

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0147 **Your Ref:** PF/P/2018/0147
Date: 9th March 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: Units 36 to 37 Abenbury Way, Wrexham Industrial Estate, Wrexham.
Development: Change of use of Food Production and Cold Storage Areas (B1 Use) to allow for Document Storage, Shredding and Bailing (B8 Use).

I refer to your consultation dated 27/02/2018 including layout plan (Drg. No. 01) 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).

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.

This access is shared with the adjoining tool hire unit "HSS".

Southerly 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.

Both access points do not meet our current requirements in respect of serving large HGVs. However, this is an existing industrial unit which previously served large HGVs.

Traffic Generation

It is considered that the proposed use which is predominantly Class B8 Storage is likely to generate less vehicle movements than the existing Class B1 Use. On this basis, it would be unreasonable to request any improvements to the existing access points.

Parking and Turning Provision

Assuming that the existing business comes under Class B1 Use, the existing production unit would require a maximum of 138 spaces in accordance with LPGN 16 requirements. The proposed Class B8 Use would require a maximum of 41 spaces.

The existing site appears to have 60 car spaces plus 6 HGV bays which would be considered adequate to serve the proposed unit. The required parking provision represents a significant reduction in parking demand compared with the previous use.

I would recommend that any existing parking spaces are clearly marked out on site.

I therefore 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.

pete northwaite

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Service Manager Environment