

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0424	Your Ref:	P/2023/0424
Date:	02/08/2023		

TOWN AND COUNTRY PLANNING ACT 1990

CODI SIED BYRNU PAPUR NEWYDD / ERECTION OF NEW PAPER BALING SHED

UNIT 36 TO 37 ABENBURY WAY WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 337309.27 N 350122.36

I refer to your consultation / email dated 18/07/2023 in respect of the above.

The proposed development site is located on Abenbury Way which is a classified road subject to a 40mph speed limit.

Access

Assuming typical speeds of 40mph, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN18.

For any industrial unit providing access to 16.5m long HGVs, I would normally recommend that any proposed access is a minimum of 7.3m wide with 15m kerb radii with any gates being setback a minimum distance of 20m behind the adjoining carriageway.

There are 2 existing access points serving the development site (North and South). I understand that the southerly access is typically used as the main access for cars and HGVs. I understand that the northerly access belongs to the adjoining business (HSS Hire) but Topwood have a right of access to use this access if required. I understand that this access is rarely used by the business.

I understand that the majority of HGVs visiting the site are typically rigid HGVs with 16.5m artic. HGVs only visiting infrequently.

Northerly Access

Visibility from the northerly access is adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

This access is 6.1m wide with 9m kerb radii (approx.). The access has sliding gates which are located 8.5m behind the adjoining carriageway. I understand that the gates remain open during operating hours.

This access is shared with the adjoining tool hire unit "HSS". I understand that the northerly access belongs to the adjoining business (HSS Hire) but Topwood have a right of access to use this access if required. I understand that this access is rarely used by the business (Topwood).

Southerly Access (Main Access)

Visibility from the southerly access is adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

This access is 5.7m wide with 5m kerb radii (approx.). The access has sliding gates which are located 8.5m behind the adjoining carriageway. I understand that the gates remain open during operating hours.

I understand that the southerly access is typically used as the main access for cars and HGVs.

Both access points do not meet our current requirements in respect of serving larger HGVs ie/ 16.5m long. However, this is an existing industrial unit which has previously served large HGVs.

Traffic Generation

I understand that the business wishes to use the space currently used for baling of shredded paper by moving the bailing operation / equipment from an area within the existing building to a new separate unit. The proposed new building will have a gross floor area of 560m².

It is not considered that the proposed development is likely to generate any significant increase in vehicle movements at the site.

Parking and Turning Provision

Previous planning consent (ref: P/2018/0147) was granted at the site for the change of use to Class B8 – Storage, Shredding & Baling which originally required maximum of 41 spaces. The main parking areas currently on site appear to comprise the 22 spaces fronting the site (mainly staff cars) and 5 visitor spaces just inside the southerly access. Although this only equates to 27 spaces, there would appear to be other additional parking areas around the site which could be used. Based on Class B8 use, the additional gross floor area of 560m² would normally require an additional 6 spaces (maximum).

Given the overall number of spaces on the site along with the relatively low numbers of staff (circa 20 no.), parking provision at the site is considered adequate.

I understand that the majority of HGVs visiting the site are rigid HGVs with the occasional 16.5m articulated HGV. Turning / parking for such vehicles typically occurs on the southern side of the site which is considered acceptable. I understand that the majority of vehicles typically enter / exit via the southerly access but sufficient space will be left between the new and existing building to enable rigid HGVs to access from this area utilising the northerly access if required.

Active Travel

I would recommend that you / the applicant liaise with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development (eg/ access layout, road markings, cycle paths, cycle parking) that may be required under the Active Travel Act Guidance. **Any such modifications should be referenced / indicated on a revised layout.**

In principle, I have no objections 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.

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Chief Officer, Environment & Technical