

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0400 **Your Ref:** SEH/P/2022/0400
Date: 10th October 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 468 Stryt Yr Hwch Farm, Sontley, Wrexham.

Development: Change of use of land and building to Class B1 and B8 Commercial and Associated Works.

I refer to your consultation / email dated 06/10/2022 in respect of the above.

Access

The proposed development site is located on Marchwiel Hall Road which is a rural, classified road subject to a 60mph speed limit. However, I 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 2 existing access points ie/ north and south. I understand that the northerly access is typically used for access to the main farmhouse. I understand that the previously proposed caravan storage facility has not been implemented and will be replaced with the current proposal utilizing the southern access for the proposed B1 / B8 commercial units (approx. total 678m² gfa).

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

Surfacing the access with hard bound materials was a condition of previous planning consent ref: P/2019/0645 (not yet carried out).

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. However, I 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. No gates shall be erected within 10m of the highway boundary (ideally no gates erected).

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. This was a condition of previous planning consent ref: P/2019/0645 (not yet carried out).

Traffic Generation

I understand that although the proposed buildings were previously used for dairy farming purposes, an element of agricultural activity will still continue at the farm.

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 adequate passing places along these routes. These lanes are currently used by HGVs, milk tankers, agricultural delivery vehicles, tractors and trailers serving the existing farms.

In theory, the proposed commercial units may be considered to have the potential to generate significantly more vehicle movements compared with the approved caravan storage facility dependent on the nature of the individual businesses, staff numbers, deliveries and potential customer numbers. It is difficult to assess any potential impact on the local highway network without knowing the likely commercial uses and anticipated daily vehicle movements.

However, the submitted Design & Access Statement appears to suggest that there will be only 4 no. small start-up units with ancillary storage for small rural businesses. On the basis of the proposed use, it may be considered that such rural businesses will not result in any detrimental impact on the local highway network. **I understand that the proposed use can be conditioned / restricted in this way.**

Parking & Turning Provision

Adequate parking and turning provision will be required within the curtilage of the site in accordance with LPGN 16 requirements. Assuming Class B1 Use, a gross floor area of 678m² would normally require a maximum of 23 parking spaces. The revised layout plan (Drg.No. RJC-MZ426-10) indicates the provision of 12 spaces which in this instance is considered acceptable. There would appear to be sufficient space at the site to provide additional parking should the need arise.

Adequate turning facilities would be required to suit the maximum size of vehicle likely to visit the site. I assume that only medium sized delivery vehicles / vans will be associated with the proposed use. There would appear to be sufficient space at the site to provide appropriate turning.

Sustainability

Given the relatively remote nature of the site where there is typically no safe walking / cycling routes or street lighting to promote more sustainable modes of travel along with the potential for an increase in vehicle movements, the proposed development may be considered to be in an unsustainable location.

However, if the application is supported, I would recommend that any permission includes 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. -----.

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE) – SOUTHERLY ACCESS

038R

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43m in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

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.



Chief Officer Environment & Technical