

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: 4th May 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 28/04/2022 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 assume that the existing caravan storage facility utilizes the southern access and it is also intended to only utilize the southerly access for the proposed B1 / B8 commercial units (approx. total 678m² gfa). I would request confirmation of this detail.

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

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.

The additional movements likely to be generated by the previously approved caravan storage facility are likely to be staggered and not have any significant impact on the local highway network. However, the proposed commercial units may have the potential to generate significantly more vehicle movements 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. This information has not been provided.

Parking & Turning Provision

Adequate parking and turning provision would be required within the curtilage of the site in accordance with LPGN 16 requirements. The specific floor areas proposed within both Class B1 & Class B8 uses would need to be provided to assess the adequacy of any proposed parking provision. Adequate turning facilities would be required to suit the maximum size of vehicle likely to visit the site. This information has not been provided.

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 more frequent vehicle movements and larger HGVs, it may be difficult to support such a development in this location.

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. [unclear]', written in a cursive style.

Chief Officer Environment & Technical