

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2023/0808 Res(2)	Your Ref:	P/2023/0808
Date:	12/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

LLEOLI CARAFANAU A 5 POD CYSGU (OL-WEITHREDOL) / SITING OF CARAVANS AND 5 SLEEPING PODS (IN RETROSPECT)

MAELOR ABATTOIR BEDWELL ROAD CROSS LANES WREXHAM
Grid Ref: E 337445.04 N 347843.96

I refer to your consultation / email dated 07/03/2024 in respect of the above.

Access

The development site accesses onto Bedwell Road which is a classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road.

Assuming typical speeds of 40mph, any proposed / existing access 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.

There would appear to be 2 main access points at the site ie/ northern access & southern access. It is not clear which vehicle access is used by the occupants of the sleeping pods / caravans.

Access width / layout and visibility splays from the relevant accesses have not been provided / indicated on a suitably scaled layout plan. I would normally recommend this information is provided by the applicant.

Traffic Generation

I understand that the business employs 53 staff and I understand it is proposed to increase this to 63 staff.

No details of the existing / proposed daily traffic movements through each entrance at the site have been provided. I would normally recommend this information is provided by the applicant.

The latest plans indicate proposed accommodation comprising 3 no. caravans (total of 11 bedspaces) and 5 no. sleeping pods (total of 8 bedspaces). This additional accommodation could potentially accommodate up to 19 additional staff. However, it may be considered that the number of trips generated by the commuting employees could be significantly higher compared with trips associated with them staying on site during the week and utilizing existing car parks / accesses. Given that there is no control over how many staff the business can employ which I assume fluctuates from time to time, I would raise no objections in this instance to the proposed development on highway grounds.

Parking & Turning Provision

No specific details of parking arrangements including number of spaces for existing / proposed staff / visitors appear to have been provided. The latest layout plan does indicate 3 main areas used for parking at the front of the site and 3 additional spaces alongside the proposed caravans. However, I am not aware of any existing parking issues at the development site.

Active Travel

I have emailed our Active Travel Section in respect of any specific requirements for the proposed development (eg/ cycle parking / shelters) that may be required under the Active Travel Act Guidance. **I will forward any comments when they are received.**

In conclusion, given that there is no control over how many staff the business can employ which I assume fluctuates from time to time, I would raise no objections in this instance to the proposed development on highway grounds.

Supplementary Notes

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

A handwritten signature in black ink on a yellow rectangular background. The signature appears to read 'P. Palmer' in a cursive script.

Chief Officer, Environment & Technical