MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1674 Res(2)	**Your Ref:**	P/2024/1674
Date:	28/03/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU UNED DDIWYDIANNOL (DOSBARTH B1/B8) GAN GYNNWYS DARPARIAETH BARCIO / ERECTION OF INDUSTRIAL UNIT (CLASS B1/B8) INCLUDING PARKING PROVISION

LOCATION: BRYN Y PYS HOME FARM, WREXHAM ROAD, OVERTON, WREXHAM, LL13 0HG

I refer to your consultation / email dated 03/03/2025 in respect of the above.

General

The development site comprises the erection of a B1 / B8 Industrial Unit located at Home Farm, Overton. The proposed development site is located on the Bryn y Pys Home Farm industrial estate which is accessed off a private driveway off the A528 Overton Road (Classified Road).

Access

The proposed development site is located on the Bryn y Pys Home Farm industrial estate served by a private driveway accessed off the A528 Overton Road. The A528 Overton road is a classified road subject to a 60mph speed limit.

Based on typical speeds of 60mph, any proposed / existing access would require visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is adequate providing splays in excess of the above requirements. Although the required splay in the westerly direction cuts across a section of land on the opposite side of the road, it was previously understood that the applicant owns the land over which the splay passes and can be controlled accordingly.

The existing access is approximately 20m wide at the main entrance and is surfaced with hard bound materials. The site access road leading to the industrial units reduces in width but provides a number of passing places to facilitate two-way vehicle movements.

It is understood that the proposed industrial units will typically include vehicle movements by car and 7.5T panel van which will be 7.2m in length. Vehicles visiting the site could be limited in size by a suitable Service Delivery Management Plan (SDMP).

The proposed internal access serving the site is approximately 7m wide.

Parking & Turning Provision

Adequate parking & turning provision must be provided within the curtilage if the site. The proposed development comprises a Class B1 / B8 mixed use (246m^2 total gfa). The proposed level of parking provision (ie/ 5 spaces) is considered adequate.

Swept Path Details

The submitted swept path details indicate the turning movements of a large car and 7.2m long panel van within the curtilage of the site which are considered acceptable.

Sustainability

The development site is located on a rural, classified road along which there is limited footway provision and no lighting provision. There are no local facilities / services available that are easily accessible other than by car. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for employees / customers to walk safely to local facilities and public transport stops.

I have spoken with our Transport Section who have advised that there is no public bus service running along the A528 providing a sevice between Wrexham and Overton.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require developments to provide safe walking and cycling routes to local facilities and public transport stops.

Traffic Generation

The revised Highways Technical Note 01 – Dated Feb 2025 includes TRICs data for the proposed industrial units. The submitted data only includes one site from the TRICs database which is comparable with the propose development ie/ Freestanding location, 175m^2 gfa. Based on the size of the proposed development and data provided, the proposed development is considered unlikely to have any significant detrimental impact on the local highway network.

Accident Data

After reviewing the submitted data, it is agreed that the data does not indicate any accident clusters that could be exacerbated by the expected modest level of additional traffic generated as a result of the proposed development.

Refuse Collection / Recycling

It is assumed that the proposed business will be serviced by a private contractor.

The LHA have no objections to the proposed development and recommend any planning permission include the following conditions:-

CONDITIONS

NONSTD **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)**
038R **EMPTY SPLAY**
Prior to first use of the development hereby approved the vehicular access onto the A528 Overton Road shall provide visibility splays of **2.4** metres x **215** metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ22 **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
035R The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*

2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.