

## TRANSPORT & INFRASTRUCTURE PLANNING

Canal & River Trust

Boat Hire Business,  
Trevor Basin, Llangollen,  
North Wales

**Transport Statement**

## Canal & River Trust

Boat Hire Business,  
Trevor Basin, Llangollen,  
North Wales

## Transport Statement

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## DOCUMENT ISSUE RECORD

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## APPENDICES

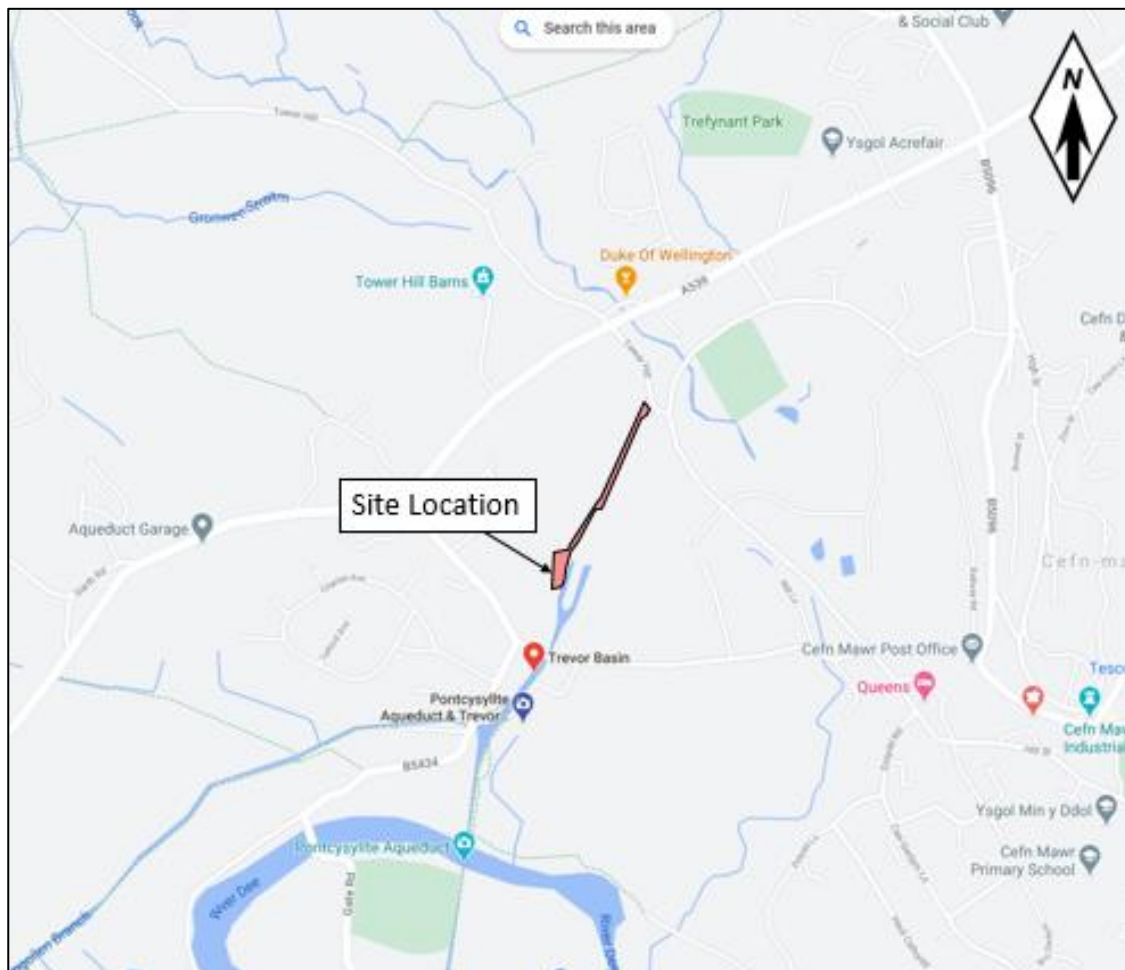
APPENDIX 1: Masterplan

APPENDIX 2: Wrexham Council comments

## 1. INTRODUCTION

### Appointment

- 1.1 BWB Consulting Ltd has been appointed by the Canal and River Trust (The Trust) to prepare a Transport Statement in support of a planning application for the redevelopment of the former boat trip business premises at Trevor Basin, Llangollen, North Wales, for use as a hire boat business.
- 1.2 A copy of masterplan is included at **Appendix 1**. **Figure 1** outlines the general location of the site in relation to the wider highway network.



**Figure 1 Location of the Site**

### Background

- 1.3 The Trust site, made up of Trevor Basin and the Pontysycyllte Aqueduct, which is a UNESCO World Heritage Site, is a popular tourist destination, especially in the summer months. BWB previously assisted The Trust in obtaining planning permission for use a small part of a larger demolished factory site to the north of Trevor Basin, accessed via Tower Hill, for car parking.

- 1.4 The Trust is now looking at submitting a planning application for the redevelopment of the former boat trip business premises at Trevor Basin, which used to run regular trips across the Pontcysyllte Aqueduct, for use as a hire boat business. The existing car parking layout will be formalised. This will ultimately reduce congestion and provide more space within the main basin area. It is considered that more space available within the main central part of the basin will have a positive impact on manoeuvrability for pedestrians and increase the free flow of boat movements.

### **Report Purpose**

- 1.5 The principles of the proposals have been considered by the local highway authority, Wrexham Council (WC) as part of a pre-application enquiry submitted by the applicant. WC confirmed that a Transport Statement would be sufficient to support the planning application in their response, which is included in **Appendix 2**.
- 1.6 This Transport Statement has therefore been produced in accordance with the Government's latest Planning Practice Guidance 'Travel plans, transport assessments and statements in decision-taking'.
- 1.7 The aim of this report is to determine whether the development proposals would have any significant impact on the surrounding highway network. It will also seek to demonstrate suitable site access and parking arrangements are being provided.

