

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0542 **Your Ref:** PF/P/2019/0542
Date: 19th August 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 325 437 Cinders Farm, Cinders, Ruabon, Wrexham.

Development: Conversion to office accommodation including car parking and all associated works.

I refer to your consultation / email dated 23/07/2019 in respect of the above.

Access (off A539 Overton Road)

The proposed development site is located on Cinders Lane (Classified Road) off the A539 Overton Road (Classified). The main route to the site is via the A539 / Overton Road / Cinders Lane junction.

The A539 Overton Road is a rural, classified road subject to a 50mph speed limit. A recently conducted speed survey along this section determined 85th percentile speeds of 53.3mph for vehicles travelling eastbound and 44.3mph for vehicles travelling westbound.

Based on these determined speeds, any proposed access / junction in this location would normally be required to provide visibility splays of 2.4 x 162m in the westerly direction and 2.4 x 121m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing junction onto the A539 is currently inadequate in both directions. Visibility in the westerly direction is approximately 2.4 x 120m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow. Visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 30m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow along this section.

However, planning consent (planning ref: P/2018/0577) has recently been granted for a chicken rearing facility along Cinders Lane which requires improvements to the existing Overton Road / Cinders Lane junction. These improvements will benefit all users of Cinders Lane.

Access (via Cinders Lane)

Cinders Lane is typically narrow being less than 4.1m wide for the majority of its length up to the development site. The proposed access to the development site is located approximately 750m away from the junction with the A539. The narrow nature of the lane does not allow for the simultaneous passage of 2 vehicles. However, planning consent (planning ref: P/2018/0577) has recently been granted for a chicken rearing facility along Cinders Lane which requires improvements to Cinders Lane in the form of 2 new passing places. These improvements will benefit all users of Cinders Lane.

Cinders Lane is a narrow, rural, classified road subject to a 60mph speed limit. However, a recently conducted speed survey determined 85th percentile speeds along this section of 28.1mph for vehicles travelling northbound and 26.6mph for vehicles travelling southbound. Based on these determined speeds, any proposed access would normally require splays of 2.4 x 36m in the northerly direction and 2.4 x 39m in the southerly direction 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.

The proposed access does not appear to be an existing access. The existing buildings are accessed from the southern side. The proposed access would appear capable of providing a splay in excess of 2.4 x 36m in the northerly direction. However, visibility from the proposed access does not appear achievable in the southerly direction. It would only appear possible to provide a visibility splay of approximately 2.4 x 19m in the southerly direction measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing building / barn.

Forward visibility for vehicles travelling south towards the access appears adequate subject to regular maintenance of the hedgerow on the bend.

It would not appear possible to relocate the proposed access in the northerly direction as the submitted layout plan indicates that the applicant does not own the land in this direction. The applicant has not submitted any details of how the required splays will be achieved from the proposed access. **I would recommend that the applicant provides a suitably scaled plan indicating how the required splays will be provided over land under the applicants control.**

The proposed access serving the site is indicated at being 3m wide which is considered inadequate to serve the proposed development site. I would recommend any proposed shared access is a minimum width of 4.8m. Any access shall be paved with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary. An Aco drain or similar would need to be installed across the access to intercept any private surface water run-off. Any new access in this location would require Section 184 consent to cross the highway verge.

Unless the applicant can demonstrate how a suitable access with adequate visibility can be provided, I would recommend that the application is **REFUSED**.

The submitted Design & Access Statement appears to indicate that the traffic movements from the proposed development will not exceed that permitted under the existing agricultural use. However, the proposed access does not appear to be an existing access as the buildings are accessed from the south. It is not clear whether the adjoining hay barn is remaining which is accessed informally across the highway verge directly next to the proposed access.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the development site. This detail does not appear to have been provided.

I understand that the proposed offices (192m² gfa) will come under LPGN 16 Class B1 Use which requires a maximum of 1 car space per 30m² gfa. This equates to the maximum requirement of 6 spaces. The submitted layout plan indicates the provision of 6 spaces with adequate turning space which is considered acceptable.

I await the requested information.



Chief Officer, Environment & Technical

