

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019

APPLICATION NO:
P/2019 /0542

LOCATION:
CINDERS BARN CINDERS LANE
RUABON WREXHAM
LL14 6HN

DATE RECEIVED:
04/07/2019

COMMUNITY:
Ruabon

DESCRIPTION:
CONVERSION TO OFFICE
ACCOMMODATION INCLUDING CAR
PARKING AND ALL ASSOCIATED
WORKS

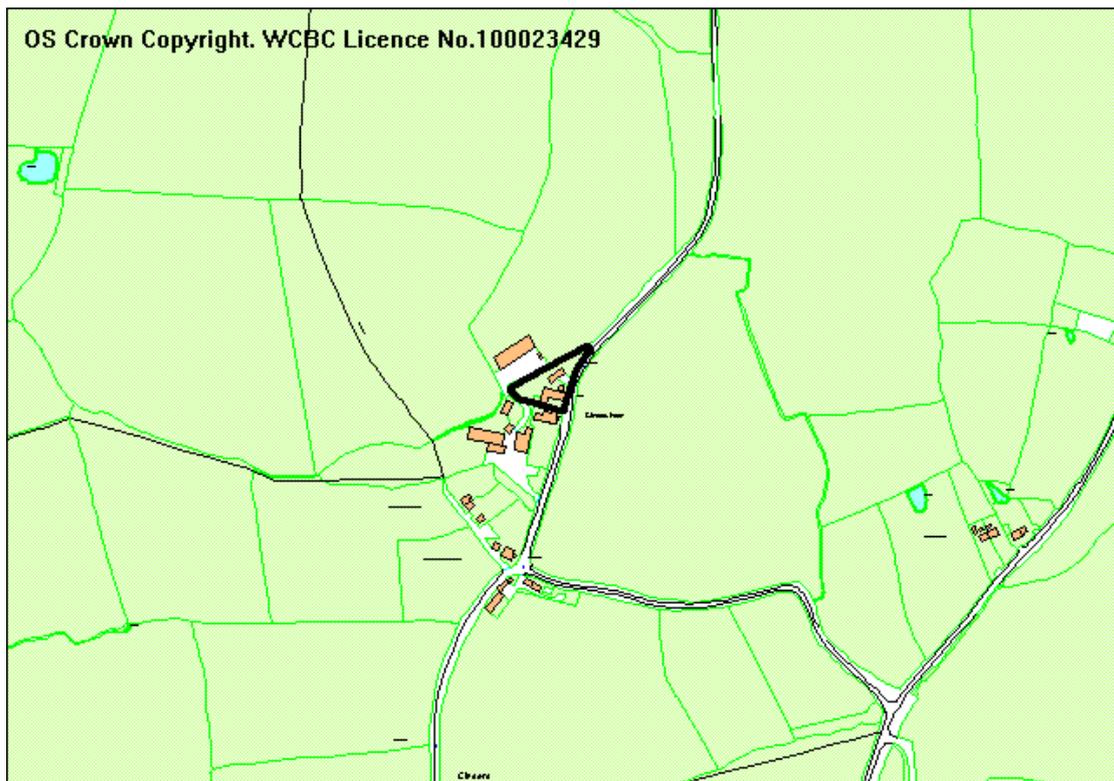
CASE OFFICER:
PF

WARD:
Ruabon

APPLICANT(S) NAME:
MR H WILLIAMS WYNN

AGENT NAME:
CARTER - JONAS
MRS CHARLENE
SUSSUMS - LEWIS

THE SITE



PROPOSAL

Planning permission is sought to convert an existing brick built agricultural barn to be used for office accommodation (B1 use class). The proposal also includes for the provision of a new vehicular access and car parking area.

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019

HISTORY

None.

PLANNING POLICY

The site is located outside any defined settlement limit. Policies PS2, GDP1, E5 and T8 of the Wrexham Unitary Development Plan are applicable. Guidance is also contained in Local Planning Guidance Notes 3 – Converting Rural Buildings and 16 – Parking Standards.

CONSULTATIONS

Community Council:	Consulted 23.07.2019
Local Member:	Notified 23.07.2019
Site notice:	Expired 27.08.2019
Highways:	The following comments are made: <ul style="list-style-type: none">• Visibility at the A539 Overton Road is substandard but will be improved when the previously approved poultry unit is implemented;• Cinders Lane - a speed survey identifies that the proposed access onto Cinders Lane can be reduced in terms of visibility splays. Passing places will be implemented as a result of the poultry unit consent;• The existing Dutch barn should be removed as it will interfere with the proposed access drive as vehicles will not be able to turn into the barn; and• Adequate parking and turning provision is demonstrated.
Public Protection:	Advises the imposition of informatives in relation to possible agricultural contamination and construction amenity nuisance.
NRW:	No objection.
Welsh Water:	No objection but comments are made in relation to the site's location within the Chester Poulton River Dee catchment zone. Best practice measures should be followed in relation to foul water disposal.
Neighbouring occupiers:	4 neighbouring occupiers notified. One response received raising the following points:

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019

- The same company that wants to build a chicken farm now wants to add more noise and traffic;
- The access on to the A539 and the narrow lane will not be able to cope with the traffic; and
- Why should the company be allowed to place offices in an area which is a rural residential area? Wrexham Industrial Estate is a better location because of the road network and parking provision.

