

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: 13th December 2021

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 08/12/2021 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 submitted "Justification Statement" includes 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 do not appear to be annotated on the plan. There is also no mention of the car workshop. **Could you please ask the applicant to clarify this detail.**

I would request further clarification on what permissions are valid at the site and details of what daily vehicle movements are being generated and access points being used for which operation. I understand that an application is to be submitted shortly for the micro-brewery 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 I would recommend that it is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. I would recommend that any gates are setback a minimum distance equal to the maximum length of vehicle likely to visit the site (or preferably no gates).

Traffic Generation

It would be appear that farming activity will also continue at the site which will utilise the existing additional access immediately south of the development site.

I understand that other potential businesses are being operated from the site eg/ micro-brewery, tree surgery, car workshop. The submitted "Justification Statement" includes details of the movements generated by the previous dairy enterprise and for the current arboricultural business but not for the other operations. I would request further clarification on what permissions are valid at the site and details of what typical daily vehicle movements are being generated by each operation.

The submitted information refers 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 (including additional operations) is considered to be significant compared with the previous agricultural use, then it would seem reasonable to request improvements. 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 appear to comprise a total gross floor area of 519m². I would request clarification as to what LPGN 16 Class use is designated to agricultural use and arboricultural use.

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, consisting of a stylized 'R' followed by a horizontal line and a small flourish.

Chief Officer, Environment & Technical