

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0550 **Your Ref:** SJG/P/2022/0550
Date: 22nd June 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 agriculture to commercial B1/B8 (Micro-Brewery) and all associated works (in retrospect).

I refer to your consultation / email dated 17/06/2022 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/ arboricultural business, car workshop.

The latest layout plans (Drg. No. RJC-MZ712-08 & RJC-MZ712-09) indicate 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)
- Micro-brewery Car Park (no spaces defined)

The location marked as Micro-brewery Car Park would appear to be an existing building. This point needs clarification.

I understand that the Planning Department are taking enforcement action in respect of all non-agricultural operations at the site.

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 submitted Justification Statement refers to previous movements to and from the site 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.

The Justification Statement refers to Old Farm previously operating as a dairy and young-stock enterprise with traffic movements relating to farming activities being of high volume. However, the information provided suggests that vehicle movements were relatively low when broken down into daily vehicle movements. Staff movements are described as daily but do not define how many staff or the total number of daily trips made. **Clarification is required on these figures.**

The current vehicle movements generated by the micro-brewery business refer to 7am – staff arrive 3no. and 5pm staff leave 5 no. Clarification is required on these figures given that the application form refers to 3 no. staff being employed.

In addition to clarifying the above points, I would request details of the current / ongoing agricultural activity related daily vehicle movements.

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 the existing agricultural use and proposed micro-brewery business. I understand that the proposed business is a combined Class B1 / B8 use. **Although the overall gross floor area of the building is 314m², details of the floor areas allocated to each use have not been provided.** However, if only 3 staff are employed for the proposed micro-brewery business then the proposed level of parking provision would appear adequate.

I understand that articulated HGVs are still visiting the site. I previously requested that the applicant provides a suitably scaled layout plan indicating / annotating the proposed parking & turning arrangements for the overall site / each business. **No details indicating how larger HGVs turn within the site appear to have been provided.**

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. K.', written in a cursive style.

Chief Officer, Environment & Technical