



**Clwyd Transport
Carlton Garden Centre
Pinfold Lane
Llay**

Highway Statement

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1 Project Brief

Highway Planning Services has been commissioned to consider the highway implications associated with a change of use from Garden Centre to Transport/Haulage Yard of part of the Carlton Garden Centre site at Pinfold Lane, Llay.

2 Site Location and Description



2.1 The site forms the rear section of the former Carlton Garden Centre; the site no longer operates as a garden centre although the front section of the property now operates as Carlton Garden Buildings and sells garden sheds and associated supplies.

2.2 The site is accessed off Pinfold Lane and forms part of the Llay Industrial Estate. Forming part of the industrial estate, records indicate that Pinfold Lane is not adopted or maintained as public highway.

2.3 The existing site entrance road has adequately served the garden centre and garden-shed sales area for over 30 years. The access road has a macadam construction, is 7.1 metres wide and is provided with 7.5m radius kerbs; the layout and construction is considered appropriate for HGV use and adequate to continue serving the proposed re-development.

3 Development Proposals

3.1 The proposal is to use the area at the rear of the garden centre site for the storage of vehicles by Clwyd Transport.

3.2 The Clwyd Transport vehicle fleet is currently split up into three operating centres located at Coleshill in the West Midlands, Haydock Commercial at Alltami and A N Richards Froncysyllte. The site at Llay would provide an additional facility.

3.3 A pre-application enquiry (ENQ/2023/0062) was submitted to the planning department in March of this year. The Highway Authority failed to respond to the enquiry but the planning officer requested additional information be submitted with any subsequent application. The highway related comments have been extracted from the planning officer's response and are included as an appendix to this report. The planning officer has suggested that a Transport Assessment would be required in support of any future application however the

proposed re-development falls well below the thresholds set by the Table in D4 of TAN18; this simpler, Highway Statement is deemed appropriate.

3.4 The Llay site would accommodate fifteen vehicles in total comprising, six articulated units and nine rigid trucks. Due to use of servicing and MOT test facilities at other locations, it is anticipated that a maximum of twelve vehicles would be in operation from the site at any one time.

3.4 The six articulated tipper trailer vehicles do not return to site on a daily basis but are routed away from the home bases all week. They would exit the site between 5am and 7am on a Monday and will generally not return until Friday between 3pm and 7pm.

3.5 The nine rigid tipper vehicles will generally exit the site on a Monday, staggered between 5am and 8am and again will be away all week until Friday afternoon returning between 1pm and 6pm. Up to three of these tippers are occasionally used for local work and may be stored on site Monday to Friday departing between 5am and 8am, returning between 4pm and 7pm.

3.6 As there are will be no servicing or maintenance facilities at the site, vehicle movements will be very much restricted.

3.7 The proposed layout is shown on the drawing contained within the appendices.

3.8 Lorry drivers will arrive at site by car which will be left within the respective trailer parking space until the driver returns.

3.9 A 26m diameter turning circle, suitable for maneuvering a 16.5m articulated tractor/trailer unit has been provided.

3.10 Visibility splays of 2.4x50m to the left and 2.4x75m to the right (although temporarily obstructed at the time of the site visit by indiscriminant parking) are available at the access road junction. The available visibility far exceeds the minimum recommended 25m for a road subject to a 20mph speed restriction as required by TAN18.



