

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/P/2024/0003	Your Ref:	P/2024/0003
Date:	13/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O GANOLFAN ARDDIO I IARD GLUDIANT / CHANGE OF USE FROM GARDEN CENTRE TO HAULAGE YARD

CARLTON GARDEN CENTRE PINFOLD LANE LLAY INDUSTRIAL ESTATE LLAY Grid Ref: E 333075.17 N 356216.59

I refer to your consultation / email dated 18/01/2023 in respect of the above, highways response 28/10/24 and HPS Highway Comment document issued in response.

This application involves the reduction in size of an existing garden centre, Carlton Garden Centre and the creation of a haulage contractor's depot, with washing facilities and office/welfare. The latter is a proposed change of use.

Layout

Whilst the applicant has not altered the layout in response to our highway concern, we have taken on board the comments and mitigating factors noted in the Highway Comment, noting in particular the HGV movements will be predominantly outside the Garden Centre trading hours, and the drivers will be inducted/briefed on the risks and the need for caution. The risk could be further mitigated by 10mph and pedestrian warning signs and some form of traffic calming at the haulage entrance end.

If the Highway Comment Notes and the further mitigation comments are incorporated into a simple Service Management Strategy, then our concerns over the entrance layout are satisfied.

Flooding/Surface water drainage

We note and accept that flooding and surface water drainage will be designed and subject to WCBC SAB officer approval prior to implementation and use.

Junction

We accept the comments within the HPS document relating to the junction and have no further comments to make.

Refuse Collection

Details should be provided for refuse collection from both facilities. As noted, space is available and this aspect could be covered by condition if necessary.

Active Travel

As noted in the HPS document, provision of details of active travel improvements proposed, including lockable bike stores, changing/lockers, cycle/ped access could be covered by condition.

Conclusion

The principle of the proposal is accepted, and with provision of a Service Management Strategy defining the safety improvements available, we have no further comments regarding the layout. Active Travel details (facilities for cyclists), Refuse collection strategy and flood risk/surface water strategy queries can be managed by a suitably worded condition.

A handwritten signature in dark ink, appearing to read 'R. H. W. E.', is positioned above the signature line.

On behalf of The Chief Officer, Environment & Technical