

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: 20th July 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 02/07/2021 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.

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.

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. **I would recommend that the applicant submits a revised layout plan which indicates the full extent of the proposed splays from this access and any proposed widening and setting back of gates as indicated above.**

Vehicle Movements

The applicant has 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 recommend that any existing / proposed access gates are setback at least 10m behind the adjoining highway.**

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 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. I would recommend that this is achieved by setting the gates back at least 10m behind the highway boundary in the interests of highway safety. This will allow any delivery vehicles greater than 6m in length to sit clear of the adjoining highway.

If a dray wagon delivers to the site, it is indicated that the applicant will act as a banksman directing and signaling any approaching traffic as such a vehicle reverses into the site. I would consider such an arrangement to be unacceptable in the interests of highway safety.

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. However, I would recommend that the applicant provides a suitably scaled layout plan indicating the proposed parking and turning arrangements indicating where and how the proposed delivery vehicles of specified lengths will turn within the site.

Supplementary Notes

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



Chief Officer, Environment & Technical