

The results of the analysis indicated that visibility in accordance with TAN 18 (page 44) is as follows:
(Refer to attached drawings 0101 & 0102)

- ✓ If vehicle parking along the eastbound verge of Oak Road is avoided, the full 2.4m x 120m visibility is achieved both ways for a motorist exiting the site via the Western Access.
- ✓ If vehicle parking along the eastbound verge of Oak Road is avoided, the full 2.4m x 120m visibility is NOT achieved to the west for a motorist exiting the site via the Eastern Access.
- ✓ Practically, the available visibility (78m) offers sufficient Stopping Sight Distance for a modern vehicle, although it is less than the legislative value - 120m.

In terms of Auto-tracking it is confirmed that site access will be restricted to the following vehicles:

- The largest Transit Van that can make deliveries via the Western Access is a 4.6 tonne 5.885m long van. It can enter the premises while all six parking bays are occupied, turn around, and exit without clashing with the parked cars.
- The largest Transit Van that can make deliveries via the Eastern Access is a 3.5 tonne 5.339m long van. It can enter the premises while all three parking bays are occupied, turn around, and exit without clashing with the parked cars.

Site Location:



Proposed Commercial/Industrial Development for B2 Use
Land North of Oak Road, Wrexham Industrial Estate
R&R Engineering