### **Policy**

- 1.8 This Transport Statement examines the transport implication of the proposed development taking into account whether the following objectives included within the National Planning Policy Framework (NPPF)<sup>1</sup> are met:
- *"appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;*
  - *safe and suitable access to the site can be achieved for all users; and*
  - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

### **Report Structure**

- 1.9 This Transport Statement is therefore structured as follows:
- **Section 2:** Existing Conditions - describes the existing highway conditions and a review of the wider Trevor Basin site in general, including accessibility by walking in particular.
  - **Section 3:** Proposed Development - details the development proposals, including the access and parking arrangements.
  - **Section 4:** Highway Impact - considers the impact of the trips generated by the proposed site on the local highway network.
  - **Section 5:** Summary and Conclusion – summarises the findings of the Transport Statement.

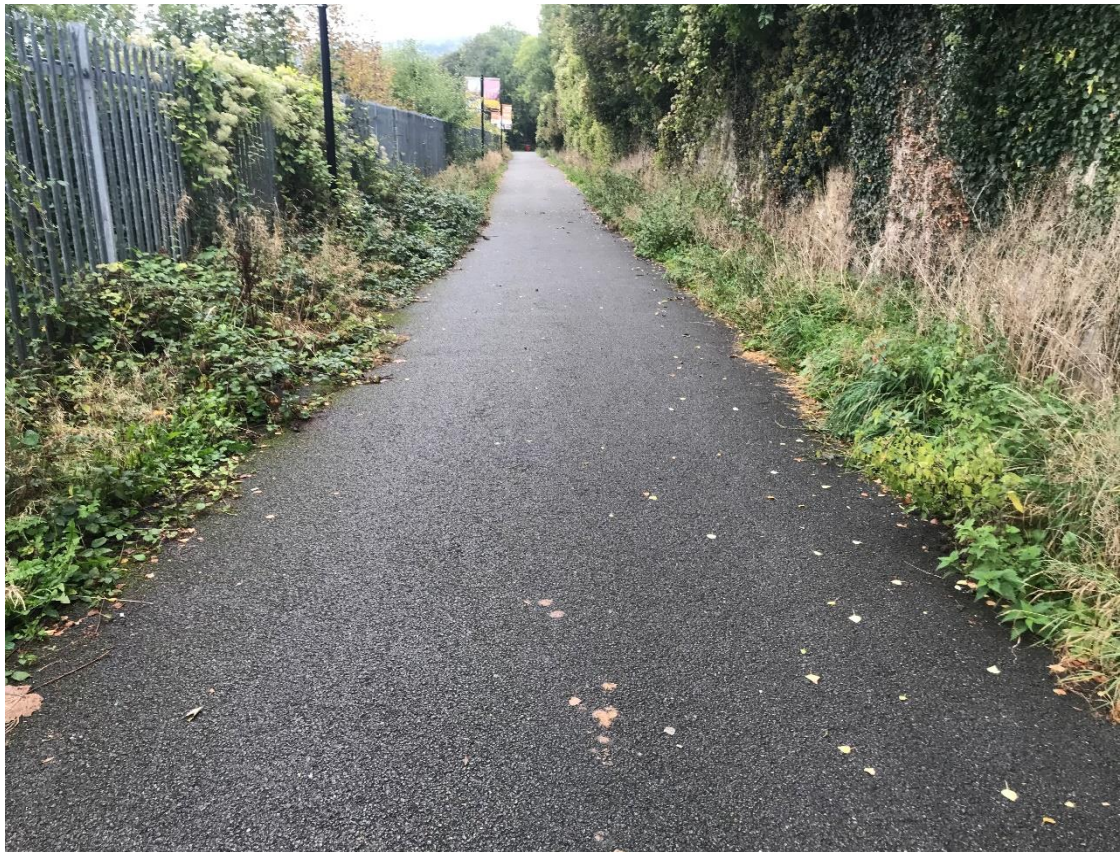
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<sup>1</sup> National Planning Policy Framework, Department for Communities and Local Government, February 2019

## 2. EXISTING BASELINE CONDITIONS

### Site Location

- 2.1 The site was previously occupied by Jones the Boats, which was a trip boat operator with a small low key café on site. The boat trips started and finished here; therefore, customers would park their cars on site, accessed via Tower Hill. It was understood that in the region of 15 cars could be parked on site at any one time, as well as a coach turning area. This former parking/turning arrangement was not formally laid out and would occur on an ad-hoc basis.
- 2.2 The site is located to the south of the Queen Street/Tower Hill priority controlled junction. In the vicinity of the site, Queen Street is a single carriageway subject to a 30 mph speed limit, as is Tower Hill. The access road to the site is located 20 metres west of the Queen Street/Tower Hill junction and currently measures approximately 4 metres wide because of the vegetation present on either side. This is shown in **image 1** below.



**Image 1: Narrow Carriageway/Footway**

- 2.3 **Figure 2** below shows an aerial photograph of the site:

