

MEMORANDUM



From: Planning Control Manager

To: Head of Environment and Planning

Our Ref: EP/DC/PP/2018/0572

Your Ref: KH/P/2018/0572

Date: 25th July 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 500 392 Woodlands Farm, Conery Lane, Bronington, Wrexham.

Development: Change of use and extension to existing dutch barn to form log processing business.

I refer to your consultation dated 24/07/2018 in respect of the above.

Access

The proposed development site is located Conery Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph for vehicles along this section given the geometry of the road.

Connery Lane is typically narrow along this section leading to the site from the A495. However, there are a few passing places along this section which allow the simultaneous passage of vehicles.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the road given the narrow carriageway width along this section.

There would appear to be 2 no. existing access points, one serving the main farmhouse to the south and an existing gated field access to the north.

Northerly Access

This access is approximately 5m wide, gated 4.5m behind the adjoining carriageway and unsurfaced. This access currently provides visibility splays in excess of 2.4 x 43m measured to the centerline of the adjoining highway in both directions which is considered adequate.

I assume that it is intended to improve this access to provide access to vehicles in connection with the proposed log processing business. I would recommend that the applicant provides further details on the proposed improvements to this access.

I would recommend that the applicant provides swept path details of the largest HGV (assumed maximum length of 11m / 26T) likely to visit the site entering, maneuvering and exiting the site and the proposed modifications to this access to suit. I assume that the access will need to be at least 5.5m wide with gates setback 15m behind highway boundary (if max length of 11m) with appropriately splayed entrance. I would recommend that such an access is paved with hard bound materials eg/ bitmac for at a minimum distance of 15m behind the adjoining highway.

I would recommend that a revised layout plan is provided indicating the above details including the full extent of the required visibility splays as detailed above.

Southerly Access

I assume that this access will be the main access to serve the farmhouse but some agricultural activities may well still require access. Visibility from this access is adequate providing splays in excess of 2.4 x 43m measured to the centerline of the adjoining highway in both directions. This access is surfaced with loose bound materials.. I assume that this access may need to be used by a tractor / trailer. I would therefore recommend that this access is surfaced with hard bound materials for at least 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary

This access is currently overgrown and would benefit from being wider (currently around 3.6m wide).

There is an existing gated field access on the corner of this access which suffers with inadequate visibility in the southerly direction (approx. 2.4 x 14m measured to centerline of adjoining highway – impeded by hedgerow). Ideally, this access should be closed up in the interest of highway safety.

I would recommend that a revised layout plan is provided indicating the above details.

Any modifications / widening of the existing access points will require s.184 consent.

Parking & Turning Provision

Adequate parking and turning provision will need to be provided within the curtilage of the site for both the farmhouse and the proposed log processing business. **I would recommend that a revised layout plan is provided indicating how HGVs / cars etc. will park and turn off both access points.**

Traffic Generation

Connery Lane is typically narrow along this section leading to the site from the A495 and would not benefit from any significant increase in vehicle movements.

The submitted Design and Access Statement indicates that the overall vehicle movements at the site will be less than that previously experienced by the existing farm. It is stated that the dairy farm had daily milk tanker collections, feed lorries and daily on-site tractor movements.

It is stated that raw timber to the site will normally be by a 26 ton lorry, averaging 6 deliveries per month. The applicant currently delivers bulk bags of logs direct to customers on a small 7.5 ton lorry on Fridays and Saturday mornings only. It is stated that there will be absolutely no on-site sales whatsoever.

I assume that any previous farming activities will cease at the site. However, it is unclear from the submitted information as to whether this is the case. **Could you please ask the applicant to clarify this point and provide typical existing daily vehicle movements experienced at the farm and proposed anticipated daily vehicle movements for the whole site as a comparison.**

I await the requested information.

Supplementary Notes

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

Peter Doonan

PD Planning Control Manager