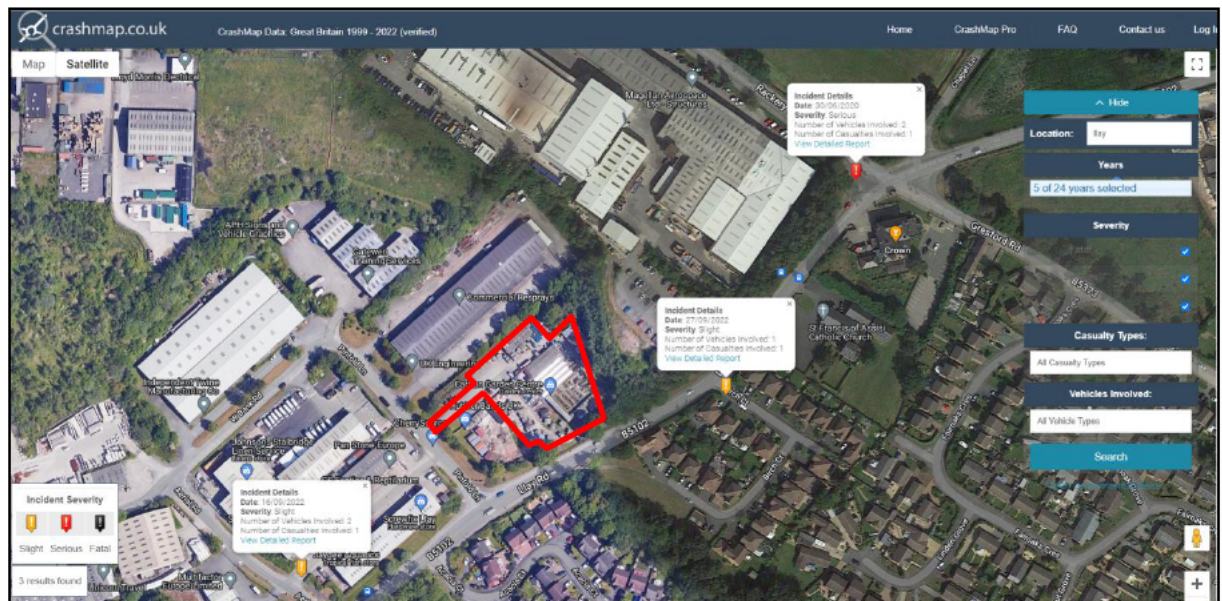
2.4x50m visibility to the left



2.4x75m visibility to the right

4 Traffic Accident History

4.1 A search of the CrashMap database shows three traffic accidents recorded within 300m of the site entrance during the latest five year period. None of these incidents are significant to the application site.



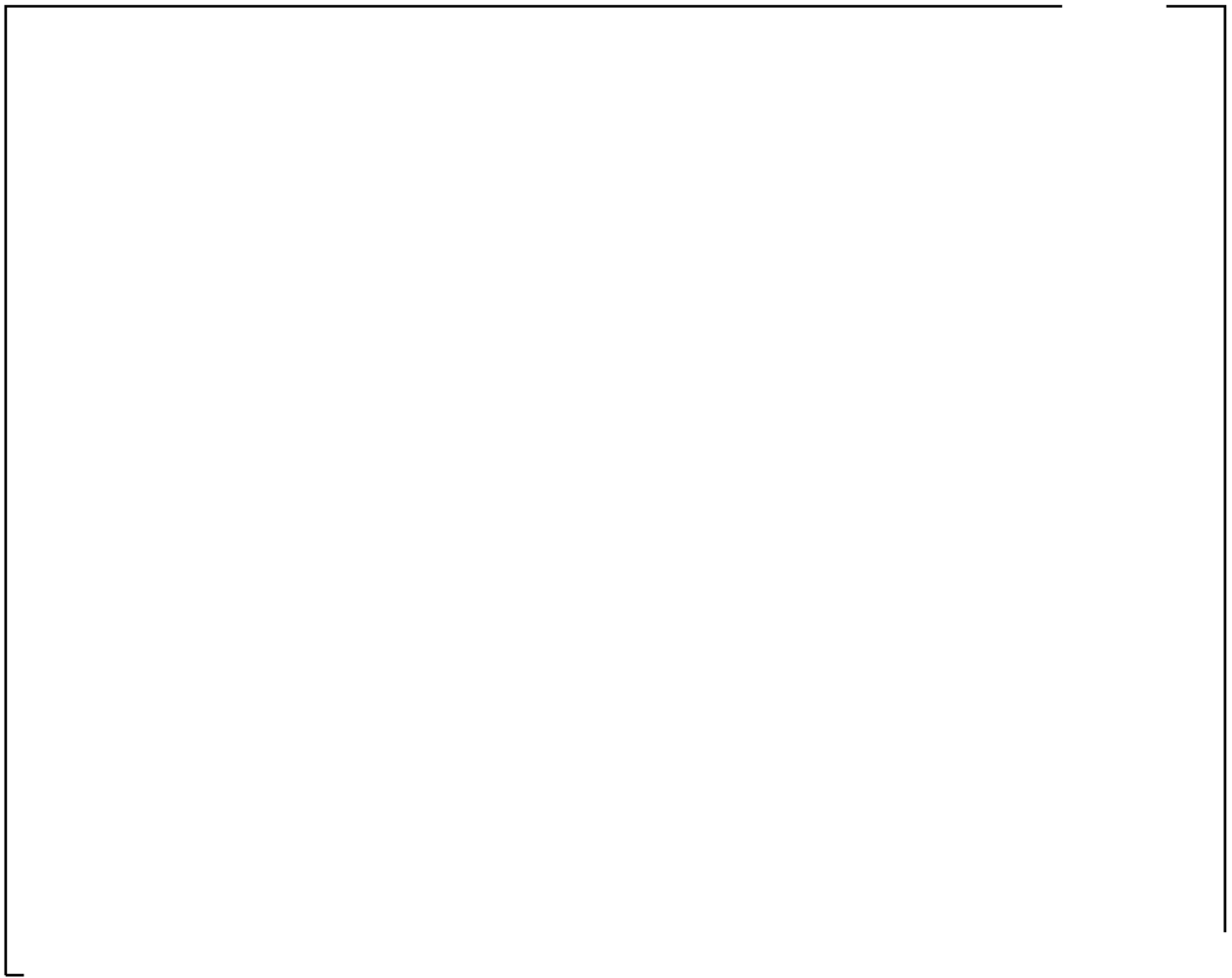
5 Conclusions

- The proposed re-development makes use of an existing commercial access that joins onto an un-adopted road.