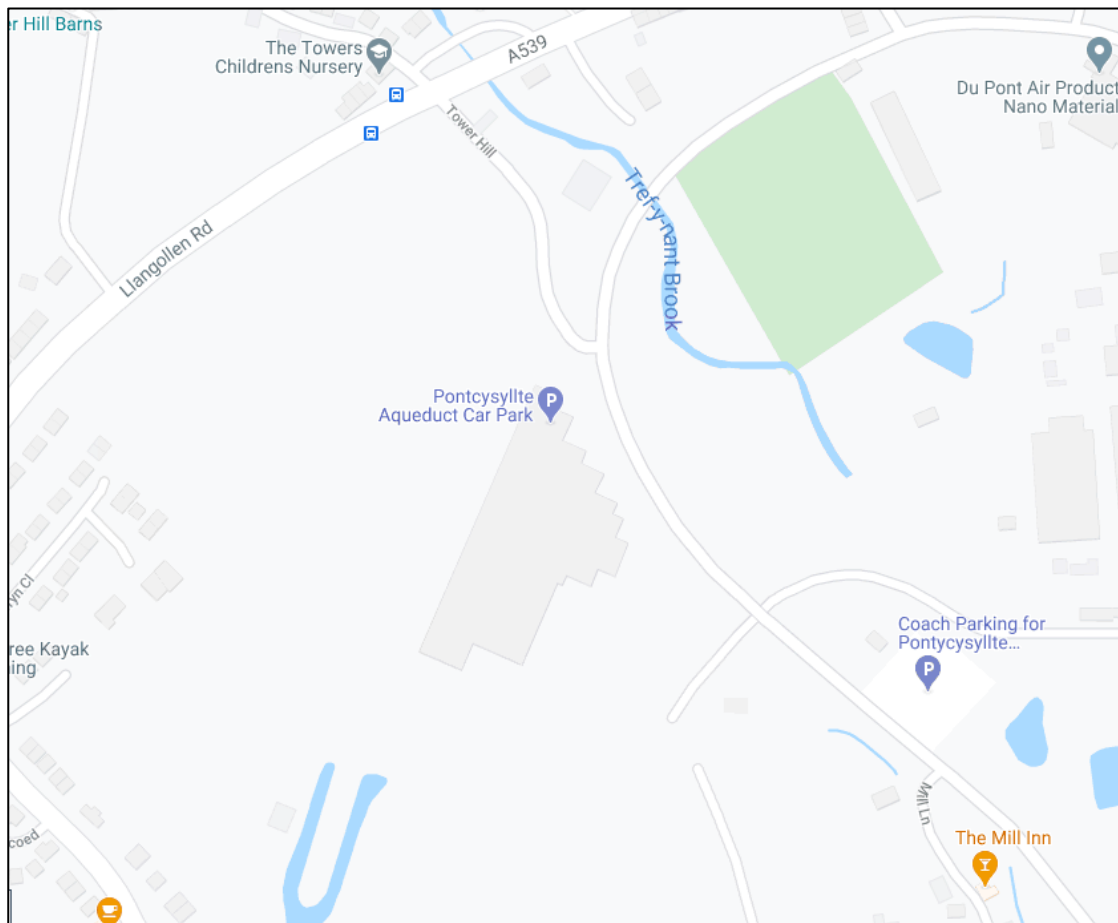


**Figure 2 Aerial Photograph of the Site**

- 2.4 Tower Hill measures approximately 5 metres wide and has a number of traffic calming features along its length. Tower Hill provides access to the site the subject of this report, Acrefair and Trevor to the north-west. To the southeast, Tower Hill joins Queens Street via a priority controlled T-junction. Queen Street measures approximately 7.25 metres wide and routes between Cefn-mawr and Acrefair via a large industrial area.

### **Personal Injury Accident (PIA) Record**

- 2.5 A review of the PIA records in the vicinity of the site was undertaken using the 'Crashmap' website ([www.crashmap.co.uk](http://www.crashmap.co.uk)). **Figure 3** shows an extract of Crashmap.



**Figure 3: Crashmap Extract**

- 2.6 **Figure 3** above shows that no PIAs have been recorded within the vicinity of the site and therefore not further assessment is required.

### **Pedestrian Infrastructure**

- 2.7 In the vicinity of the site there are footways present on both sides of Queen Street which vary in width between 1 and 2 metres. These footways route between Cefn-mawr and Acrefair Industrial Estates and form part of the pedestrian route to Trevor Basin and the associated Pontcysyllte Aqueduct.
- 2.8 The pedestrian route then continues over the site access where a drop kerb crossing is present with tactile paving. It continues down a narrow shared carriageway measuring circa 4 metres wide, as shown in **Image 1** along the western side of the main car park. At the end of the shared carriageway/footway the route splits, with vehicular access to the site (formerly Jones the Boats and the Canalside Café) to the west, and a vehicle free route for pedestrians accessing the basin/canal to the east, as shown in **Images 2 and 3**.

**Image 2 & 3: Vehicular Access to The Former Jones the Boats Site and Pedestrian Access to Trevor Basin**



- 2.9 These are the only pedestrian links available from Queen Street to enable access to Trevor Basin from the north.

### **Cycling**

- 2.10 There are currently no formal cycling facilities within the vicinity of the site, aside from the footpath that runs down the eastern side of the basin. Therefore, cyclists would have to travel on the surrounding roads to access the site.

### **Public Transport**

- 2.11 Pontycysyllte Aqueduct and Trevor Basin are also accessible by bus, with five bus services calling at stops on Llangollen Road 350 metres northwest of the site. Services 5, 5C, 89, X5 and TrawsCymru T3 operate in the area, with service 5 operating at a regular frequency of four to five buses per hour between Wrexham and Llangollen.

### 3. DEVELOPMENT PROPOSAL

#### Introduction

- 3.1 The site was formerly occupied by Jones the Boats, providing skippered passenger boat trips over the aqueduct. The site consisted of the start and finish point for boat trips including the boat mooring berths and service facilities, an office base, café, toilets (provided in prefabricated buildings), a vehicular access off Tower Hill and designated car parking.
- 3.2 It is proposed to relocate the base of the existing hire boat business, which currently operates from the main basin area, to this more suitable position to the rear part of Trevor Basin. Relocating the existing hire boat business to the rear of the site will ultimately reduce congestion and provide more space within the main basin area. More space available within the main central part of the basin will have a positive impact on manoeuvrability for pedestrians and increase the free flow of boat movements.
- 3.3 The proposed base for hire boat trips here will therefore include a service point for re-fuelling, a water point and refuse/sewage disposal. Car parking will be retained on site for use by customers for the duration of their trips, as examined in further detail below.

