

MEMORANDUM

From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0114 **Your Ref:** SJG/P/2012/0114
Date: 12th March 2012

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 497 409 Unit 8, Broad Oak Farm Business Park, Whitchurch Road, Bronington, Wrexham.

Development: Enclosure of front of existing building to form 3 no. units.

I refer to your consultation dated 16/02/2012 in respect of the above.

The development site accesses onto Broadoak Lane which is a classified road subject to a 60mph speed limit although I would estimate typical vehicle speeds along this section of road at being around 25mph for vehicles approaching from the north and 20mph for vehicles approaching from the south due to the geometry of the road and the proximity of the junction with the A525.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m to the north measured to the centreline of the adjoining highway and 2.4 x 25m to the south measured to the nearside edge of the adjoining highway. Visibility to the centerline of the adjoining highway can be relaxed in the northerly direction given the restricted carriageway width in this direction.

Visibility from the existing access is adequate in the southerly direction providing a splay of approximately 2.4 x 30m. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 18m measured to the centerline of the adjoining highway. Visibility is impeded by the existing hedgerow fronting the development site. However, adequate visibility could be provided in this direction by lowering / setting back the existing hedgerow.

I assume the majority of vehicles leaving the development site would exit to the south onto the A525 Whitchurch Road. The A525 is a classified road subject to a 60mph speed limit. Visibility at this junction onto the A525 is inadequate in both directions, providing splays of approximately 2.4 x 95m to the west and 2.4 x 85m to the east measured to the nearside edge of the adjoining highway. Visibility is restricted at this junction due to the existing hedgerow along this section. TAN 18 would normally require visibility splays at this junction of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway.

There also appears to be an alternative access serving the development site directly onto the A525 although it is unclear as to whether this access is actually in use. Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 35m to the west and 2.4 x 20m to the east measured to the nearside edge of the adjoining highway. TAN 18 would normally require such an access to provide visibility of 2.4 x 215m in both directions measured to the

nearside edge of the adjoining highway. I would recommend that this access is permanently closed up with the existing dropped kerb being reinstated to full height kerb construction.

Parking and turning provision within the curtilage of the development site appears limited and is not formally laid out. However, I understand that the applicant proposes to improve existing parking and turning arrangements within the site. No details have been submitted indicating how adequate parking and turning will be provided within the curtilage of the development site.

Assuming B1 – Business & Light Industry Use, the proposed development would require 1 car space per 30m² gross floor use. Based on a gross floor space of 490m², a maximum of 16 parking spaces would be required.

Given that visibility from the existing access onto Broadoak Lane is inadequate and visibility at the classified road / A525 junction is also inadequate, I would not normally support any proposed development that is likely to generate any significant increase in traffic movements compared with the existing permitted use.

I understand Unit 8 was previously used as an agricultural barn and would have generated very few vehicle movements. The barn is currently used to house goats which I understand generates around 4 movements per day. I understand that the goats are due to be re-housed in the nearby haybarn.

I assume that the proposed 3 no. light industrial units could generate a significant number of vehicle movements compared with its existing use.

I would therefore recommend that the application be **REFUSED** for the following reason:-

1. **Visibility from the existing access onto Broadoak Lane is inadequate.**
2. **Visibility at the junction of Broadoak Lane with the A525 Whitchurch Road is inadequate in both directions and does not comply with the requirements of TAN 18.**

Peter Doornwaerts

PP · Network and Infrastructure Manager