

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2024/0277 Res (2)	Your Ref:	P/2024/0277
Date:	01/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

**TRAWSNEWID ADEILAD AMAETHYDDOL I DOSBARTH B8 (STORFA) (ÔL-WEITHREDOL) /
CHANGE OF USE OF BUILDING FROM AGRICULTURE TO CLASS B8 (STORAGE) (IN
RETROSPECT)**

WAREHOUSE CONERY LANE BRONNINGTON WHIYCHURCH WRECHAM

Grid Ref: E 349925.88 N 338656.21

I refer to your consultation / email dated 19/08/2024 including letter / further details from Fisher German dated 19/08/2024 in respect of the above.

General

It is understood the warehouse was previously granted planning consent (ref: P/2008/0785) on the 01/09/2008 for the storage of garden furniture. It is understood that the development site was also previously used in connection with a forestry business and employed up to 50 employees.

Access

The proposed development site is located on Conery Lane which is an unclassified road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) would estimate typical vehicle speeds at being around 25mph due to the geometry of the road.

The development site is accessed off the A495 via Conery Lane. Conery Lane is a narrow rural lane which runs for approximately 1 Km to the site typically ranging in width from approximately 2.8m – 3.6m. Although Conery Lane is typically narrow in nature, there are a number of suitable passing places along the lane which facilitate the simultaneous passage of 2 no. vehicles. There is no footway or street lighting provision along this section of Conery Lane.

Bridleway no. 44 (Bronington) runs from west to east along Moss Lane which fronts the development site. Public footpath no. 50 (Bronington) runs north to south along the unadopted track fronting the site. Public footpath no. 3 (Bronington) also crosses Conery Lane approximately 430m north of the development site.

The site itself is accessed off an unadopted track at the southern end of Conery Lane. The LHA would estimate typical speeds in this location as being no more than 10mph given the geometry of

the road. Based on typical speeds of 10mph, the existing access would require visibility splays of 2.4 x 11m in both directions measured to the nearside edge in the northerly direction and to the centerline of the track to the south. Visibility from the existing access serving the site is adequate providing splays in excess of 2.4 x 11m in both directions.

The existing access is 4.8m wide, unsurfaced and gated approximately 4.2m behind the edge of the existing track. The access is of adequate width to facilitate the simultaneous passage of a car and van.

The area / field to the east of the warehouse is used to keep horses which periodically access the land using the same access.

Traffic Generation / Planning Statement

It is understood that the site was previously used in connection with a forestry business and employed up to 50 employees which is likely to have generated significant number of vehicle movements by car. I understand the site only generated 1 no. articulated vehicle trip each week. The site was also previously used for the storage of garden furniture.

The Supporting Planning Statement indicates that the proposed business is not open to the public and only has around 2 van trips per week to collect and drop off furniture.

Additional information provided by the applicant on 19/08/2024, indicates the following:-

- The number of staff working for the business is generally 2 , sometimes a helper is in attendance making it 3.
- The maximum length of vehicle used for the business is a standard van, 7m in length (there are no articulated lorries being used).
- The number of daily vehicle movements are very minimal throughout the week as and when stock is taken from the site, enough is taken for a few days. It is understood that approximately 2 – 3 trips occur each week (ie/ 4 – 6 vehicle movements per week).

Parking & Turning Provision

There is adequate parking and turning space within the curtilage of the site.

Conclusion

The LHA would not wish to support any proposed development that would involve any significant increase in traffic movements compared with its previous use particularly involving larger vehicles which will have a detrimental impact on the existing highway and increase the likelihood of danger to other road users and pedestrians including users of the public bridleway. However, the proposed business is considered likely to generate less vehicle movements than previously experienced at the site. If the application is supported the LHA recommend a condition is included for a Service Delivery Management Plan (SDMP) which includes the following information:-

- The maximum number of staff working for the business ie/ maximum of 3 people.
- The maximum length of vehicle used for the business limited to a standard van, 7m in length, with no articulated vehicles being permitted at the site.

- The maximum number of daily vehicle movements proposed by the business at the site.

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. @@@

ZJ19 VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 11 metres to the north measured to the near side edge of the adjoining highway and 2.4 metres x 11 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 adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ11 ACCESS WIDTH

039R The vehicular access hereby approved shall be a minimum width of 4.8 metres.

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, maximum number of staff employed 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

Note to Applicant:

Bridleway no. 44 (Bronington) runs from west to east along Moss Lane which fronts the development site. Public footpath no. 50 (Bronington) runs north to south along the unadopted track fronting the site. Public footpath no. 3 (Bronington) also crosses Conery Lane approximately 430m north of the development site. The LHA would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Supplementary Notes

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

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.



On behalf of Chief Officer, Environment & Technical