#### Site Access

- 3.4 The site will be accessed via the existing access road on Tower Hill, located to the west of the main Pontcysyllte Aqueduct Car Park. The access proposals are illustrated on the **BWB Drawing TRB-BWB-GEN-XX-DR-TR-100\_S2-P3**.
- 3.5 This access road is not currently wide enough to accommodate two passing cars. However, it is proposed that vegetation on both sides will be removed to allow the access road to measure 5 metres wide, sufficient for two large cars to safely pass each other.
- 3.6 **BWB Drawing TRB-BWB-GEN-XX-DR-TR-100\_S2-P3** also shows 2.4 x 43 metres visibility splays at the site access onto Tower Hill which are achievable in both directions. The measurement to the east extends onto Queen Street, beyond the main car park site access.
- 3.7 In addition, the drawing also shows 25 metres forward visibility on Tower Hill towards the Tower Hill/Queen Street junction. This should be sufficient, bearing in mind vehicles travelling southeast will be reducing speeds as they approach the bend in the road and Queen Street/Tower Hill junction. Further, any drivers wanting to turn right into the site access from Tower Hill have more than sufficient visibility to decide when it is safe to complete their manoeuvre. Tower Hill is lightly trafficked hence the potential for vehicles waiting to turn right is low. This should therefore be acceptable to WC.
- 3.8 The existing vehicular and pedestrian shared route nature along the access road into the site will remain. The 5 metres wide access road is proposed to include for a 1.2m wide strip for pedestrians which will be visually indicated through surface materials only. Vehicle speeds will be suitably low along this section for drivers to act accordingly should they be met by an approaching pedestrian, to help the access operate safely.

## Car Parking Area

- 3.9 The proposed car park includes for a total of 21 spaces adjacent to the proposed building, of which one is a disabled parking bay. The 20 non disabled parking spaces would be double banked. Hence the parking spaces will be privately managed so that the users who park in the first bank of parking spaces are not blocked in. Staff members in particular would park in these spaces.
- 3.10 There are no formal parking standards available for such a use in WC's Local Planning Guidance Note 16. Whilst Section 4 sets out the forecast number of trips they are provided on a daily basis. If the car park is full then visitors can use the main 104 space car park.
- 3.11 Guidance Note 16 does also refer to secure cycle parking but similarly there is no comparable land use available to calculate a precise number. Therefore, it is proposed to include a total of three secure cycle parking spaces adjacent to the building.
- 3.12 **BWB Drawing TRB-BWB-GEN-XX-DR-TR-110\_S2-P3** illustrates the swept path analysis of a large car manoeuvring the parking area and two cars passing on the access road. As a result, any users unable to secure a parking space at the proposed car park if it is full, they would be able to seek a space at the main car park adjacent. Indeed, it could be that visitors simply park in the main car park and walk to the site for ease anyway. There is nothing preventing them from doing so.
- 3.13 **BWB Drawing TRB-BWB-GEN-XX-DR-TR-111\_S2-P3** illustrates the swept path of a large refuse vehicle, the largest vehicle which would regularly access the site, and privately serve it, enter and exit the site. As shown, six car parking spaces in the northwestern corner would have to remain vacant. Hence the time in which the site is serviced should be managed, to before the site is open for visitors. This will also reduce any potential conflict between a large refuse vehicle potentially coming into conflict with a passing vehicle on the access. Any coaches wishing to access the site would park in the main car park and occupants would walk to and from the development.
- 3.14 Pedestrian infrastructure is included for, to be provided on the eastern side of the private access road between the proposed car park and the existing car park to the north. To the south, pedestrians can access the site from the proposed formalised link underneath the New Road bridge to the Rose Cottage access road. Pedestrians can also use the existing footpath on the eastern side of the basin.

## **4. HIGHWAY IMPACT**

### **Introduction**

- 4.1 To quantify the impact of a proposed development on the local transport system, the number of trips that are likely to be generated by the development should be calculated. This section forecasts the likely trips generated by the site.
- 4.2 As outlined, the site was previously occupied by Jones the Boats, which was a trip boat operator with a small low key café on site, It is proposed for the boat hire business, who currently operate further into the central basin area, to relocate into the new proposed site which will result in a net change overall on the local highway network. Vehicle trips will therefore be reduced from the Station Road entrance and congestion in this part of the site will be reduced as a result. This traffic would redistribute from the main access to Trevor Basin at Tower Hill.

### **Vehicle Trip Generation**

#### ***Former Operation Daily Trips***

- 4.3 The Trust provided information on the number of vehicles that previously visited the former boat hire business. The information provided, estimated that in the region of 15 cars would be parked on site at any one time in there busiest months. However, the Trust were not able to provide daily traffic numbers.
- 4.4 The Trust website however sets out that Jones the Boats operated four trips per day. Therefore, it is assumed that for this assessment there would have been three times as many trips than the 15 cars generated to account for people additional vehicles visiting/departing the site throughout the day, assuming not all trips were full. Based this methodology it is assumed that the former use on the site generated approximately 45 vehicle trips throughout the day.

#### ***Proposed Boat Hire Business Daily Trips***

- 4.5 For the existing boat hire business, who currently operate out of the central basin area, there was no information provided, and the TRICS database does not include for any land uses that resemble a boat hire business either. However, it is likely that the existing boat hire business could generate the same level of traffic as the former Jones the Boat operation. Any increase over and above would be negligible.

### **Highway Impact**

- 4.6 The traffic that currently accesses the existing boat hire business would redistribute from the main part of Trevor Basin to Tower Hill. Based on the above assumptions there will be 45 fewer daily trips in the central basin area and on the B5434, reducing vehicle numbers and hence any congestion in said area.
- 4.7 Whilst vehicle trips may increase slightly on Tower Hill when compared to the previous Jones the Boats operation, the proposed access to the site would be widened to

accommodate two-way vehicle traffic and there is a suitable amount of visibility available at its junction with Tower Hill.

- 4.8 It is generally accepted that a threshold of 30 peak hour vehicle movements is used as a starting point for determining where a significant impact could occur. The proposals would not generate such an amount of traffic, especially when taking into consideration the net increase over and above the existing use. As a result, the relocation on the boat hire business will not have a negative impact on the operation of the local highway network and should be acceptable to WC.

