# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Jenni Perkins |
| **Our Ref:** | ET/DC/PP/P/2024/1195 | **Your Ref:** | P/2024/1195 |
| **Date:** | 14/08/2024 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: MARCHOGAETH A CHODI STABLAU A CHYNHWYSYDD STORIO / CHANGE OF USE OF LAND TO EQUESTRIAN AND ERECTION OF STABLES AND STORAGE CONTAINER**

**LOCATION: LAND ADJACENT, TANYFRON ROAD, TANYFRON, WREXHAM, LL11 5SA**

I refer to your consultation / email dated 03/07/2024 in respect of the above.

**Access**

The proposed development site is located on an unclassified road subject to a 20mph speed limit. This section of Tanyfron Road has existing traffic calming measures in the form of speed cushions given its proximity to Tanyfron Primary School on the opposite side of the road.

Based on typical speeds of 20mph, any proposed access in this location would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. The submitted layout plan indicates splays of 2.4 x 22m in both directions which is inadequate. **The LHA requires the submission of a revised layout plan indicating the required splays.**

The proposed access is located almost directly opposite the existing access serving the local community centre car park (approximately 12 spaces) which is not ideal. It is understood that this car park also provides parking for parents taking / collecting their children from the nearby primary school. There is also a significant on-street parking issue along this section of Tanyfron Road with parents parking either side of this access at school drop off / pickup times. The Local Highway Authority (LHA) would suggest the applicant considers re-locating the proposed access further uphill to provide some stagger / separation between the 2 accesses and minimize conflict of vehicle movements. **Details of a re-located access and position of existing road gullies, speed cushions and telegraph poles will need to be indicated on a revised layout plan**

The proposed access is approximately 4.8m wide and gated 5m behind the adjoining highway. Any proposed access of this nature will need to be a minimum width of 4.8m for a minimum depth of 10m behind the adjoining highway. The access will require hard bound surfacing for a minimum distance of 10m behind the adjoining highway. No details of the proposed access gradient for the first 10m behind the adjoining highway have been provided. No private surface water run-off is permitted to flow from the site onto the adjoining highway. An Aco drain or similar is required where

the site falls towards the highway. **The LHA recommend the applicant submits a revised layout plan indicating the above details.**

**Traffic Generation**

Ii is not clear if the proposed stables are for personal use or commercial use which would impact on daily vehicle movements at the site. **The LHA recommend this detail is clarified and provides details of the anticipated daily vehicle movements for the proposed development.**

**Parking & Turning Provision**

The submitted layout plan does not indicate parking and turning arrangements at the site to cater for cars, 4 x 4 plus horsebox or horse-box lorry. **The LHA recommend the applicant submits a revised layout plan indicating the above details including how the largest anticipated vehicle will turn within the site.**

The LHA awaits the requested information.

**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