

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2016/0533 **Your Ref:** SW/P/2016/0533
Date: 2nd March 2017

Town and Country Planning Act 1990

Section 78 Appeal @ Land north of Cross Lanes Roundabout, between Sesswick Way and Bedwell Road, Cross Lanes, Wrexham.

I refer to your consultation / email dated 01/03/2017 in respect of the above.

I am satisfied with my previous response made to this application (copy attached) and wish to inform you that I have no further comments to add.



 Service Manager Environment

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0533 **Your Ref:** PF/P/2016/0533
Date: 16th June 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 373 475 Land North of Cross Lanes Roundabout between Sesswick Way and Bedwell Road, Cross Lanes, Wrexham.

Development: Erection Of Two Broiler Chicken Rearing Buildings (Each Measuring 101.019m X 23.365m) Housing Up To 40,000 Chickens each, to be Served by 4 Feed Bins and a Wood Chip Bin. Erection of Associated Control Rooms, Feed Weighing Rooms and Mess Facilities, Construction of an agricultural storage building and temporary siting of Mobile Living Accommodation in connection with operation of the development.

I refer to your consultation dated 14/06/2016 and block plan in respect of the above.

The proposed development site is located on the A5156 Sesswick Way which is a classified road subject to a 60mph speed limit.

Access

I would anticipate typical speeds of 60mph for vehicles approaching from the north, However, I would estimate typical speeds of 50mph for vehicles approaching from the south given the proximity of the Cross Lanes roundabout.

Based on these speeds, any proposed / existing accesses in this location would normally be required to provide a visibility splay of 2.4 x 215m in the northerly direction and 2.4 x 160m in the southerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18. The provision of such splays is dependent on the regular maintenance of the grass verge.

Could you please ask the applicant to indicate the above splays on a revised layout plan.

The proposed development site appears to be served by a splayed 13.6m wide access which reduces to a gated 3.5m wide access approximately 7.6m behind the adjoining carriageway. The access is surfaced with hard bound materials.

It is unclear from the submitted information as to the maximum size / length of HGV visiting the site. I assume that the largest vehicle visiting the site would be a 16.5m long HGV. Based on such a vehicle, I would recommend the construction of a 7.3m wide access incorporating 15m kerb radii.

Any proposed access would need to be surfaced with hard bound materials (ie/ bituminous macadam) for a minimum distance of 20m behind the adjoining highway with any gates being setback a minimum distance of 20m behind the adjoining highway. Details relating to the gradient of the proposed access will need to be provided.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Could you please ask the applicant to indicate the above detail on a revised layout plan.

The applicant will be required to enter into a Section 278 agreement with the Council in order to construct the proposed access.

Parking & Turning Provision

It is not clear how a large HGV (eg/ 16.5m long) will access / park / turn / exit the site. I would recommend that the applicant provides swept path details indicating how the largest anticipated HGV will carry out the above maneuvers. **Could you please ask the applicant to provide a suitable layout plan indicating the above details.**

In terms of parking provision, I comment as follows:-

I understand that the proposed development equates to a B2 General Industry Class Use (LPGN 16). Based on a gross floor area of 4721m², LPGN 16 would normally require a maximum of 1 parking space per 50m² gfa. This would equate to the maximum requirement of 94 spaces.

The submitted block plan only appears to indicate the provision of 4 no. spaces. I understand that the proposed business will only employ 2 no. staff but will periodically require a specialist team to visit the site for "catching" purposes. **Could you please ask the applicant to indicate how many people are involved with the specialist team and any additional parking proposed for them.**

Although the proposed level of parking provision may well be adequate for the current development, it may not be adequate for any future occupant of the site wishing to utilize the site for B2 Use. Given the theoretical shortfall in parking provision at the site, I would recommend that a condition is included stipulating that any permission shall not be for the benefit of the land but shall operate for the benefit of the chicken rearing business / applicant, whilst they operate and occupy the site.

Traffic Generation

I understand that the commercial traffic associated with the proposed development will generate 201 visits per year. I assume this equates to 402 vehicle movements per year. I understand that these movements typically occur / peak at the end of each flock cycle. However, the suggested movements are relatively insignificant and it is considered that the local highway network can easily accommodate the proposed development.

Footway Provision

There are no existing footways serving the development site. However, the lack of suitable footway provision is not considered to be relevant in this instance given the low number of staff proposed.

I await the requested information.

Supplementary Notes

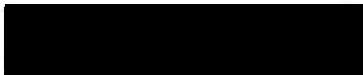
The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Notes to Applicant

- *The proposed access should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s. 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.



66 Service Manager Environment