

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0601 **Your Ref:** SEH/P/2022/0601
Date: 21st July 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 393 492 James Jones and Sons, Oak Road, Wrexham Industrial Estate, Wrexham.

Development: Extension to Industrial Unit.

I refer to your consultation / email dated 19/07/2022 in respect of the above.

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

Access

The existing / proposed access already serves the existing pallet business and is of adequate design / layout to serve both cars and HGVs.

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 Manual for Streets.

Visibility from the existing access appears adequate in the westerly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the easterly direction is reliant on the regular maintenance of the existing verge and trees / hedgerow along this section. The current available visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 60m measured to the nearside edge of the adjoining highway. The required splay is impeded by in this direction by vegetation in the existing highway verge. I have made Streetscene aware of this issue.

I would normally be unable to support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access.

Traffic Generation

No traffic generation information appears to have been submitted with the application. I would recommend that the applicant provides details of the existing and proposed daily traffic movements ie/ staff / visitors and HGVs at the site.

Providing there is no significant increase in vehicle movements at the site as a result of the proposed extension, I would have no objections to the proposed development on highway grounds.

Parking & Turning Provision

I understand that the existing floor area of the pallet business is 2563m². The proposed extension comprises 829m² gfa. The proposed extension would normally require a maximum of 1 car space per 100m² gfa equating to the requirement of a maximum of 8 additional spaces.

No details of the existing parking arrangements (layout plan / no. of spaces for cars and HGVs / LPGN 16 Class Uses) and proposed parking arrangements appear to have been provided. Could you please ask the applicant to provide this information along with any justification for any shortfall in parking provision from maximum standards.

I await the requested information.

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, appearing to be 'R. H. ...', written in a cursive style.

Chief Officer, Environment & Technical