MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1586 Res(2)	**Your Ref:**	P/2024/1586
Date:	20/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU STORFA DDIWYDIANNOL (DOSBARTH B2 - DIWYDIANNOL CYFFREDINOL) / ERECTION OF INDUSTRIAL STORAGE BUILDING (CLASS B2 - GENERAL INDUSTRIAL)

LOCATION: OSWESTRY CLASSIC CARS, LION LANE, PENLEY, WREXHAM, LL13 0LY

I refer to your consultation / email dated 20/03/2025 including revised plans in respect of the above.

General

The proposed development comprises the erection of a Class B2 industrial storage building on land fronting Oswestry Classic Cars. The development is located on a small industrial estate off Lion Lane. The industrial estate currently serves Penley Mill garage and Oswestry Classic Cars.

Access

The proposed development site is located on Lion Lane which is a narrow, unclassified, rural road subject to a 60mph speed. However, the LHA estimate typical vehicle speeds at being around 25mph for vehicles approaching from the north and around 30mph for vehicles approaching from the south given the geometry of the road approaching the main access.

Based on such speeds, any proposed access in this location would require visibility splays of 2.4 x 33m to the north and 2.4 x 43m to the south measured to the centerline of the adjoining highway, Visibility can be permitted to the centerline due to the narrow nature of the carriageway.

The existing industrial estate is served by an existing shared access which is approximately 28m wide and surfaced with hard bound materials. Based on the estimated speeds above, this access provides adequate visibility in excess of 2.4 x 33m to the north and approximately 2.4 x 100m to the south measured to the centerline of the adjoining highway.

The roads leading to the site are typically narrow with limited passing places, with sub-standard horizontal and vertical alignment. There is little provision for pedestrians by way of pavements or street lighting. Lion Lane would not benefit from any significant increase in vehicle movements.

Public Footpath

Public Footpath No.10 - Penley passes through the development site and should not be interfered with. The LHA strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Parking & Turning Provision

Adequate parking & turning provision would need to be provided in accordance with LPGN 16 requirements. Based on Class B2 Use (453m^2 gfa), LPGN 16 would require a maximum of 1 car space per 50m^2 gfa. This equates to the maximum requirement of 9 spaces. The revised layout plan (Drg. No. 01 A – Dated March 2025) indicates the provision of 9 spaces including a space to mobility standards which is considered adequate.

Adequate turning would need to be provided within the curtilage of the site for the maximum size / length of vehicles that would visit the site ie/ swept paths of such vehicles will be required. The applicant has provided swept path details of a 7.2m long rigid HGV which is indicated as being the largest size/ length delivery vehicle anticipated to visit the development site.

Given the narrow nature of the lanes leading to the site and the restricted space within the site amongst the existing businesses, if the application is supported, it would be considered appropriate to include a condition for a **service delivery management plan (SDMP)** which limits the maximum size / type of vehicle permitted to visit the site ie/ 7.5T, 7.2m rigid HGV.

If the application is supported, it may be considered appropriate to include an appropriately worded condition for a **car parking management plan (CPMP)** to ensure that no parking associated with the development or existing businesses spills onto the adjoining highway.

<u>Cycle Parking / Storage</u>

Insufficient details of the proposed cycle parking / storage facilities for the proposed business has been submitted. **The LHA recommend that a more detailed plan is provided indicating the specific proposed cycle parking / storage provision which will need to comply with LPGN 16 / Active Travel Guidance.** This can be covered by a suitable planning condition.

Traffic Generation

The roads leading to the site are typically narrow with limited passing places, with sub-standard horizontal and vertical alignment. There is little provision for pedestrians by way of pavements or street lighting. Lion Lane would not benefit from any significant increase in vehicle movements.

The applicant has indicated the following:-

- The current vehicle movements to the site are around 7 staff in 5 cars as some travel together and the largest vehicles accessing the site are 7.5T (7.2m long) rigid HGVs at a frequency of around twice per month.

- The proposed vehicle movements would increase to around 12 staff with 8 separate cars and te largest vehicle accessing the site would remain as a 7.5T rigid type HGV but the frequency would increase to around once per week.

- There are also deliveries of vehicles which are very much infrequent and vary month to month but would not exceed the size of vehicle above and would only be a handful of times per month at most.

On the basis of this information, it would be considered appropriate to include a condition for a **service delivery management plan (SDMP)** which limits the maximum size / type of vehicle permitted to visit the site ie/ 7.5T, 7.2m rigid HGV. The LHA recommend that the above detail is included in a suitable SDMP.

Waste / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. The LHA normally recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.
However, it is assumed that any waste collection associated with the business will be collected by a private waste company in this instance.

Construction Traffic Management Plan

If an application for development is supported at the site, the LHA recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ18 **VISIBILITY SPLAYS (CENTRELINE)**
026R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres to the north and 2.4 metres x 43 metres to the south measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD **SERVICE DELIVERY MANAGEMENT PLAN**
026R No development shall take place until a Service and Delivery Management Plan (SDMP) to include (but not limited to) the details of frequency of deliveries, type of delivery vehicles to be used, management of car parking to facilitate delivery vehicles has been submitted to and approved in writing by the local planning authority. The SDMP as agreed shall be implemented in accordance with the approved details

ZJ28 **PROVISION OF VEHICULAR AND CYCLE PARKING FACILITIES**
028R Prior to first use of the development on-site vehicular and cycle parking facilities shall be provided in strict accordance with a scheme which has

been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of vehicles and cycles.

ZJ45 026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

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

Note to Applicant:

Public Footpath

Public Footpath No.10 - Penley passes through the development site and should not be interfered with. The LHA strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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.