

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0525 **Your Ref:** SJG/P/2010/0525
Date: 28th June 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 339 500 Eagles Maedow Yard, Hightown Road, Wrexham.

Development: Erection of new premises for Direct Towing.

I refer to your consultation dated 21/06/2010 in respect of the above.

The proposed development site is located on Hightown Road which is a busy classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in the northerly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Such a visibility splay would only be required in the northerly direction given the existing one way system which is in operation along this section of Hightown Road.

Visibility from the existing / proposed access is adequate in the northerly direction complying with the requirements of Manual for Streets. The existing access serving the development site off Hightown Road is only 3.8m wide and is gated approximately 4.3m behind the adjoining carriageway. Such an access would normally require a minimum width of 4.8m with no gates being erected within 10m of the highway boundary. The proposed / existing access is therefore unable to accommodate the simultaneous passage of 2 no. vehicles.

I would therefore not wish to support any proposed development that would result in an increase in vehicle movements utilising this substandard access. However, it may be viewed that the proposed development (3 no. servicing bays) can only accommodate 3 no. vehicles at any one time. This is comparable with the existing building which also appears capable of accommodating 3 no. vehicles. It may therefore be viewed that the proposed development is unlikely to result in any significant increase in traffic movements or require any additional parking provision than is currently provided.

Parking provision at the proposed development site appears adequate

In terms of turning provision within the curtilage of the development site, existing provision appears restricted although I understand that typically, the largest vehicles attending the site are light commercial vehicles which would appear to have sufficient room to turn within the site. However, I understand that a large HGV visits the site once per day for delivery purposes. This vehicle is unable to turn within the site and therefore has to reverse into the site off Hightown Road. I understand that the proposed development will not result in any additional HGV movements (ie/ deliveries). The proposed turning area would appear to be no worse than is currently available at the site.

I would therefore have no objections to the proposed development and would recommend any permission include the following condition:-

CONDITION

1. Parking provision at the proposed development site shall comply with the requirements of LPGN 16.

REASON

1. To provide for the parking of vehicles clear of the highway.

Supplementary Notes

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


Operational Manager Traffic & Transportation