

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0547 Res(4)	Your Ref:	P/2023/0547
Date:	10/04/2024		

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 02/04/2024 including revised plans (Drg. no.B164/004 Rev E & 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, 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 revised layout plan (Drg. No. B164/004 Rev E) 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, I would 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 C) 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 proposed parking provision is considered acceptable.

Active Travel

I have emailed our Active Travel Section in respect of any specific requirements for the proposed development (eg/ cycle parking / shelters) that may be required under the Active Travel Act Guidance. **I will forward any comments when they are received.**

I would therefore recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ17 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 86 metres to the north and 2.4 metres x 16 metres to the south west measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ39 VERGE CROSSING

026R Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

ZJ08 ACCESS SURFACE (10 metres)

043R 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.

ZJ09A NO GATES WITHIN 10 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

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.

A handwritten signature in black ink on a yellow rectangular background. The signature appears to read 'P. Palmer' in a cursive style.

Chief Officer, Environment & Technical