MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/MZ/P/2024/1167	**Your Ref:**	P/2024/1167
Date:	07/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CREU LLAWR CALED A LLWYBR ADDYSGOL / TRAC AMAETHYDDOL 2M O LED / CREATION OF HARDSTANDING AND 2M WIDE EDUCATIONAL TRAIL/AGRICULTURAL TRACK

LOCATION: LAND AT, ROSSETT ROAD, COMMONWOOD, HOLT, WREXHAM, LL12 0BN

I refer to your consultation / email dated 03/09/2024 in respect of the above.

It is the LHA's understanding that the proposals are for the creation of hardstanding and 2m wide educational trail / agricultural track which includes the construction of dog walking paths, car park / storage area for hay, straw & silage and associated access, 2 no pedestrian access points and 2 no passing bays,

It is the LHA's understanding that the development has already been constructed.

This application has been broken down into the following key parts:-

1. Retention of hardstanding (constructed) and used for agricultural purposes (storage of hay, haylage, straw and silage bales)
2. Retention of badger proof fencing and hardstanding track to the perimeter of farmland for ease of access, daily inspection and maintenance for biosecurity and animal welfare.
3. Permissive use of extant farm track for a community, accessible (all disability) and educational free trail (referred to as "Tail trail")
4. Permissive uses of existing hardstanding (in conjunction with the agricultural use) to allow for parking of vehicles (associated with the free and open access dog trail) (avoid cars parking on the wide verge on the opposite side of the B5102)
5. Retention of two pedestrian access points and one passing place on the lane, including retention of one passing place which has been resurfaced on the lane.

Retention of hardstanding (constructed) and used for agricultural purposes (storage of hay, haylage, straw and silage bales) / Car Park for Tail Trail Dog Walking Path

The proposed hardstanding area / car park is accessed off the B5102 Rossett Road which is a classified road subject to a 60mph speed limit.

Based on typical speeds of 60mph, any existing / proposed access would be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The LHA would recommend that the applicant carries out a topographical survey (including accurate location of existing trees / hedgerows) in order to provide a suitably scaled plan indicating the full extent of the proposed visibility splays from the proposed access.

Adequate forward visibility would also be required for vehicles approaching the access along the B5102 from the north in respect of cars waiting to turn right into the site. Based on speeds of 60mph, a stopping site distance of 215m would be required. The LHA would recommend the applicant submits a suitably scaled plan indicating this detail.

The existing field access has been modified to provide access to a hardstanding area and car park. The car park would appear capable of accommodating around 20 cars but the LHA would recommend this information / detail is indicated on a revised layout plan.

The proposed access is approximately 10m wide reducing to 3.6m wide. The access is gated at this point. It is the LHA's understanding that the access is a shared access being used by agricultural vehicles and cars bringing their dogs and therefore would recommend that a wider access is provided in this instance which can accommodate the simultaneous passage of such vehicles. The LHA would recommend the submission of a revised plan indicating this detail.

The proposed access is surfaced with loose bound materials and gated at 6.2m behind the edge of carriageway. The LHA would recommend any proposed access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the adjoining highway (preferably no gates). Any proposed gates would need to remain open during operational hours. A revised plan showing this detail should be submitted.

No private surface water run off shall be permitted to flow onto the adjoining highway. No details of how private surface water run-off is dealt with has been provided. This information should be indicated on a revised layout plan.

The proposed access cuts across an existing drainage ditch which has been culverted / piped under the access with fill above. No details of how this access has been constructed have been provided. Our SAB team will need to be provided with such details to ensure there is no increased risk to flooding in this location. The LHA would recommend a suitably scaled plan is submitted indicating the above construction, pipe detail, cover to pipe details etc for further approval.

Traffic Generation

No details of the daily vehicle movements utilising the original field access or details of the anticipated daily vehicle movements using the new access / hardstanding (both cars & agricultural vehicles) have been provided. The LHA would recommend that this detail is provided to ascertain the likely impact on the adjacent public highway and the extent of intensification of use of the existing access.

Parking & Turning Provision

No details of the proposed number of parking spaces has been provided along with any areas within the car park / hardstanding area that would be needed for agricultural storage purposes

which would potentially displace parking space. The LHA would recommend that a suitably scaled plan is provided that indicates this detail.

No detail regarding the anticipated parking demand / maximum number of cars that could be present on site at the same time as any agricultural vehicles and materials / feed being stored is provided. The LHA would recommend that this detail is provided.

Internal Dog Walking Paths / Public Rights of Way

The LHA understands that an officer from the Public Rights of Way Section has visited the site and is satisfied that the proposals will not affect the public rights of way network crossing the farm.

Passing Bays along Lower Park Lane

Lower Park Lane is a narrow, rural, classified road subject to a 60mph speed limit. This lane is typically less than 4.1m wide and cannot easily accommodate the simultaneous passage of vehicles which often results in vehicles having to encroach on the grassed highway verge.

Lower Park Lane experiences a significant number of vehicle movements some associated with Lower Park Farm which are typically large tractor / trailers.

Two passing bays have recently been constructed along Lower Park Lane located west and east of Lower Park Farm. Although these passing bays are of benefit to the flow of traffic along the lane, they have been constructed without a Section 278 agreement / approval of the Highway Authority. These passing bays have been surfaced with loose bound materials which does not comply with WCBC's adoptable standards.

No construction details have been submitted for approval to form the new passing bays. Should the LPA be minded to grant this application, the passing places would need to be resurfaced and constructed to WCBC's adoptable standards and secured via a Section 278 agreement and any signing located within the passing place would need to be designed to comply with the Traffic Signs Regulations And General Directions (TSRGD).

If the development obtains planning consent, the LHA would recommend a condition requiring the submission of a s.278 application. This could also include details of the proposed access serving the car park / hardstanding area off the B5102 Rossett Road also.



On behalf of Chief Officer, Environment & Technical

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.