MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/PP/P/2024/1077 Res(2)	**Your Ref:**	P/2024/1077
Date:	13/08/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILAD FFRAM DUR AR GYFER STORIO / STEEL FRAMED BUILDING FOR STORAGE

LOCATION: BLAKEWOOD BARN HILL FARM OVERTON ROAD PENLEY WREXHAM LL13 0LY

I refer to your consultation / email dated 07/08/2024 in respect of the above.

Access

The proposed development site accesses onto the A539 Overton / Penley Road which is a classified road subject to a 40mph speed limit. Based on speeds of 40mph, TAN 18 would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height

Visibility from the existing access onto the classified road is inadequate being approximately 2.4 x 105m to the north east and 2.4 x 80m to the north west measured to the nearside edge of the adjoining highway. TAN 18 would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

A forward visibility splay providing a stopping sight distance (SSD) of 120m would also be required when approaching the access form the north west. Current forward visibility is approximately 50m due to the geometry of the road.

The existing shared access is approximately 9m wide reducing to around 4.8m wide at 5m behind the edge of carriageway which is adequate to serve the 2 no. existing dwellings. The existing access is surfaced with loose bound materials. However, the Local Highway Authority (LHA) recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway and an Aco drain installed to intercept any private surface water. These were included as conditions under planning consent ref: P/2006/1015 but have not yet been implemented. It is assumed that this is a matter for Planning Enforcement.

Parking and Turning Provision

There would not appear to be a detailed layout plan with elevations submitted along with existing / proposed parking and turning arrangements at the site. However, based on the submitted block plan and having visited the site, there is considered to be adequate parking and turning provision at the site for both properties even with the replacement storage building.

It is understood that the applicant does run an existing tree cutting business which is also his business address. However, it is understood that the proposed storage building is not for business purposes and the applicant has advised that he does not park his work vehicle on site. Any issues in respect of the operation of the existing business are a matter for Planning Enforcement.

The applicant has indicated that the proposed building is to allow them to store their classic car collection, classic tractors, motorbikes, ride on lawn mower and new boat. They also need dry log storage as they have no central heating and their property is solely heated on firewood with 2 large burners.

Conclusion

On the basis that the proposed building is for domestic purposes only, the LHA would raise no objections on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

- *No surface water from the applicants site should be allowed to drain onto the public highway,*
- *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
- *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



On behalf of Chief Officer, Environment & Technical