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## 5. SUMMARY AND CONCLUSION

- 5.1 BWB Consulting Ltd has been appointed by The Trust to prepare a Transport Statement in support of a planning application for the redevelopment of the former boat trip business premises at Trevor Basin, Llangollen, North East Wales, for use as a hire boat business. There was also a small low key café on site, and customers parked their cars adjacent, using the existing narrow access onto Tower Hill.
- 5.2 The site will continue to be accessed via the existing access road located to the west of the Pontcysyllte Aqueduct Car Park on Tower Hill. However, the vegetation on either side would be cleared to provide a 5 metres wide access, which would be sufficient for two cars to pass.
- 5.3 The proposed site car park includes for a total of 21 spaces adjacent to the proposed building. Half of these would be double banked hence the use of these parking spaces will be managed accordingly. Any additional parking demand would be accommodated in the existing 104 space car park, also accessed off Tower Hill.
- 5.4 It is understood that the proposed development at the site would not generate too much more traffic than that as the former Jones the Boats use. However, it would remove vehicles accessing the existing boat hire business from the main basin, which can get congested. This would therefore provide an overarching benefit to the operation of the local highway network.
- 5.5 As a result, no further detailed assessment should be required. The relocation of the boat hire business should therefore be acceptable in highways terms to WC.



2.4 x 43 metres  
visibility splay

25m forward visioility

4.5m kerb radii

TOWER HILL

5m access road

2.4 x 43 metres  
visibility splay

QUEEN STREET

Scale 1:500



Scale 1:1000

Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

|     |          |                             |  |     |     |
|-----|----------|-----------------------------|--|-----|-----|
|     |          |                             |  |     |     |
| P3  | 11.05.21 | Updated Masterplan          |  | CC  | PW  |
| P2  | 19.11.20 | Updated Masterplan          |  | CC  | PW  |
| P1  | 13.10.20 | PRELIMINARY ISSUE           |  | CC  | PW  |
| Rev | Date     | Details of issue / revision |  | Drw | Rev |

Issues & Revisions

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Client

CANAL AND RIVER TRUST

Project Title

BOAT HIRE BUSINESS,  
TREVOR BASIN,  
LLANGOLLEN, NORTH  
WALES

Drawing Title

PROPOSED ACCESS  
ARRANGEMENTS

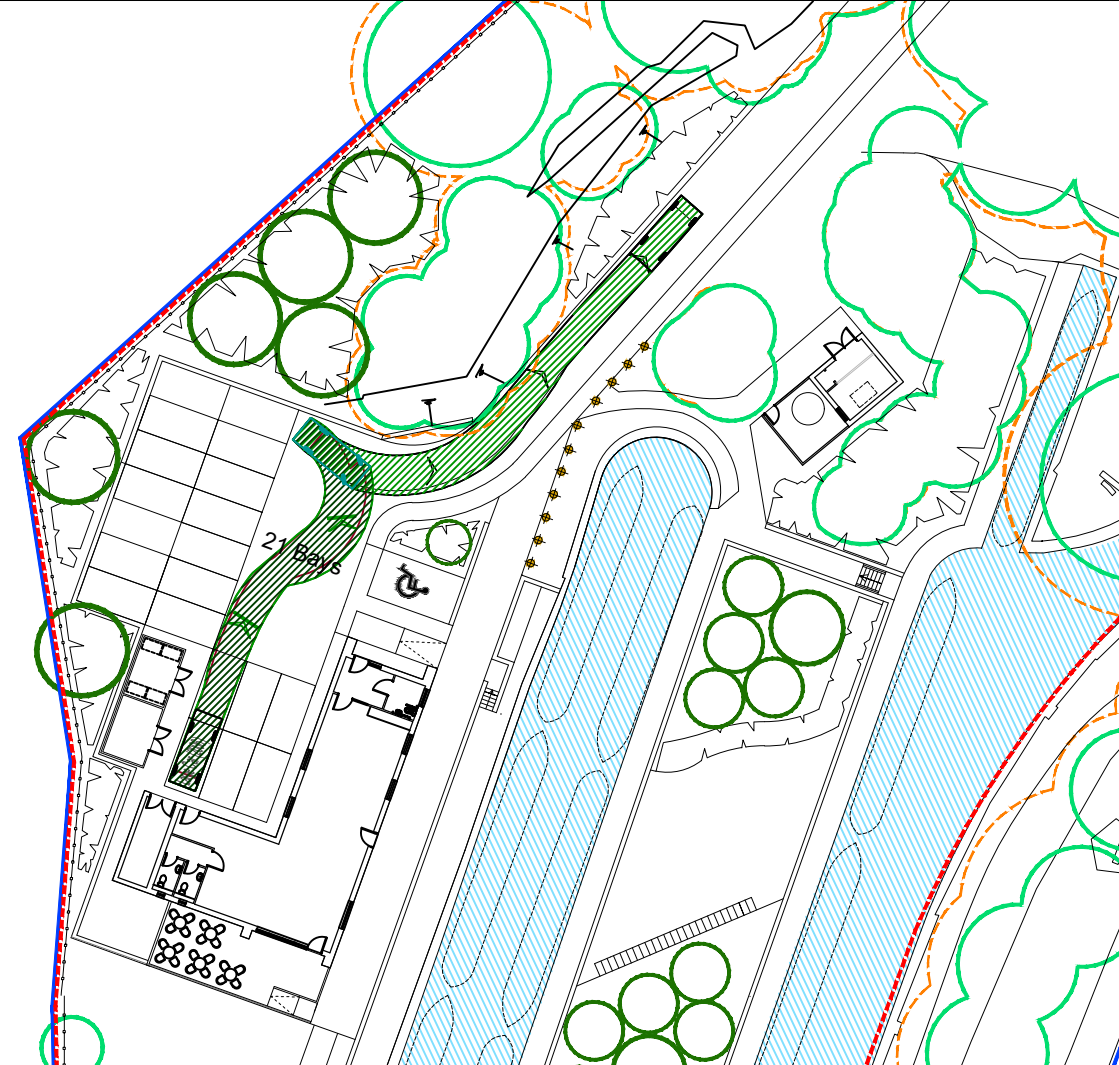
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| Drawn:   | C. Cresswell | Reviewed: | P. Wilson |           |           |
| BWB Ref: | LDT2220      | Date:     | 13.11.20  | Scale@A3: | As Stated |

Drawing Status

PRELIMINARY

|                                                            |        |     |
|------------------------------------------------------------|--------|-----|
| Project - Originator - Zone - Level - Type - Role - Number | Status | Rev |
| TRB-BWB-HGN-XX-DR-TR-100                                   | S2     | P3  |

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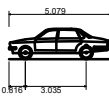


