak (17:00 – 18:00)	Total 51 trips

The above analysis demonstrates that, even if the proposed development were to be occupied by another user, the scheme is unlikely to generate any significant level of movements during the peak hours with maximum two-way vehicle movements being just 65 vehicles per hour. Such levels of traffic equate to approximately 1 vehicle movement per minute which is unlikely to have any detrimental impact on the highway network.

Personal Injury Accident Records

Personal Injury Accident Data (PIA) for the local highway network in the immediate vicinity of the proposed site for the last 5 yr. period has been reviewed. The data suggests that there are no significant highway safety concerns in this location.

Framework Travel Plan

I have forwarded the submitted Framework Travel Plan to Jessica Pritchard – Regional Travel Plan Co-ordinator (Tel:01352 704544) for assessment / comment. I understand that the Framework Travel Plan is considered acceptable.

I would recommend that the applicant discusses the content of any proposed Final Travel Plan with Jessica Pritchard prior to submission. This development involves the re-location of an existing business / staff where staff travel information is already known. It would therefore be considered appropriate to include a condition requiring the submission of a Final Travel Plan prior to occupation.

I therefore have no objections to the proposed development and recommend that any permission include 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. **AS450-06 Rev P5 – Dated July 15.**

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R NORTHERLY ACCESS

EMPTY SPLAY

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 above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R SOUTHERLY ACCESS

EMPTY SPLAY

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 above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD **SUBMISSION OF FURTHER DETAILS**
026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing by the
E07N Local Planning Authority:

- 1) *Detailed layout, design, drainage and construction of the proposed new accesses including closure / reinstatement of existing access points.*

The scheme as is approved shall be fully implemented prior to first use of the development.

NONSTD **NO GATES WITHIN 20 METRES - NORTHERLY ACCESS**
033R There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.

ZJ09A **NO GATES WITHIN 10 METRES - SOUTHERLY ACCESS**
033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

NONSTD **ACCESS SURFACE (20 metres) - NORTHERLY ACCESS**
043R 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 20 metres behind the adjoining highway.

ZJ08 **ACCESS SURFACE (10 metres) - SOUTHERLY ACCESS**
043R 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 **NO PRIVATE SURFACE WATER RUN OFF**
026R 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 accesses to intercept any such run off prior to first use of the development.

NONSTD **TRAVEL PLAN (COMMERCIAL – END USER KNOWN)**
055r Prior to first use of the development, a Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

NONSTD The permission shall not be for the benefit of the land but shall operate for the
026R benefit of Clwyd Compounders, whilst they operate and occupy the site.

Supplementary Notes

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

Notes:

- *The developer will need to enter into an agreement with the Council under a Section 38 / 278 Agreement of the Highways Act 1980 so that the new accesses and footways can be adopted for maintenance at public expense.*

peterdownward

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Service Manager Environment