

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0457 **Your Ref:** SJG/P/2010/0457
Date: 14TH June 2010

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 371 492 Unit 74, Clywedog Road South, Wrexham Industrial Estate, Wrexham.

Development: Extension to existing industrial unit.

I refer to your consultation dated 28/05/2010 and email from ISP Architects dated 11/06/2010 in respect of the above.

Visibility

A development of this nature is likely to result in an increase in vehicle movements utilising the existing access.

Clywedog Road South is an unclassified road subject to a 40mph speed limit. Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18. These splays shall be provided over land which is under the control of the applicant.

If the required visibility splays are not achievable from the proposed access, it is unlikely that any development resulting in an increase in vehicle movements would be supported on highway grounds.

Could you please therefore ask the applicant to demonstrate on a suitably scaled plan that the required splays are available at the proposed / existing access.

Turning Provision for Articulated HGVs

A significant number of industrial units on the industrial estate typically require provision for a 16.5m articulated HGV within the curtilage of the development site. However, it is unclear from the submitted application whether such vehicles currently visit the development site or whether such vehicles will need to visit the site in the future as a result of the proposed extension.

However, even if HGVs do not currently visit the site, future occupiers of the site may well require turning provision for such vehicles within the curtilage of the site. I assume any new occupant of the premise carrying out a similar B2 - General Industry type business would not require planning permission. This could result in articulated HGVs having to turn / maneuver on the adjoining highway which is considered unacceptable.

It is therefore considered necessary for a suitable turning facility to be provided at the proposed development site which can accommodate the turning movements of an articulated HGV.

Travel Plan

Given the size of the overall development (ie/ 2298m²) and the proposed level of parking provision, it may be considered that the requirement for a Travel Plan in this instance is not appropriate.

However, in terms of the submitted Design & Access Statement (ref: pages 5 & 6), I comment as follows:-

The statement refers to the Wrexham Shuttle bus service. This service was terminated at the end of April 2010 and is no longer available. This section of the statement provides few measures to encourage more sustainable modes of travel. I would suggest that the Design & Access Statement is revised to include such measures ie/ providing staff with bus timetables, encouraging / promoting car sharing, provision of cycle stands / shelters on site etc.

A handwritten signature in black ink, appearing to read 'J. P. A.', is written over the printed name.

Operational Manager Traffic & Transportation