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Key Plan

Legend



|                             |        |
|-----------------------------|--------|
| Large Car (2006)            | 5.079m |
| Overall Length              | 1.872m |
| Overall Width               | 1.525m |
| Overall Body Height         | 0.310m |
| Min Body Ground Clearance   | 1.831m |
| Max Track Width             | 4.00s  |
| Lock to lock time           | 5.900m |
| Kerb to Kerb Turning Radius |        |

|     |          |                             |     |     |
|-----|----------|-----------------------------|-----|-----|
| P3  | 11.05.21 | Updated Masterplan          | CC  | PW  |
| P2  | 19.11.20 | Updated Masterplan          | CC  | PW  |
| P1  | 13.10.20 | PRELIMINARY ISSUE           | CC  | PW  |
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Client  
**CANAL AND RIVER TRUST**

Project Title  
**BOAT HIRE BUSINESS,  
TREVOR BASIN,  
LLANGOLLEN, NORTH  
WALES**

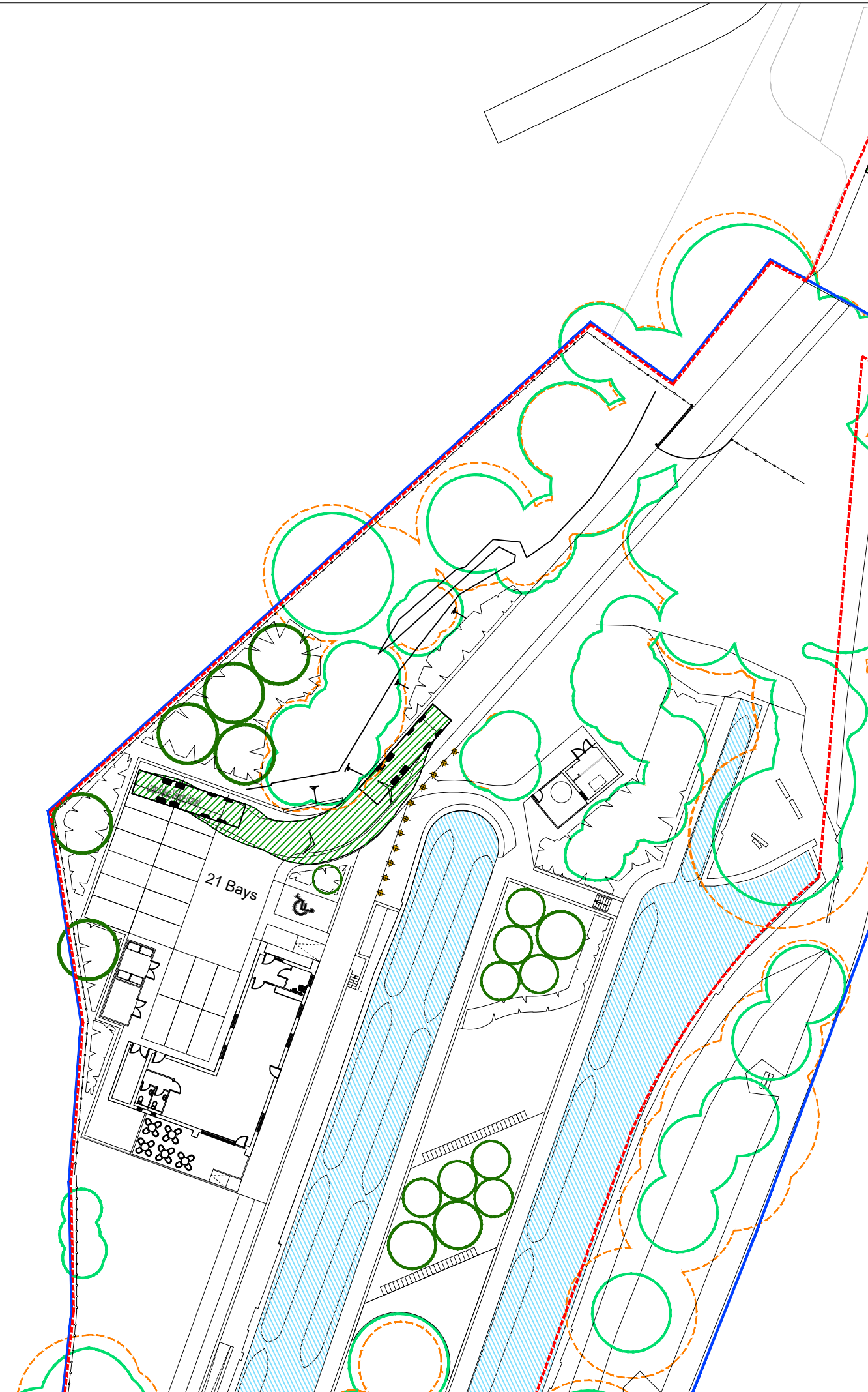
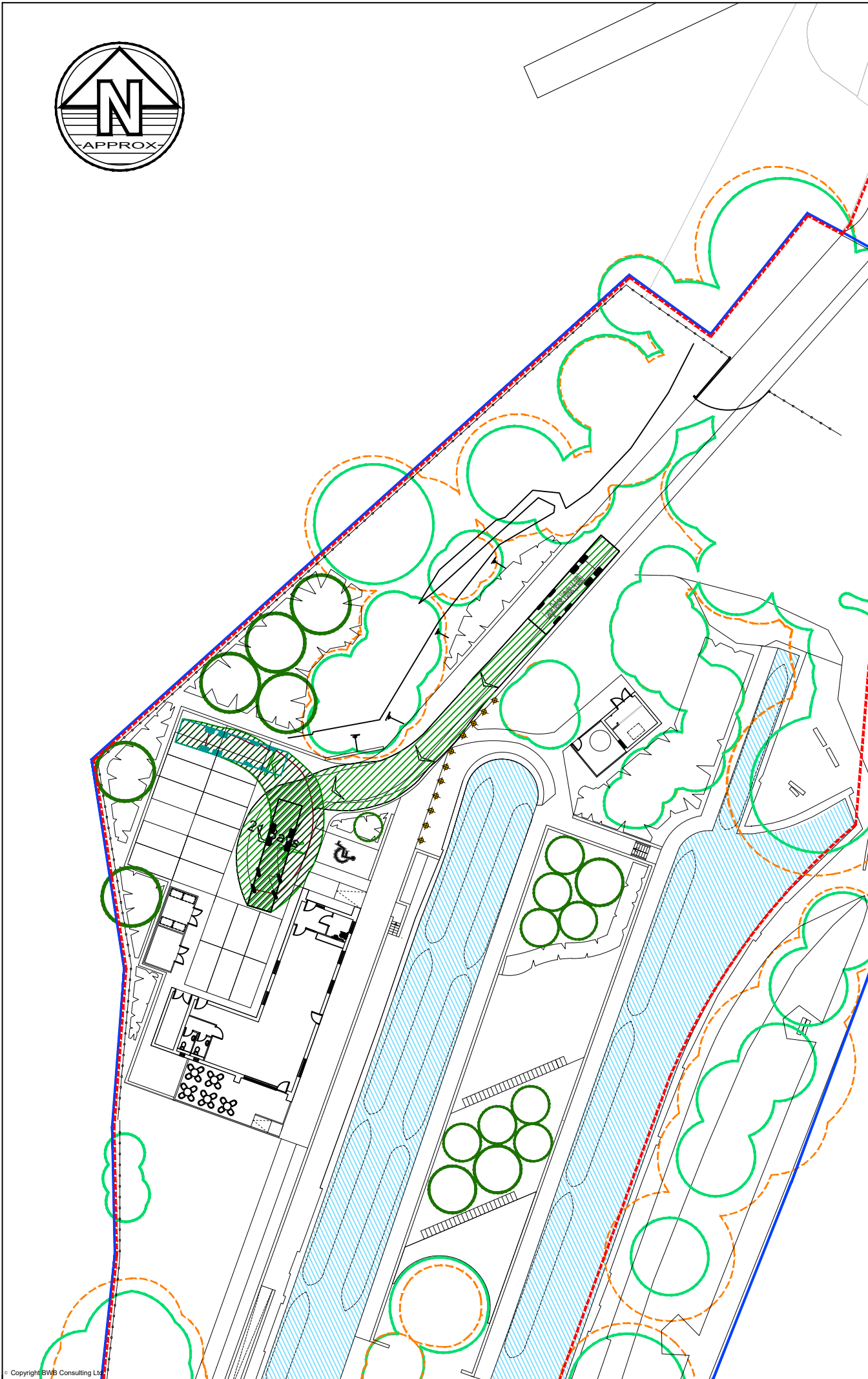
Drawing Title  
**SWEPT PATH ANALYSIS -  
LARGE CAR**

