

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2023/0808	Your Ref:	P/2023/0808
Date:	08/01/2024		

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 04/12/2023 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. I would normally expect this information to be provided by the applicant.

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

The proposed accommodation appears to include 3 no. caravans and 8 no. beds within the sleeping pods. I assume these could potentially accommodate more than 10 additional staff. However, it may be considered that the number of trips generated by the commuting employees may not be significantly different compared with trips associated with them staying on site during the week and utilizing existing car parks / accesses. If this the case then I would raise no objections 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. **I would recommend this information is provided by the applicant including a suitably scaled layout plan. Details of existing / proposed floor areas of the business against LPGN 16 parking requirements would be beneficial.** However, I am not aware of any existing parking issues at the development site.

I would recommend the applicant addresses the issues raised above.

Supplementary Notes

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



Chief Officer, Environment & Technical