

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0547 Res(5)	Your Ref:	P/2023/0547
Date:	28/11/2024		

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 email / consultation dated 07/11/2024 including revised plans (Drg. no.B164/004 Rev F & Drg. No. 8346/01 Rev B) 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, the Local Highway Authority (LHA) 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.

The LHA 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 revised layout plan (Drg. No. B164/004 Rev F) indicates the following improvements:-

- Improved visibility splay of 2.4 x 86m to the north measured to the nearside edge.
- Access width of at least 7.3m with 8m kerb radius on northern side of access and 6m on southern side
- Access surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary.
- An Aco drain to intercept any private surface water run-off.

Traffic Generation

There would appear be to an existing dwelling plus existing business units served off this access.

The applicant / agent has provided further information on existing / proposed vehicle movements at the site as follows:-

FORMER USE OF THE SITE.

The larger building on site and wider site was used as a mechanical engineer who fixed large machinery such as farm implements etc, this use was in place for approximately 18 years.

Due to the nature this use at its height it is though the movements to and from the site would equate to 40 + movements a day.

Vehicles such as tractors, HGV's and cars/vans with trailers use the access.

USE OF ACCESS.

Residential dwelling which will have used the access during the former use of the site is still using the access point, this usage is unaltered.

Following our clients acquisition of the site elements of the site have continued to be used as an engineering business B1 to the left of the brick barn and would amount to around 5 traffic movements per day.

MOVEMENTS TO AND FROM THE SITE.

There are approximately 35 movements too and from the site which are surplus to the former use of the existing access point.

The Vacant Barn which is proposed as being converted to small offices will generate around 16 movements a day (P/2023/0547) this proposal is not associated with application P/2023/0548.

Due to the nature of the proposal for a storage facility (P/2023/0547) this change of use application would create movements, id imagine this would amount to a maximum of 20 per day as the site Will be accessed on occasion to collect a caravan or items from one of the storage containers proposed at the site.

Vehicles accessing the site are likely to be similar to the former use of the site, with the exception of tractors.

IMPROVMENTS TO THE PROPOSED ACCEESS.

Based on the above information I trust the improvements proposed to the visibility splays by relocating the access are seen as a betterment to the current situation and could be supported by the highway's authority.

It may be that the existing access remains in its current position with a minor increase to traffic movements form the existing uses of the site to ensure there is a staggered approach to the access point opposite as discussed yesterday, or potentially the existing access point is moved slightly to improve visibility from the current access.

If supported, the LHA recommend any proposed development is limited to the same or less movements as was previously generated under any past consent / class use at the site.

Based on the suggested previous vehicle movements at the site then it may be considered reasonable to accept the proposed development providing it is limited to the proposed class uses which are unlikely to result in any significant increase in vehicle movements through this sub-standard access.

Providing the proposed offices are restricted to Class B1 use and the proposed storage business Class B8 use is restricted to self-storage / caravan store (with no workshop type facility) then it may be considered acceptable to support such a development in conjunction with the above access improvements.

Swept Paths (Drg. No. 8346/01 Rev B)

The submitted plan indicates the swept path movements of a car and caravan accessing the site and is considered acceptable. These swept paths were requested to cater for the adjoining application site (ref:P/2023/0548) for a storage facility.

The applicant has offered to improve the access which would benefit both the proposed development site and the adjoining development site (ref:P/2023/0548).

Parking & Turning Provision

The submitted layout plan (Drg. No. B164/004 Rev F) indicates 3 offices plus meeting room within a building to the south of the proposed storage facility along with 10 parking spaces. LPGN 16 class B1 Use requires a maximum of 1 car space per 30m² gfa. Based on a gross floor area of 250m² , LPGN 16 would normally require a maximum of 8 spaces. The revised layout plan indicates the provision of 10 spaces including an EV charging point / space which is considered acceptable. However, LPGN 16 requires a minimum 10% of all car spaces to be provided to ' mobility standard'

which has not been indicated on the revised layout plan.. **The LHA recommend that the applicant indicates this detail on a revised layout pan.**

Cycle Parking / Storage

The proposed development will need to provide adequate cycle parking / storage in accordance with LPGN 16 requirements. The revised layout plan does not indicate any cycle parking / storage facilities. **The LHA recommends details of the proposed cycle parking / storage provision at the site are provided.**

Waste / Recycling

The LHA assume the development site will be serviced by a private waste contractor.

Conclusion

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

- LPGN 16 requires a minimum 10% of all car spaces to be provided to ' mobility standard' which has not been indicated on the revised layout plan. **The LHA recommend that the applicant indicates this detail on a revised layout pan.**
- The proposed development will need to provide adequate cycle parking / storage in accordance with LPGN 16 requirements. The revised layout plan does not indicate any cycle parking / storage facilities. **The LHA recommends details of the proposed cycle parking / storage provision at the site are provided.**

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position and to close up / reinstate verge at existing access. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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 asked 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 from 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.

A handwritten signature in black ink on a yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted style.

On behalf of Chief Officer, Environment & Technical