|          |              |       |           |           |       |
|----------|--------------|-------|-----------|-----------|-------|
| Drawn:   | C. Cresswell |       | Reviewed: | P. Wilson |       |
| BWB Ref: | LDT2220      | Date: | 13.11.20  | Scale@A3: | 1:500 |

Drawing Status

PRELIMINARY

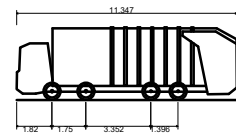
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| TRB-BWB-HGN-XX-DR-TR-110                                   | S2     | P3  |



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  3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
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Key Plan

Legend



|                               |         |
|-------------------------------|---------|
| Large Refuse Vehicle (4 axle) | 11.347m |
| Overall Length                | 2.500m  |
| Overall Width                 | 3.751m  |
| Overall Body Height           | 0.304m  |
| Min Body Ground Clearance     | 2.500m  |
| Track Width                   | 6.00s   |
| Lock to lock time             | 11.330m |
| Wall to Wall Turning Radius   |         |

| Rev | Date     | Details of issue / revision | Drw | Rev |
|-----|----------|-----------------------------|-----|-----|
| P3  | 11.05.21 | Updated Swept Paths         | OC  | PW  |
| P2  | 06.05.21 | PRELIMINARY ISSUE           | OC  | PW  |
| P1  | 20.11.20 | PRELIMINARY ISSUE           | OC  | PW  |

Issues & Revisions

**BWB**  
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Client  
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Project Title  
**BOAT HIRE BUSINESS,  
TREVOR BASIN,  
LLANGOLLEN, NORTH  
WALES**

Drawing Title  
**SWEPT PATH ANALYSIS -  
LARGE REFUSE VEHICLE**

|                                                            |              |           |           |           |        |     |
|------------------------------------------------------------|--------------|-----------|-----------|-----------|--------|-----|
| Drawn:                                                     | C. Cresswell | Reviewed: | P. Wilson |           |        |     |
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| Drawing Status                                             |              |           |           |           |        |     |
| PRELIMINARY                                                |              |           |           |           |        |     |
| Project - Originator - Zone - Level - Type - Role - Number |              |           |           |           | Status | Rev |
| TRB-BWB-HGN-XX-DR-TR-111                                   |              |           |           |           | S2     | P3  |

## ***APPENDICES***

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## **APPENDIX 1: Masterplan**

