

MEMORANDUM



From: Chief Officer, Environment & Technical

To: Chief Officer Planning & Regulatory

Our Ref: ET/DC/PP/P/2021/0629

Your Ref: SJG/P/2021/0629

Date: 7th September 2021

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 467 The Kiln, Kiln Lane, Cross Lanes, Wrexham.

Development: Change of use of outbuilding to Class B8 Use (Storage and Distribution).

I refer to your email /consultation dated 07/09/2021 including additional information in respect of the above.

Access

The proposed development site is located on Kiln Lane which is a classified road subject to a 30mph speed limit.

Any proposed / existing access would normally require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

I understand that the existing access currently operates as a shared access with the adjoining property (Primrose Cottage) who uses this access to maintain their septic tank, although this is an infrequent occurrence.

This access is approximately 9m in width reducing to 4m wide at approximately 6m behind the adjoining carriageway and is gated at this point. The access surfaced with hard bound materials.

I would normally recommend that such a shared access is widened to at least 4.8m with any gates being setback at least 10m behind the adjoining highway. Such an access would normally require hard bound surfacing for at least 10m behind the adjoining highway.

I understand that the applicant is not intending to alter the current access layout.

Visibility from the existing access is inadequate in both directions providing a splay of approximately 2.4 x 5m in the easterly direction and 2.4 x 13m in the westerly direction measured to the nearside edge of the adjoining highway. Visibility is restricted in the westerly direction by the existing shrubs planted along the site frontage. Visibility in the easterly direction is impeded by the brick pillar associated with the adjoining property (Primrose Cottage), picket fence and shrubbery erected / planted along the front garden of Primrose Cottage. Planning consent ref: P/2007/0708 at Primrose Cottage previously conditioned the provision of visibility splays of 2.4 x 40m to the west and 2.4 x 120m to the east measured to the nearside edge of the adjoining highway.

These splays have clearly not been provided from this access and as a result significantly impedes visibility from the existing access serving The Kiln. I assume enforcement action will be taken to ensure that these conditions are implemented at Primrose Cottage.

The applicant has submitted a revised layout plan which indicates proposed splays of 2.4 x 45m in the westerly direction and 2.4 x 44m in the easterly direction measured to the nearside edge of the adjoining highway. I assume a s.106 agreement will be required to deliver the splay in the easterly direction.

Vehicle Movements

The applicant previously indicated that the proposed business will only involve a maximum of 1 delivery van per day which I understand is likely to be either a large transit van, Tesco size home delivery van or possibly a brewery dray wagon. Given the potential length of these vehicles, **I would normally recommend that any existing / proposed access gates are setback at least 10m behind the adjoining highway.** The applicant has since retracted this information and states that a 2m x 6m transit van will be used for deliveries. If the type of vehicle used for deliveries can be controlled by a suitable planning condition eg/ Service Delivery Management Plan (SDMP) then it may be considered reasonable to support this application.

I understand that the applicant is only likely to deliver orders from the property around twice per week. It is therefore considered that the overall increase in vehicle movements at the site is relatively low.

The previously submitted "Delivery / Collection Method Statement" indicates that in the event that the existing gates are closed then delivery vehicles will sit tightly within the access to minimize any obstruction of the highway. If the type of vehicle used for deliveries can be controlled by a suitable planning condition eg/ Service Delivery Management Plan (SDMP) then it may be considered reasonable to support this application.

If the application is to be supported, I would recommend a suitable condition eg/ Service Delivery Management Plan (SDMP), which limits the number of vehicle movements permitted, size of vehicle etc. A draft SDMP could be requested for further consideration. However, this may be considered difficult to enforce.

Parking & Turning Provision

There would appear to be adequate parking and turning provision on site for the existing property, menage / stables and proposed business (assuming delivery vehicle is limited to 6m in length).

If the application is to be supported, I would 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. -----.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD 026R SERVICE DELIVERY MANAGEMENT PLAN

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 / size 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.

Supplementary Notes

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

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

Chief Officer, Environment & Technical