

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0297	Your Ref:	P/2023/0297
Date:	08/06/2023		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ADEILAD WARWS / ERECTION OF WAREHOUSE BUILDING

BRYN HALL KNOLTON BRYN OVERTON WREXHAM

Grid Ref: E 337379 N 339260

I refer to your consultation / email dated 02/06/2023 in respect of the above.

The proposed development site is accessed off the A528 along a narrow, rural, unclassified road (Knolton Bryn Lane) which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Access

The proposed development site is served off a private driveway.

Assuming typical speeds of 25mph, any proposed / existing accesses in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access / private driveway is adequate providing splays in excess of 2.4 x 33m in both directions measured to the centreline of the adjoining highway.

Based on the previous applications (eg/ ref: P/2015/0708 & P/2017/0836) I understood that 10 no. staff are employed who typically arrive and leave by car. In respect of the existing business, I understand that no customers are required to visit the site as the proposed business is "trade only" and all purchases are packaged and delivered. Deliveries and collection were on average once per day and would usually take the form of a medium sized van. On occasion it is understood that a lorry may need to be used. I assume from the submitted Planning Statement that the proposed development / business will operate in a similar manner employing no additional staff with minimal vehicle movements.

The existing shared access is at least 6m wide for a minimum of 15m behind the adjoining highway and is considered adequate to accommodate the simultaneous passage of medium sized HGVs, refuse vehicles, cars at the main access. The access is surfaced with hard bound materials.

The existing access serving the site reduces in width to a single track beyond this point, has no formal passing places and is surfaced with loose bound materials. I would suggest that the applicant considers providing a suitable passing place along the access track.

Parking Provision

Parking and turning provision at the development site appears adequate.

I would therefore have no objections to the proposed development on highway grounds.

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 Nos. 1 & 2 - Overton pass through the development site and should not be interfered with. I 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.*

A handwritten signature in black ink, appearing to be 'R. Hanratty', written in a cursive style.

Chief Officer, Environment & Technical