MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1340	**Your Ref:**	P/2024/1340
Date:	12/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILADAU FFERM YN SWYDDFEYDD / CHANGE OF USE OF FARM BUILDINGS TO OFFICES

LOCATION: CHETWYND GROVE, BANGOR ROAD, CROSS LANES, WREXHAM, LL13 0TF

I refer to your consultation / email dated 26/11/2024 including further information from the architect in respect of the above.

General

The existing site is currently and partly used by Ningbo Walking Floors as overflow office space to support their business operations. The main business operations are located nearby in the Maelor Works industrial park, 1.6 miles away, but due to a recent expansion, additional office space was required for administration staff.

The barns had a previous planning permission granted in 2018 for the 'conversion of disused farm buildings into two residential units together with access and parking arrangements' (P/2017/0871). However, due to the commercial circumstances in Maelor Works, part of the barn at Chetwynd Grove was converted into office space for 6 members of staff shortly after the planning permission was granted

Prior to the planning permission granted in 2018, the barn was used for agricultural purposes. Currently, only part of the building (which this application relates to) is office space and the other half remains as agricultural stables. The applicant has advised that the barn(s) were partly converted and occupied for their consented use (Residential) for a 12 month period following permission being granted. However they are unable to evident this as part of this submission. The barns are now being used for commercial use to support with business operations.

Access

The proposed development site is located on the A525 Bangor Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

It is understood that Chetwynd Grove (main house) itself is served off an access at the eastern end of the site frontage. It is understood that the proposed agricultural building will be accessed of the westerly access.

The existing westerly access currently suffers with inadequate visibility providing splays of approximately 2.4 x 44m in the easterly direction and 2.4 x 22m in the westerly direction measured to the nearside edge of the adjoining. Visibility is currently impeded by the existing trees / hedgerow either side of the access.

Given the sub-standard nature of the access, the Local Highway Authority (LHA) would be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this access.

The existing westerly access is approximately 10m wide reducing to 5m in width at 9.2m behind the edge of carriageway. The access is gated at this point. The access is surfaced with hard bound materials.

Previous planning consent at the site (ref: P/2017/0871 – Conversion of disused farm buildings into 2 residential units together with access and parking arrangements) required a number of improvements to the westerly access as follows:-

- Provision of 2.4 x 120m splays in both directions measured to the nearside edge from the westerly access.

- No dwelling on the site being occupied until the access onto the A525, passing places and turning areas have been laid out, surfaced and drained in accordance with Drg. No. JPP.18.01. to include the new position of the access gate and the provision of an Aco drain or similar. The access shall be surfaced using hard bound material for the first 10m behind the highway boundary.

- No gate or fence shall be erected across the access within 15 metres of the highway boundary.

Having recently visited the site, it was observed that a number of the above conditions have not been delivered. It was not possible to view the site access beyond the gates at the western access so could not confirm whether any passing places have been constructed as previously proposed.

The applicant has confirmed that the original planning approval (P/2017/0871) was enacted but has since been used for office use. **If the application is supported, the LHA recommend the previous access related conditions are included for this development.**

Parking & Turning Provision

Adequate parking & turning provision must be provided within the site curtilage.

Based on a gross floor area of 126.3m^2, LPGN 16 (Class B1 Use) would require a maximum of 4 car spaces for the proposed offices. The submitted block plan (Drg. No. PL-002) indicates the provision of 5 spaces with adequate turning space. However, LPGN 16 would require at least 10% of these spaces to be provided to mobility standard (detail not shown). The submitted Planning Statement indicates that the offices are used by 6 staff members, **the LHA would suggest that the applicant indicates the provision of 6 parking spaces on a revised layout plan.** There would appear to be ample space to accommodate the additional space.

The LHA request this detail is indicated on a revised layout plan indicating all spaces to be laid out to LPGN 16 dimensional requirements.

Traffic Generation

The submitted Planning Statement indicates that the offices are used by 6 staff members. Assuming all staff arrive by car, go out for lunch each day but are typically office based and do not leave the site for work related purposes during the day, then they could potentially generate up to 24 movements per day which is considered significant. If work related trips are made during the day then daily vehicle movements could be greater. However, the applicant has not indicated what level of daily vehicle movements are generated at the site by these offices. **The LHA recommend this information is provided.**

The LHA consider the proposed development to have the potential to generate a significant additional number of vehicle movements.

Conclusion

In conclusion, the LHA request further details as follows:-

- Parking Provision
  The submitted Planning Statement indicates that the offices are used by 6 staff members, **the LHA would suggest that the applicant indicates the provision of 6 parking spaces on a revised layout plan.** There would appear to be ample space to accommodate the additional space.

  The LHA request this detail is indicated on a revised layout plan indicating all spaces to be laid out to LPGN 16 dimensional requirements.

- Traffic Generation
  Details of typical daily vehicle movements generated at the site by these offices.

Supplementary Notes

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

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*

4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



On behalf of Chief Officer, Environment & Technical