

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2022/1051 Res(2)	Your Ref:	P/2022/1051
Date:	13/02/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID ADEILAD AMAETHYDDOL I DDOSBARTH B1 (SWYDDFA) / CONVERSION OF AGRICULTURAL BUILDING TO CLASS B1 (OFFICE)

BARN AT CINDERS FARM CINDERS LANE RUABON WREXHAM **Grid Ref: E 332479.17 N 343735.59**

I refer to your consultation / email 07/02/2023 in respect of the above.

Access (off A539 Overton Road)

The proposed development site is located on Cinders Lane (Classified Road) off the A539 Overton Road (Classified). The main route to the site is via the A539 / Overton Road / Cinders Lane junction.

The A539 Overton Road is a rural, classified road subject to a 50mph speed limit. A recently conducted speed survey along this section determined 85th percentile speeds of 53.3mph for vehicles travelling eastbound and 44.3mph for vehicles travelling westbound.

Based on these determined speeds, any proposed access / junction in this location would normally be required to provide visibility splays of 2.4 x 162m in the westerly direction and 2.4 x 121m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing junction onto the A539 was previously inadequate in both directions. Visibility in the westerly direction was approximately 2.4 x 120m measured to the nearside edge of the adjoining highway. Visibility was impeded by the existing hedgerow. Visibility in the easterly direction was inadequate providing a splay of approximately 2.4 x 30m measured to the nearside edge of the adjoining highway. Visibility was impeded by the existing hedgerow along this section.

However, planning consent (planning ref: P/2018/0577) was previously granted for a chicken rearing facility along Cinders Lane which required improvements to the existing Overton Road / Cinders Lane junction along with improved visibility splays. These improvements have benefitted all users of Cinders Lane.

Access (via Cinders Lane)

Cinders Lane is typically narrow being less than 4.1m wide for the majority of its length up to the development site. The proposed access to the development site is located approximately 500m away from the junction with the A539. The narrow nature of the lane did not previously allow for the simultaneous passage of 2 vehicles. However, planning consent (planning ref: P/2018/0577) has previously been granted for a chicken rearing facility along Cinders Lane which required improvements to Cinders Lane in the form of 2 new passing places. These improvements have benefitted all users of Cinders Lane.

Cinders Lane is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph along the section fronting the development site given the geometry of the road. Based on such speeds, any proposed access would normally require splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway (carriageway widths approx.. 4.1 – 4.3m along the section fronting the site).

Visibility from the existing access serving the site is inadequate providing splays of approximately 2.4 x 25m to the south and 2.4 x 21m to the north measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements through this sub-standard access. However, the applicant has provided a revised layout plan (Drg. No. W191/005 Rev B) indicating improved splays from the proposed access of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable.

The proposed access is approximately 5.8m wide and is surfaced with loose bound materials. If the application is to be supported, I would recommend the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. An Aco drain or similar would be required to intercept any private surface water run-off. The above detail has been indicated on the revised layout plan.

Traffic Generation

The existing access appears to serve existing agricultural buildings / activities. However, no details of the existing / proposed daily vehicle movements at the site have been provided. The Design & Access Statement indicates 3 no. staff relocating to the site. I understand that it is the applicant's intention to use the building as an office for himself and his two colleagues to carry out general farming-based paperwork/documentation, they do not intend on having visitors into the offices. This would have the potential to generate around 12 movements per day.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the development site. There would appear to be adequate space to provide adequate parking and turning provision for both cars and agricultural vehicles within the curtilage of the site.

I assume that the proposed offices (166m² gfa) will come under LPGN 16 Class B1 Use which requires a maximum of 1 car space per 30m² gfa. This equates to the maximum requirement of 6 spaces. The revised layout plan indicates the provision of 6 spaces with adequate turning space which is considered acceptable.

I therefore have no objections to the proposed development and recommend 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. @@@

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the near side 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 near side 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