MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0163	**Your Ref:**	P/2025/0163
Date:	13/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ADEILAD STORIO ATEGOL I IARD GLUDIANT / ERECTION OF STORAGE BUILDING ANCILLARY TO HAULAGE YARD

LOCATION: LLOYD WATSON HAULAGE LTD, THE BOUNDARY GARAGE, ELLESMERE ROAD, BRONINGTON, WHITCHURCH, SY13 3HD

I refer to your consultations / emails dated 05/03/2024 & 07/03/2025 in respect of the above.

General

The proposed development comprises the erection of a new storage building (912m^2 gfa) at the rear of the site on the existing hard paved haulage yard. The haulage business operates 5 no. HGVs and employs 5 people. The proposed building is simply being used as a storage facility where goods are not ready to be dispatched.

Access

The proposed development site is located on the A495 Ellesmere Road which is a rural, classified road subject to a 60mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing access appears adequate in the westerly direction providing a splay in excess of 2.4 x 215m measured to the nearside edge of the adjoining highway. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 80m measured to the nearside edge. Visibility is currently restricted due to the existing hedgerow / embankment in ths direction.

The existing access serving the development site is approximately 16m wide reducing to 8m wide at approximately 6.3m behind the adjoining highway. The access is gated at this point. It is

understood that the gates are left open throughout the day to accommodate HGV movements. The access is surfaced with hard bound materials.

Parking & Turning Provision

There would appear to be adequate parking within the curtilage of the site to cater for the existing / proposed number of employees (ie/ 5no. staff). There are 5 car spaces indicated within the haulage yard itself and additional car spaces (5 add. spaces) within the curtilage of the adjoining dwelling which can also be utilized if required.

In terms of HGV parking, the proposed site plan (Drg. No. 713-01-24 Rev 03) only appears to indicate where 3 no. HGVs will park. **The LHA understand that although the business only currently operates 5 HGVs, it does have an operational licence to operate up to 10 HGVs. On this basis, it would reasonable to request a revised plan indicating where up to 10 HGVs will park along with their respective additional car spaces within the site if the new building is erected and the site operates at its full potential.**

The LHA would also request a revised plan indicating the swept path details of how such vehicles will turn within the site should the application be supported when all car spaces and HGV parking spaces occupied. Annotated dimensions of vehicle, car and HGV spaces will be required on a revised layout plan.

Cycle Parking / Storage

The submitted plans do not indicate any proposed cycle parking / storage provision as required by LPGN 16. **The LHA recommend that adequate cycle parking provision (including cover / shelter) is indicated on a revised playout plan (including annotated dimensions).**

Traffic Generation

The submitted Planning, Design & Access Statement indicates there are no restrictions on the number or size of HGVs that can currently visit the site. Although the business only operates 5 HGVs at present, the LHA understand that it does have an operational licence to operate up to 10 HGVs which would inevitably increase vehicle movements at the site.

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

Conclusion

In conclusion, the LHA request additional information as follows:-

- In terms of HGV parking, the proposed site plan (Drg. No. 713-01-24 Rev 03) only appears to indicate where 3 no. HGVs will park. **The LHA understand that although the business only currently operates 5 HGVs, it does have an operational licence to operate up to 10 HGVs. On this basis, it would reasonable to request a revised plan indicating where up to 10 HGVs will park along with their respective additional car spaces within the site if the new building is erected and the site operates at its full potential.**

The LHA would also request a revised plan indicating the swept path details of how such vehicles will turn within the site should the application be supported when all car spaces and HGV parking spaces occupied. Annotated dimensions of vehicle, car and HGV spaces will be required on a revised layout plan.

- The submitted plans do not indicate any proposed cycle parking / storage provision as required by LPGN 16. **The LHA recommend that adequate cycle parking provision (including cover / shelter) is indicated on a revised playout plan (including annotated dimensions).**



On behalf of Chief Officer, Environment & Technical