SPECIAL CONSIDERATIONS

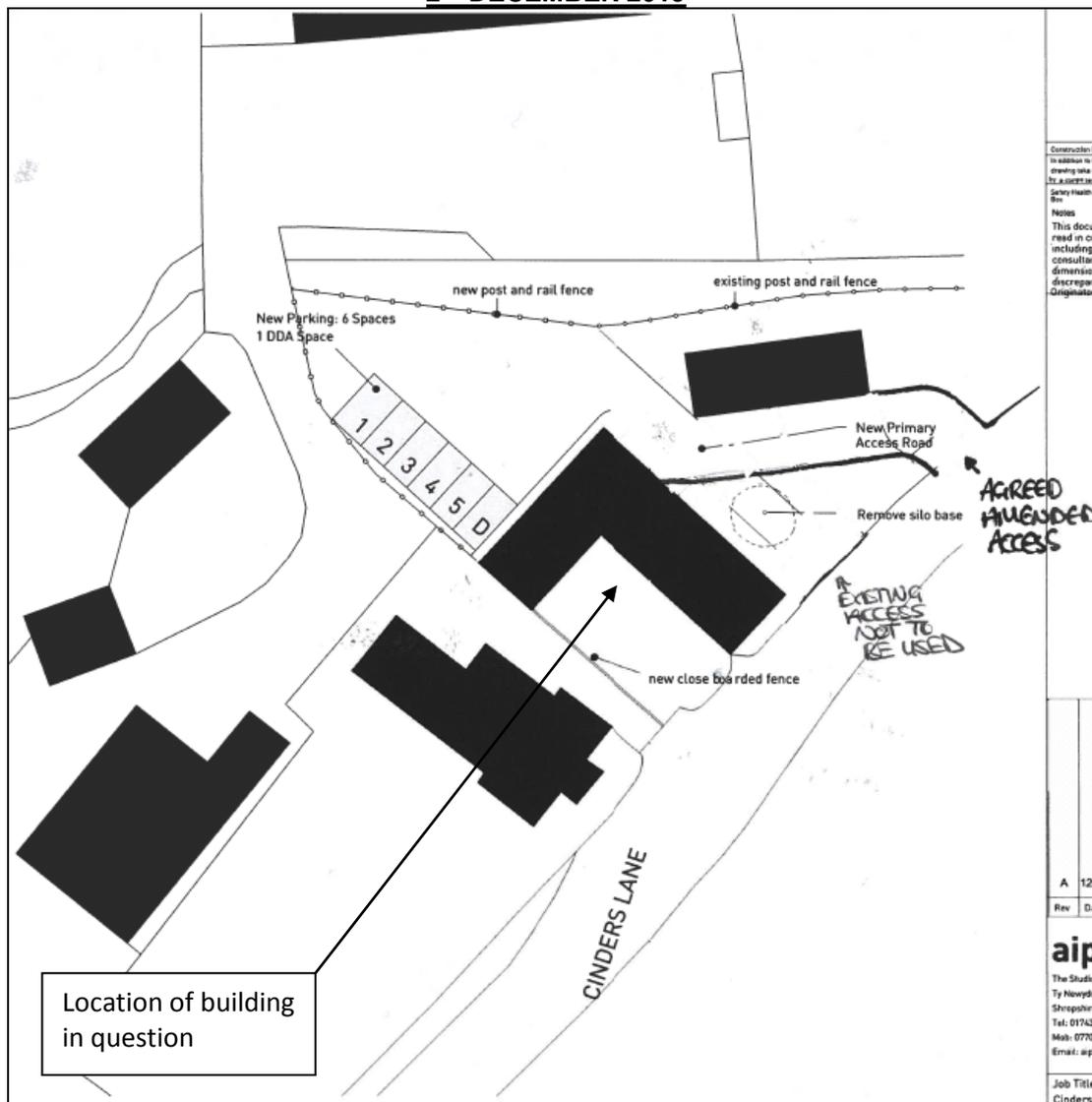
Policy: The principle of the development is acceptable in line with policy EC5 of the Wrexham Unitary Development Plan. Small scale employment development in the countryside will only be permitted through the conversion of an existing building where it complies with policy GDP1 and the building is structurally sound and capable of conversion without extensive rebuilding. The conversion must also retain any inherent characteristics of merit and any resulting curtilage must not result in an undesirable intrusion into the open countryside. Planning Policy Wales encourages the support of the rural economy. The establishment of new enterprises is crucial to the growth and stability of rural areas and specific reference I made to local planning authorities adopting a positive approach to the conversion of rural buildings for business re-use.