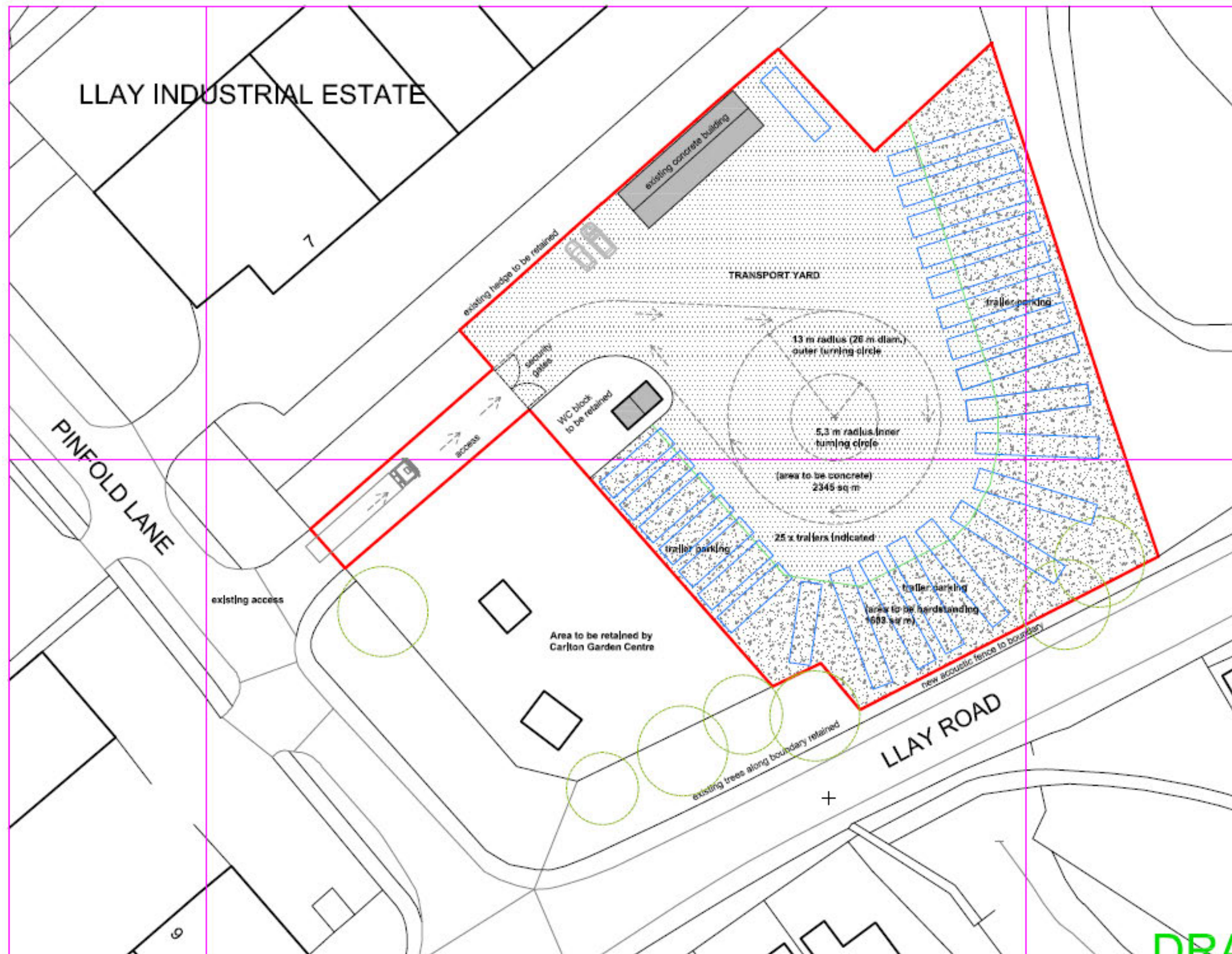
- The access has adequately served a busy garden centre site for over 30 years.
- Traffic movements associated with the proposed re-development are less onerous than the previous use of the site.
- The layout of the access road and available junction visibility splays comply with design requirements.
- The access and its immediate vicinity have a good traffic accident record.
- Appropriate parking and on-site turning facilities are provided.

With regard to highway requirements, the site, access and proposed layout are deemed appropriate for the proposed use.

Appendices



North



DRAFT 2a

go2plan

Design & Planning

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PROPOSED SITE PLAN - CLWYD TRANSPORT LTD.
CARLTON GARDEN CENTRE SITE, PINFOLD LANE
LLAY INDUSTRIAL ESTATE
LLAY, WREXHAM
LL12 0PX



Scale bar in metres

Dwg No. CGL 003
Scale: 1: 500 @ A3
date: 14.11.23
drawn: jon evans