

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2018/0646 **Your Ref:** PF/P/2018/0646
Date: 15th August 2018

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 392 Bryn Hall Farm, Knolton Bryn, Overton, Wrexham.

Development: Erection of warehouse building.

I refer to your consultation dated 06/08/2018 in respect of the above.

The proposed development site is accessed off the A528 along a narrow, rural, unclassified road 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 (ref: P/2015/0708 & P/2017/0836) I understand 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 are 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 understand that the proposed development / business will operate in a similar manner employing no additional staff with minimal vehicle movements. **However, a Design & Access Statement including this detail does not appear to have been submitted with this application. I assume the applicant will need to submit a suitable Design & Access Statement to confirm the above detail.**

The existing shared access is at least 5m 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. **However, I would recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.**

The existing access serving the site reduces in width to approximately 3.4m 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.

In principle, I have no objections to the proposed development and would recommend any permission includes the following condition:-

CONDITION

ZJ08 043R	ACCESS SURFACE (10 metres) Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.
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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.*

peter doothwaite

PM Planning Control Manager