

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/1102 **Your Ref:** SJG/P/2021/1102
Date: 17th May 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 406 496 Old Farm, Bowling Bank, Wrexham.

Development: Change of use of building from agricultural to arboricultural use linked to old farm house and all associated works (in retrospect).

I refer to your consultation / email dated 13/05/2022 in respect of the above.

The proposed development site is located on a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Existing Northerly Access (serving existing dwelling & outbuildings)

Visibility from the existing main access serving the development site is adequate in both directions providing splays in excess of 2.4 x 33m measured to the centerline of the adjoining highway.

The existing / proposed access is currently 6.7m wide, hard paved with gates setback approximately 3.4m behind the adjoining carriageway. I would normally recommend that any gates are setback a minimum distance of 10m for agricultural use or medium sized vans are being used. I understand that articulated HGVs are now visiting the site in which case. I would recommend that no gates are erected.

I understand that other potential businesses are being operated from the site eg/ micro-brewery, car workshop. The previously submitted "Justification Statement" included a plan indicating the existing buildings and current uses at the site. However, the use of the buildings shown at the rear of the site did not appear to be annotated on the plan. There was no mention of the car workshop.

The latest layout plan (Drg. No. RJC-MZ712-07) received on 13/05/22 indicates the following:-

- Existing northerly access serving existing dwelling / commercial uses
- Existing southerly access serving some element of agricultural use
- Building behind overflow car park (not in use)
- An overflow car park (5 spaces)
- Car park for arboricultural business (9 spaces)
- Car park for Micro-brewery business (5 spaces)
- Car park for Micro-brewery business (no spaces defined)

I understand that the Planning Department are taking enforcement action in respect of all non-agricultural operations at the site. Assuming that such operations will cease, then this would only appear to leave the arboricultural business requiring planning consent. In this instance, I would request further details on the following:-

- Summary of previous agricultural activity related daily vehicle movements (when operating as a dairy & young-stock enterprise)
- Summary of current / ongoing agricultural activity related daily vehicle movements
- Summary of current Arboricultural Business related daily vehicle movements

I understand that an application is to be submitted shortly for the micro-brewery business. I would therefore recommend that further details are provided in respect of daily vehicle movements generated by this business.

Existing Southerly Access (serving existing agricultural use)

Visibility from the southerly access serving the development site is adequate in both directions providing splays in excess of 2.4 x 33m measured to the centerline of the adjoining highway.

This access is approximately 7.2m wide and is gated at around 15m behind the adjoining carriageway. The access is surfaced with loose bound materials. If this access is to remain in use, then it would benefit from being surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. Any gates should be setback a minimum distance equal to the maximum length of vehicle likely to visit the site (or preferably no gates).

Traffic Generation

The previously submitted information referred to previous movements by articulated HGVs visiting the site. I assume that the route taken to / from the site by these vehicles would typically have been from the north along Bryn Villa Road past St Pauls Church. This route is far from ideal with Bryn Villa Road being typically less than 4.1m which does not accommodate the simultaneous passage of 2 cars for example. If the overall increase in vehicle movements generated by the proposed development is considered to be significant compared with the previous agricultural use, then it would seem reasonable to request improvements (traffic generation information requested). If the application is to be supported, it may be considered appropriate to include a condition requiring the construction of a number of passing places along this section of Bryn Villa Road between St Pauls

Church and the site itself. The construction of such passing places would require the applicant to enter into a s.278 agreement with the Council.

Parking and Turning Provision

The proposed development will need to provide adequate parking and turning provision within the curtilage of the site in accordance with LPGN 16 requirements for both existing and proposed businesses / activities. The 2 no. buildings indicated on the submitted plans relating to the arboricultural use appear to comprise a total gross floor area of 519m². The proposed 14 no. spaces for this business would appear to be adequate.

I understand that articulated HGVs are still visiting the site. Could you please ask the applicant to provide a suitably scaled layout plan indicating / annotating the proposed parking & turning arrangements for the overall site / each business.

I await the requested information.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. H. M.', written in a cursive style.

Chief Officer, Environment & Technical