

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2024/0293 (Res 2)	Your Ref:	P/2024/0293
Date:	11/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD AMAETHYDDOL I DDEFNYDD CYMYSG MASNACHOL DOSBARTH B1/B2 A GWAITH CYSYLLTIEDIG / CHANGE OF USE OF AGRICULTURAL BUILDING TO COMMERCIAL MIXED USE CLASS B1/B8 AND ASSOCIATED WORKS

STRYT YR HWCH FARM SONTLEY WREXHAM Grid Ref: E 333732 N 346836

I refer to your consultation dated 12/08/2024 in respect of the above. It is the LHA's understanding that the proposals are for a change of use of agricultural building to commercial mixed use class B1/B8 and associated works. But the application form only seems to detail B1 floorspace, the LHA requires clarification over the proposed uses to ensure a robust assessment of the associated trips and parking requirements are undertaken. The applicant has confirmed the floorspace as being 1334 sq m, and the current use is cattle housing and proposes to change the use for B1 / B8 commercial storage. These uses are exceptionally different, and have very different levels of traffic and size of vehicles associated with them, further clarification is required in relation to the proposed use to ensure the appropriate considerations and issues are addressed.

Access

The proposed development site is located on Marchwiell Hall Road which is a rural, classified road subject to a 60mph speed limit. However, the LHA would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

There are two existing access points ie/ north and south. It is my understanding that the northerly access is typically used for access to the main farmhouse. It was previously understood that the previously approved caravan storage facility would utilise the southern access and that it was approved for the previously approved application to use this access as part of P/2022/0400.

The southerly access is approximately 25m wide reducing to 5.5m at around 10m behind the adjoining highway. The access is gated at approximately 22m behind the edge of carriageway.

Visibility from the access appears adequate providing splays in excess of 2.4 x 43m in both directions measured to the centreline of the adjoining highway. Visibility is reliant on the regular maintenance of the verges either side of the access.

The dimensions of the access would be considered adequate to serve the proposed development. The LHA would normally recommend that an access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway and that no gates shall be erected within 10m of the highway boundary (ideally no gates erected). The submitted drawings state that they intend to comply with this requirement.

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

Traffic Generation

There are a number of possible routes leading to / from the development site. Although the lanes leading to the site are typically rural and sometimes narrow, there are some passing places along these routes. These lanes are currently used by HGVs, milk tankers, agricultural delivery vehicles, tractors and trailers serving the existing farms.

The additional movements likely to be generated by the previously approved caravan storage facility were likely to be staggered and not have any significant impact on the local highway network. However, the proposed commercial units may have the potential to generate significantly more vehicle movements dependent on the nature of the individual businesses, staff numbers, deliveries and potential customer numbers. The proposals indicate there will be 8 different units in addition to the existing uses and approved uses on the site.

Previously, inadequate information has been submitted in relation to the existing trips and vehicles accessing the site and what could result from the proposals and therefore further clarification was requested in order for a full assessment of the implications of the proposals to be undertaken. A Transport statement has subsequently been submitted which details some movements to the site, stating that for the existing trips weekly are approximately (the LHA has calculated these from the ad hoc list provided):

HGV 6 (12 two-way)
VAN 1 (2 two-way)
Car 37 (74 two-way)

A total of 88 two-way trips weekly.

The applicant states that the proposed traffic movements for a single site operator will be 128 2-way trips and for a development of multiple businesses there would be 272 2-way trips, both of these figures are without the trips quoted relating to the remaining dairy use at the site.

Therefore despite the applicant stating the proposals would constitute a reduction in trips, the evidence submitted indicates there would be an increase in trips for both single site operator and multiple operators.

The LHA is concerned that there are number of different uses across the site and there seems to be a piecemeal approach being applied, the LHA needs a full understanding within the submission of all the cumulative uses on the site. Any resulting intensification of the site may require works to the public highway including the provision of passing places.

Car Parking, Cycle Parking & Turning Provision

Adequate car and cycle parking and turning provision would be required within the curtilage of the site in accordance with LPGN 16 requirements. The specific floor areas proposed within both Class B1 & Class B8 uses would need to be provided to assess the adequacy of any proposed parking

provision. Adequate turning facilities would be required to suit the maximum size of vehicle likely to visit the site. Further information is required to ensure the proposals meet the Councils standards.

Sustainability

Given the relatively remote nature of the site where there is typically no dedicated safe walking / cycling routes or street lighting to promote more sustainable modes of travel along with the potential for more frequent vehicle movements and larger HGVs, it may be difficult to support such a development in this location.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:

- Clarification over the proposed floorspaces to be assigned to the proposed B1 and B8 uses.
- Further detail in relation to cycle parking to accord with the minimum cycle parking standards set out in LPGN 16. There should be the provision of long stay secure cycle parking for staff and short stay parking for visitors.
- An updated site layout plan that indicates the parking dedicated to each proposed unit
- Further clarification is required over the use of the site, the parking standards differ substantially for B1 and B8 use.
- Clarification over the proposed construction works and consideration of the need for a construction management plan

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.



on behalf of Chief Officer, Environment & Technical