

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0072	Your Ref:	JGK/P/2010/0072
Date:	5 TH February 2010		

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

Location: O. S Grid Ref: 392 501 Land at Bryn Lane, Wrexham Industrial Estate, Wrexham.
Development: Outline application for B2 / B8 development and associated ecological mitigation area, including means of access and layout.

I refer to your consultation dated 01/02/2010 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.

Any proposed / existing access will be required to provide / maintain visibility splays of 2.4 x 120m in both directions in accordance with TAN 18.

It is proposed to serve the new TDG extension via the existing access off Bryn Lane which currently serves the existing TDG business. As the existing TDG business and proposed unit are likely to generate in excess of 500 vehicle movements per day, I would recommend the provision of a right hand turning lane at the existing access for vehicles approaching from the south. This shall be designed in accordance with TD 42/95 and will be subject to a s.278 agreement.

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

The proposed development site appears to comprise of a gross floor area of 47,534 m². However, 2144 m² of this is allocated to office use. For B2 / B8 use, LPGN 16 would normally require a maximum of 497 spaces. However, it is proposed to provide 100 no. car parking spaces at the site including 4 no. disabled spaces. The number of disabled spaces should be increased to provide 10% of the total no. of parking spaces.

However, given the likely shift patterns proposed for this development, I understand that there is only likely to be a maximum of 100 employees on site at any one time. The applicant has also stated that TDG have 160 no. existing parking spaces and this is in addition to car parking on land at the rear of the building that can accommodate more than 100 cars.

It has previously been agreed that the proposed level of parking provision at the site is adequate for this development. However, the application proposals appear to have been developed for a specific end user. Although the proposed level of parking provision may be appropriate to this particular end user, it does not meet the requirements of LPGN 16 and may not be appropriate for any future occupiers in which case the provision of adequate parking spaces would need to be considered.

In terms of pedestrian access, I would recommend that a 2.0m wide footway is constructed from the site access on the northern side of the existing TDG access road in a westerly direction to Bryn Lane extending northwards along Bryn Lane to the existing lay-by. It is proposed to utilise this lay-by as a bus lay-by for any future bus service.

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 £90,000 paid over a period of 3 years to fund a bus service along Bryn Lane.

The draft Travel Plan submitted with this application appears to be a copy of the draft Travel Plan intended for plot 3A. However, I would recommend that a final Travel Plan is submitted for further approval after 12 months of occupation of the premises.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

1. The proposed / existing access serving the development site shall provide / maintain visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18.
2. Details of the proposed modifications to the existing access proposed to serve the new TDG expansion units off Bryn Lane including the provision of a right hand turning lane shall be submitted to the Planning Authority for further approval (see note). The proposed works shall be completed prior to first occupation of the development site.
3. Details of a scheme to provide a 2.0m wide footway from the site access on the northern side of the existing TDG access road in a westerly direction to Bryn Lane extending northwards along Bryn Lane to the existing lay-by shall be submitted to the Planning Authority for further approval (see note). The proposed works shall be completed prior to first occupation of the development site.
4. The developer shall provide a s.106 contribution of £90,000 spread over 3 years to fund required access improvements including provision of new bus service and a new bus stop / shelter including raised kerbs along Bryn Lane.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. Suitable turning facilities shall be provided within the curtilage of the development site to accommodate the turning movements of articulated HGVs.
7. A final Travel Plan shall be submitted to the Planning Authority for further approval after 12 months of occupation of the development site.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.

3. In the interests of pedestrian safety and to promote more sustainable modes of travel to and from the development site.
4. In order to promote more sustainable modes of travel to and from the development site.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.
7. In order to promote more sustainable modes of travel to and from the development site.

Supplementary Notes

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

Notes:

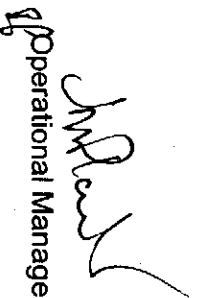
- The detailed design, layout and modifications to the existing access off Bryn Lane including right hand turning lanes and new 2.0m wide footway shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.

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.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

- 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 – Mr. Geoff Edwards (Tel: 01978 297167).


Operational Manager Traffic & Transportation