

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: 2nd September 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 02/09/2019 including email from Carter Jonas dated 20/08/2019 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.

I understand that independently of the above consent, the estate owns the hedgerow either side of the junction, so the required splays can easily be provided.

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.

Revised Layout Plan (Drg. No. L001A)

The revised plan indicates a 5m wide access located approximately 15m north of the proposed office building. It would appear possible to provide the required splays in both directions from this access.

I would recommend that the existing Dutch barn is removed. If the new access is formed, it would not appear possible for a tractor & trailer to easily access the site and turn within the curtilage of the site.

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

The proposed access serving the site is indicated at being 5m wide which is considered adequate to serve the proposed development site. Any access shall be paved with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected within 5m of the highway boundary (based on access not being used for agricultural purposes). 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.

I would recommend that the highway verge either side of the proposed access is top-soiled / seeded and reinstated as grass verge.

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 previously 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.

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the development site.

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 previously submitted layout plan indicated the provision of 6 spaces with adequate turning space which is considered acceptable. *However, the revised layout plan now only indicates 5 spaces. Given the remote nature of the site, I would recommend that 6 spaces are provided.*

In principle, I have no objections to the proposed development subject to the above issues being addressed. I would recommend that all of the above details raised are detailed / annotated on a revised layout plan.

I await the requested information.



Chief Officer, Environment & Technical

