

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0425 **Your Ref:** SEH/P/2022/0425
Date: 16th May 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 400 492 Jessamine House, Bowling Bank, Wrexham.

Development: Change of use of part garden to Farm Shop and Café and Stationing Unit

I refer to your consultation / email dated 09/05/2022 in respect of the above.

Access

The proposed development site is located on the B5130 Holt Road which is a classified, rural road subject to a 40mph speed limit.

Based on speeds of 40mph, any proposed / existing access would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Any proposed / existing access would also normally be required to provide adequate forward visibility for vehicles approaching from the south to any vehicles, cycles or pedestrians accessing / exiting the existing access points serving the development site. A stopping sight distance (SSD) of 120m would normally be required.

I understand that the proposed café / farm shop / stationing unit only intends to provide a service to either pedestrians / walkers, runners or cyclists and does not intend to provide any vehicular access for customers visiting the site.

It is not clear from the submitted information as to the specific class use of each element of the business eg/ class A1, A3 and the specific floor areas allocated to each element. I would recommend that this detail is provided in order to provide a parking assessment in accordance with LPGN 16 requirements. It would seem difficult to prevent vehicles parking on the adjoining highway should potential customers who may arrive by car choose to purchase drinks / farm produce from the site. This has the potential to result in indiscriminate parking along this section of the B5130 and would not be supported on highway safety grounds.

Existing Access fronting property

This access is approximately 3.5m wide and gated 900mm behind the adjoining carriageway. The access / driveway is surfaced with loose bound materials ie/ gravel.

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 2m in both directions measured to the nearside edge. Visibility is impeded by the existing hedgerow in the northerly direction and by the existing pillar(s), railings and hedgerow in the southerly direction. However, it would appear that this access is no longer used for vehicular traffic as it will be occupied by tables / chairs for the proposed business.

Forward visibility for vehicles approaching from the south to this access is substandard due to the geometry of the road.

I would not wish to support any proposed development that has the potential to increase vehicle movements utilizing this sub-standard access.

Pedestrian Access fronting property

I understand that this access is intended for access by walkers, runners and cyclists.

The existing short section of footway fronting the property is only approximately 900mm wide and has limited capacity to accommodate any significant number of pedestrians / cyclists accessing the property.

Inter-visibility between pedestrians / cyclists using this access and vehicles travelling on the adjoining highway is poor. Any potential accumulation of pedestrians/ cyclists in this location would increase the likelihood of danger to road users and would not be supported.

Existing Access at northern edge of property

This access is approximately 5.8m wide reducing to 3m wide at 6.3m behind the adjoining carriageway. The access is gated at this point. The access / driveway is surfaced with loose bound materials ie/ gravel.

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 11m in both directions measured to the nearside edge. Visibility is impeded by the existing hedgerow in both directions. The applicant appears to already sell farm produce eg/ jam, chutney, eggs at this access.

Forward visibility for vehicles approaching from the south to this access appears substandard.

I would not wish to support any proposed development that has the potential to increase vehicle movements utilizing this sub-standard access.

The proposed development site is located in close proximity to the junction of the B5130 / unclassified road (leading to Bowling Bank Farm). Any potential accumulation of pedestrians/ cyclists along with potential customers parking on the B5130 in this location would increase the likelihood of danger to road users and would not be supported.

Parking and Turning Provision

I understand that the proposed café / farm shop / stationing unit only intends to provide a service to either pedestrians / walkers, runners or cyclists and does not intend to provide any vehicular access for customers visiting the site.

It is not clear from the submitted information as to the specific class use of each element of the business eg/ class A1, A3 and the specific floor areas allocated to each element. **I would normally recommend that this detail is provided in order to provide a parking assessment in accordance with LPGN 16 requirements.** It would seem difficult to prevent vehicles parking on the adjoining highway should potential customers arriving by car chose to purchase drinks / farm produce from the site. This has the potential to result in indiscriminate parking along this section of the B5130 and would not be supported on highway safety grounds.

Sustainability

The development site is located in a relatively remote location on a rural, classified road along which there is limited footway or lighting provision. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for those visiting the site to walk safely to / from the site. The proposed development may not be considered to meet the requirements of policies detailed in TAN 18. These policies require such developments to provide safe walking and cycling routes.

Given the issues raised, it would be difficult to support the proposed development on highway safety grounds.

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. A.', written in a cursive style.

Chief Officer, Environment & Technical