

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Rhian Chitty
Our Ref:	ET/DC/P/2023/0547	Your Ref:	P/2023/0547
Date:	31/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEID YSGUBOR I FREU SWYDDFEYDD / CONVERSION OF BARN TO CREATE OFFICES.

BARN AT BUCK ROAD COMMONWOOD HOLT WREXHAM

Grid Ref: E 337820.97 N 353486.14

I refer to your consultation / email dated 19/10/2023 in respect of the above.

Access

The proposed development site is located on Buck Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 50mph given the geometry of the road along this section.

Assuming speeds of 50mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing shared access serving the development site is inadequate in both directions. Based on a site visit on 30/10/2023, visibility splays of approximately 2.4 x 70m to the north and 2.4 x 16m to the south measured to the nearside edge of the adjoining highway are currently provided from the access. Visibility is impeded in both directions by the existing hedgerows either side of the access (and potentially 3rd party land beyond).

The access is approximately 10m wide and surfaced with loose bound materials. The access is gated at approximately 3.4m behind the edge of carriageway but these do not appear to be in use.

I would normally recommend an access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates erected within a minimum distance of 10m behind the adjoining highway (greater if larger HGVs visit the site).

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the access to intercept any such run-off where the access slopes towards the highway.

Proposed Access Improvements

The submitted layout plan (Drg. No. B165/003 Rev C) indicates the re-location of the existing access to a more northerly position in order to maximize visibility from the proposed access. The proposed improved visibility splays indicated on the plan are 2.4 x 69m in the northerly direction and 2.4 x 72m in the southerly direction. However, this is still significantly lower than the required splays based on assumed speeds of 50mph.

If supported, the existing access would need to be permanently closed up with full height kerbing, additional gullies installed where required and reinstatement to grass verge.

The proposed access position would be directly opposite the access serving the Bowland Tractors Business which is far from ideal and would not be supported. **I would normally recommend that such an access is staggered by a minimum distance of 25m to avoid conflicting vehicle movements.**

Swept Path Details

The application references the proposed business use as "self storage / caravan store". No swept path details have been provided of a caravan plus car simultaneously entering / exiting the proposed access. This information should be provided.

I assume proposed use of the main building (approximately 910m² gfa) is also for storage. **I would recommend the applicant confirms the use of this building and the maximum size / length of vehicle that will visit the site and provided appropriate swept path details of such a vehicle entering / exiting the proposed access and turning within the site.**

Traffic Generation

There would appear be to an existing dwelling plus existing business units served off this access. Could you please provide clarification as to what planning consent these existing businesses have (along with permitted LPGN 16 Class Uses) including buildings to be replaced as part of the application. Details of which businesses will remain should be provided if the application is supported.

Could you please ask the applicant to provide existing daily traffic movements from the existing businesses / buildings and what is the maximum size / length of vehicle likely to visit the existing / proposed businesses.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access. If supported, any proposed development may typically have to be limited to the same or less movements as was previously generated under any past consent / use at the site.

Parking & Turning Provision

The Design & Access Statement indicates that the proposed site will be used as a "self storage / caravan store".

The submitted layout plan (Drg. No. B165/003 Rev C) indicates 2 large storage units along with 21 steel storage units and 5 no. parking spaces. I understand that the proposed storage units (Class B8 Use) will comprise a gross floor area of 910m². This would normally require a maximum of 9 spaces in accordance with LPGN 16. Can you please the applicant to clarify which of the proposed

parking spaces are for caravans and how many will be stored inside the proposed buildings or will this be a workshop.

The submitted layout plan (Drg. No. B165/003) also indicates 3 offices plus meeting room within a building to the south of the proposed storage facility along with 10 parking spaces. I previously requested the applicant clarified if the offices are new / proposed and associated with the storage business (along with proposed LPGN 16 Class Use and gross floor areas). The submitted application form now only refers to Class B1 Use (250m2 gfa) which I assume is the office building, yet this lies outside of the red application boundary. The storage building itself sits within the red application boundary line but is not detailed in the submitted application form. **This needs clarification.**

I would recommend the applicant addresses the issues raised above.

Supplementary Notes

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



Chief Officer, Environment & Technical

