

MEMORANDUM



From: Network & Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2011/0891 **Your Ref:** SJG/P/2011/0891
Date: 14TH March 2012

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

Location: O. S Grid Ref: 391 507 Land south of Ridleywood Land and Bryn Lane, Wrexham Industrial Estate, Wrexham.

Development: Outline Application for B8 Storage and Distribution Warehouse Development and associated ecological mitigation area including means of access and layout.

I refer to your consultation dated 13/12/2011 and submission of revised layout plan Drg. No. 500_B – Dated 02/02/2012) in respect of the above.

The proposed development site is located on Bryn Lane which is an unclassified road subject to a 40mph speed limit.

It is proposed to provide a new access to serve the development which incorporates a layby / bus stop and turning provision for any future bus service that may wish to operate along Bryn Lane. It is proposed to provide a right hand turning lane to serve this new access along Bryn Lane. This feature shall be designed in accordance with TD 42/95 and will be subject to a s.278 agreement.

It is also proposed to modify the existing access off Bryn Lane serving the TDG warehouse to incorporate a right hand turning lane. This feature shall be designed in accordance with TD 42/95 and will be subject to a s.278 agreement.

The proposed access serving the development site and the improved TDG access along Bryn Lane will be required to provide / maintain visibility splays of 2.4 x 120m in both directions in accordance with TAN 18. A forward visibility splay providing a stopping sight distance of 120m shall be provided for vehicles approaching the proposed access from the north.

In terms of parking provision for the proposed development, I comment as follows:-

Based on B8 – Storage & Distribution use, LPGN 16 would normally require such a development to provide 1 car space per 100m² gross floor space. Based on a gross floor space of 37100m², this would equate to the requirement for a maximum of 371 parking spaces. The submitted layout plan (Drg. No. 500_B – Dated 02/02/2012) appears to indicate the provision of 380 spaces which is considered adequate. However, I understand that there are a number of mature trees in the location of the proposed parking areas which are subject to TPOs.

In terms of pedestrian access between the 2 no. accesses along Bryn Lane serving the proposed development site and the existing access serving the TDG warehouse, there is currently no footway provision.

I would therefore recommend the provision of a continuous 2m wide footway between both access points. This would not only facilitate pedestrian movements between the proposed development and the existing TDG site but would provide safe pedestrian access to any proposed bus stops / shelters along this section of Bryn lane.

Having discussed the existing / proposed public transport facilities along Bryn Lane with our Transportation Section, they have recommended that the developer provides a commuted sum of £10,000 to fund 2 no. bus stops / shelters / raised kerbs along Bryn Lane.

The draft Travel Plan submitted as part of the Transport Assessment appears adequate subject to the amended contribution of £10,000 to fund 2 no. bus stops / shelters / raised kerbs along Bryn Lane being included. Although it would be appropriate to accept the submitted Travel Plan as an interim Travel Plan, I would recommend that a final Travel Plan is submitted for further approval after 12 months of occupation of the premises.

I therefore have no objections to the proposed development and would recommend that any permission be subject to 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 – Drg. No. 500-B-Dated 02/02/2012.

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) 038R EMPTY SPLAY

Prior to first use of the development hereby approved the vehicular accesses serving both the proposed development and the existing access serving TDG Logistics 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 FORWARD VISIBILITY

038R Prior to first use of the development hereby approved the vehicular access serving the proposed development along Bryn Lane shall provide adequate forward visibility providing a stopping sight distance of 120m for vehicles approaching the proposed access from the north.

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
E07N the Local Planning Authority: ***delete as appt ****

- 1) *Detailed layout, design, drainage and construction of the proposed new footway/ carriageway along Bryn Lane*
- 2) *Detailed layout, design, drainage and construction of the proposed new right hand turning lane serving the proposed development.*

- 3) *Detailed layout, design, drainage and construction of the proposed new right hand turning lane at the existing access off Bryn Lane serving TDG Logistics.*

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

ZJ44

055R

TRAVEL PLAN (COMMERCIAL – END USER NOT KNOWN)

A Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority following the first anniversary of first use of the development.

Supplementary Notes

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

Notes:

- *The detailed design, layout and construction of the new access, modifications to the existing access off Bryn Lane including right hand turning lanes and new 2.0m wide footway shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.*

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 section of road and footway can be adopted for maintenance at public expense.

- *Any proposed new lighting columns or re-siting of existing street lighting columns along Bryn Lane must be discussed / agreed with our Street Lighting Engineer*
- *Although the Highway Authority would not wish to adopt the proposed access serving the proposed warehouse beyond the back of the footway, further details of the proposed bus stop / layby and bus turning facility shall be provided to the Planning Authority for further approval.*

Access to the proposed bus stop / layby and bus turning facility serving Unit 3A shall be provided in perpetuity at the development site.

- *I would recommend that the applicant enters into a **s.106 agreement** with the Council providing a contribution of £10,000 to fund 2 no. bus stops / shelters / raised kerbs along Bryn Lane*

Peter D'Silva

P.P. Network & Infrastructure Manager