KEY

GENERAL INFORMATION

- = Trust land boundary ownership
- = Site application boundary
- = Tree canopy line to be retained as existing
- = Approximate proposed retained tree root line
- = Power lines constraint / Hazard
- = Single vehicular access to Rose Cottage retained
- = Site pedestrian access route ( 1.2m width )
- = Existing Tree canopy retained
- = Fuel service point
- = Foul service point
- = Electricity service point
- = Water service point
- = Tree to be planted, position and specification to be agreed with Canal & River Trust Ecologist
- = Soft landscaping, retained as existing or native grass germinal seeded mix planted to make good as required
- = Woodland screening native planting, to be agreed with Canal & River Trust Ecologist
- = Woodland meadow native mix, to be agreed with Canal & River Trust Ecologist
- = Medium grade reinforced grass mesh strip along route to Rose Cottage
- = Proposed Hard Surfacing, tar and chip, alrewas stone chip finish, feathered edge (specification to match pathways within wider destination)
- = Existing tar and chip surface ( alrewas stone chip finish)
- = Made ground, to remain as existing and reinforced with matching lose gravel on sub-base to use specification as required
- = Asphalt road surface as existing
- = Asphalt road surface as proposed (to widen existing access route)
- = Proposed stone retaining wall (estate rail fixed onto of coping aside of 0.5m falls)
- = Proposed stone retaining or screening wall (1.2m high)
- = Proposed railway sleeper retaining boundary
- = Proposed boundary fence to remain as existing, dark green V-MESH (RAL 6005) only where replacement required
- = Proposed timber bollard
- = External Bike Stand , traditional Sheffield Style ( x3)
- = Log stack location, stack formed from felled trees in enabling works
- = Traditional mooring ring, black painted finish. Fixing methodology and location to be approved by Canal & River Trust Heritage Advisor
- = Micro surface recessed LED. Emits a low level light strip onto the pedestrian surface for wayfinding along general external circulation areas to entrance
- = Timber gate matching the existing south arch entrance appearance to be carefully considered in later stages on northern arch entrance to prevent any possible future antisocial behavior under the covered space.

Site access leading from Tower Hill (please refer to drawing 1938 26)

Site Entrance

CAR PARK

NORTH

PLACES

1. Proposed Shop, Office and Facilities (refer to drawing 1938 35)
2. Proposed covered pump house and external fuel store, screened by larch timber weatherboard cladding
3. Bin store location, screened by larch timber weatherboard cladding
4. Gas Bottle Store location, screened by larch timber weatherboard cladding

ROAD & PEDESTRIAN MARKINGS

- 1.2m Pedestrian route to site and parking bays are to be marked by low domed metallic demarcation studs
- Disabled parking bay to be defined by sign on adjacent masonry wall facing into car parking area
- = Flush pin kerb to define edge between asphalt, made ground, tar and chip and existing footway



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Sheet  
GA Landscaping Plan

Project  
Trevor Hire Boat Base

|                         |                           |
|-------------------------|---------------------------|
| Origin Date/ Auth<br>RB | Drawing No.<br>2019 38 32 |
| Scale<br>1:300 @ A1     | Sheet Size<br>A1          |
| Revision / Issue<br>V14 | Revision Date<br>29.04.21 |

GA LANDSCAPE PLAN  
Scale 1:300 @ A1

## **APPENDIX 2: Wrexham Council comments**

# MEMORANDUM

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|                 |                                        |                  |                                     |
|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO:</b>      | Sharon Holman                       |
| <b>Our Ref:</b> | ET/DC/P/Pre/2020/014                   | <b>Your Ref:</b> | ENQ/2020/0099                       |
| <b>Date:</b>    | 15 <sup>th</sup> July 2020             |                  |                                     |

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**Boat Café, The Old Wharf, New Road, Trevor, Llangollen.  
Proposed re-development of former Boat Trip Business Premises.**

Further to your email / consultation dated 08/07/2020 in respect of the above, I comment as follows:-

## **Access**

The proposed development appears to have an existing access onto Tower Hill which is an unclassified road north of the site subject to a 30mph speed limit.. This access is currently only providing pedestrian access. However, I assume that this previously provided both pedestrian and vehicular access to the former boat trip business.

I would estimate typical vehicle speeds at being around 25mph along Tower Hill given the geometry of the road. Based on typical speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.

Existing visibility at the access onto Tower Hill appears dequate in both direction providing splays in excess of 2.4 x 33m in both directions. This is subject to regular maintenance of the vegetation on the western side of the access.

Forward visibility for vehicles approaching the access along Tower Hill from the north is restricted to approximately 25m (SSD) due to the bend in the road. A forward visibility splays providing a stopping site distance (SSD) of 33m would normally be required. I would therefore normally recommend that any proposed development is limited to what was previously experience / permitted at the site. I would recommend that the applicant provides details of the previous daily traffic movements generated by the former business through this access and details of what daily vehicle movements are anticipated for the proposed business.

I would recommend that the applicant provides a suitable layout plan indicating the existing / proposed splays at the access onto Tower Hill.

The private access road leading to the site is typically 3.1 – 3.5m in width and cannot accommodate the simultaneous passage of 2 vehicles. Based on the submitted layout plan (Drg. No. 2019 38 09 Rev V7) it would appear that cars and a coach / refuse vehicle would need to access the site. I would normally recommend that the access is widened to a minimum of 5.5m to allow the simultaneous passage of vehicles and avoid backing up of vehicles onto the adjoining carriageway.

I would recommend that the applicant provides a suitable layout plan indicating what improvements would be provided for the access and along the private driveway.

I would normally recommend the submission of swept path details of such vehicles entering / maneuvering / exiting the site. This section of Tower Hill may be difficult to access by a coach given the geometry of the road. It is not clear which route such a vehicle would take to / from the site.

I assume that any pedestrians visiting the site would need to share the narrow private drive with vehicles which is not ideal. It is not clear what measures are being taken to ensure pedestrian safety when accessing from Tower Hill.

### **Parking and Turning Provision**

The submitted layout plan (Drg. No. 2019 38 09 Rev V7) appears to indicate the provision of 24 spaces for the proposed business. However, details of what parking provision was previously provide at the site or details of the proposed gross floor areas / class uses for each element of the development have not been provided. I would recommend that this information is provided.

I would recommend that the applicant provides information in respect of the number of staff proposed, existing / proposed daily vehicle movements generated by the business and typical parking demand experienced / expected by the business.

### **Servicing / Deliveries / Waste Collection**

The submitted plan appears to indicate a refuse vehicle / coach within the site. I would request confirmation of what maximum size of vehicle is likely to visit the site. Local Authority refuse vehicles are typically 11.2m in length. However, our Refuse Section do not generally service private sites of this nature where the access road is unadopted. I assume that the site may be serviced by a smaller private waste collection vehicle.

### **Traffic Generation**

I assume a development of this nature is considered likely to generate a significant number of daily vehicle movements. No traffic generation figures in respect of the existing / proposed business have been provided. Please ask the applicant to provide this information and the nature of vehicles which previously accessed this site through this existing access.



Chief Officer, Environment & Technical



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