The building in question is a redundant brick built barn which forms part of a range of buildings. Interspersed within the context of these buildings are residential properties and larger agricultural buildings. The building is considered to be of a typical style of agricultural building in the wider locality and its retention would be beneficial to the locality. It appears to be in a structurally sound state and save for alterations to make the building fit for purpose i.e new window and door frames, there are no significant interventions proposed that would result in the characteristics of the building being lost.

The proposal also includes for the provision of an access and a parking area associated with the final use which would be located in close proximity to the building and would not extend beyond the existing farm curtilage. Subject to appropriate boundary treatments I do not consider there to be any landscape impact.

For the benefit of Members, the proposed layout is shown below.

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019



Proposed site layout

Highways: Highways have raised no specific concerns in relation to the principle of the reuse of the barn. However, observations have been made regarding the suitability of the surrounding highway network to cater for the likely traffic generation. Reference has been made to a proposal on the neighbouring land for the erection of a poultry rearing unit (P/2018/0577 refers) and that the A539/Cinders Lane junction and Cinders Lane itself will be improved as a result of planning conditions attached to this development.

Those improvements cannot be relied on in considering this specific proposal as there is no guarantee that the poultry rearing unit will be implemented. The key issue therefore is to establish the severity of those highway network constraints and whether this proposed development will result in a significant amount of traffic that would be considered detrimental to highway safety.

The proposal will result in a small office development. In accordance with LPG16, the council's maximum standards will require parking provision for 6 vehicles. I am satisfied that the likely traffic generation from this use will not

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019

significantly increase vehicular movements at the junction. Firstly, the proposed use is one of offices within B1. There would be few instances of visiting trips by members of the public or customers like you would expect from an accountant or architect's office. Therefore members of staff would make inward morning trips and outward evening trips. Any associated vehicles movements in the daytime will result in negligible traffic movements. For this reason I am not convinced that the development will adversely increase activity at this junction.

The same justification applies to the narrowness of Cinders Lane. There is a conditioned scheme of improvements associated with the poultry rearing unit consent but again, this proposal cannot be justified in terms of those improvements. At present, the lane leading from the A539 junction is narrow. However this is typical of the side roads and the country lane network in this part of the County Borough. I am satisfied that there will be limited additional traffic generation and existing and future motorists will traverse these sections of highway with the same level of caution. Over a distance of 600m between the Cinders Lane junction and the application site, there will be 6 opportunities for vehicles to pass. Given that the additional vehicles area likely to only be standard motor cars, this is more than sufficient to cater for potential conflict on this lane.

Finally, the site access is proposed to the north of the barn footprint. Highways have confirmed that the access position would allow for adequate visibility splays in both directions. Parking and turning provision is adequate in accordance with LPG16. Highways have requested that an existing Dutch barn be removed as it would not be possible to turn a tractor and trailer round in the resulting curtilage. This goes beyond the remit of the planning application and there is no justification to assume that such a situation will occur.

Other matters: I am satisfied that the proposed development is in accordance with local and national planning policy in relation to the conversion and positive reuse of an existing building. I recommend accordingly.

RECOMMENDATION: That permission be GRANTED

CONDITION(S)

1. The development hereby permitted shall be commenced before the expiry of three years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered L001A dated 8/11/2019, L103 dated 24/7/2018 and L102 dated 24/7/2018 and as contained within the application documentation.

REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY
2nd DECEMBER 2019

3. The vehicular parking and turning areas as shown on approved drawing(s) No(s). L001A dated 8/11/2019 shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of motor vehicles at all times.
4. Prior to their installation on the building, detail of all new or replacement windows and doors shall be submitted to and approved in writing by the Local Planning Authority. The details shall fully describe the proposed materials, decorative/protective finishes, method of opening and glazing type and include cross sections for glazing bars, sills and heads etc. The works shall only be carried out in strict accordance with such details as are approved.
5. Notwithstanding the detail contained in the approved plans, an alternative means of boundary enclosure to that shown and highlighted in red on drawing number L001A shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved plan.
6. The development shall be carried out in accordance with the detail contained in section 6 of the approved Ecological Appraisal of Greenscape Environmental Ltd dated July 2018 reference 1988 001R. All features shall be installed prior to the first occupation of the development hereby approved.

REASON(S)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990 and to ensure that an extended commencement timescale is not permitted due to the possible habitat for the presence of bats.
 2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
 3. To provide for the parking and turning of vehicles clear of the highway and to ensure that reversing by vehicles into or from the highway is rendered unnecessary in the interest of traffic safety in accordance with Policies GDP1 and T8 of the Wrexham Unitary Development Plan
 4. To ensure the works reflect the character and appearance of the building in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
 5. This is a non-standard reason
 6. In the interests of protecting species which would otherwise be harmed by the development.
-