

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0708	Your Ref:	PF/P/2015/0708
Date:	13 th October 2015		

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: Change of use from general purpose farm, stables and storage buildings to workshop / assembly, packaging and warehousing.

I refer to your consultation dated 05/10/2015 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.

The existing access serving the site reduces in width to approximately 3.4m, has no formal passing places and is surfaced with loose bound materials. In order to facilitate the simultaneous passage of medium sized HGVs, refuse vehicles, cars, I would recommend that the existing access is widened to a minimum width of 5m for at least 15m behind the adjoining highway. I would also recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

The submitted application indicates that 10 no. staff will be employed who I assume will typically arrive and leave by car. I understand that no customers will be required to visit the site as the proposed business is "trade only" and all purchases are packaged and delivered. Deliveries and collection would be on average once per day and would usually take the form of a medium sized van. On occasion it is stated that a lorry may need to be used.

It is unclear from the submitted application as to whether the existing dog breeding business will continue or whether the existing stables will continue to operate. I assume that the stables were for private use only.

I would recommend that the above access improvements are implemented given the likely increase in vehicle movements through the existing access.

Given the nature of the access serving the site, it may be considered appropriate to include a condition which is only for the benefit of the applicant while they occupy the site and not for the benefit of the land. This should reduce the likelihood of any larger HGVs visiting the site should a different business occupy the site.

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 conditions:-

CONDITIONS

ZJ16
038R **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the centreline 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
039R **ACCESS / ESTATE ROAD WIDTH**
The existing access shall be widened to a minimum width of 5 metres for a minimum distance of 15m behind the adjoining highway.

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.

NONSTD
026R **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
E06N No part of the development shall commence until a scheme detailing the
E07N construction of the following has been submitted to and approved in writing by
the Local Planning Authority: ***delete as appt ****

1) *Detailed layout, design, drainage and construction of the improved access.*

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ22
035R **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on approved drawing no. **1012/15/02 Rev A** shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD The permission shall not be for the benefit of the land but shall operate for the
026R benefit of Portek Limited, whilst they operate and occupy the site.

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.*

Pete Downhwaite

PP Service Manager Environment