MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1195 Res(2)	**Your Ref:**	P/2024/1195
Date:	21/11/2024		

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 04/11/2024 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 revised layout plan (Drg. No. F054/004 Rev C) indicates splays of 2.4 x 25m in the westerly direction and 2.4 x 31m in the easterly direction measured to the nearside edge which is considered adequate.

The revised proposed access is located approximately 13m west of the existing access serving the local community centre car park (approximately 12 spaces) on the opposite side of the road which is considered acceptable on the assumption that the stables are for personal use only (not commercial). 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. On the basis that vehicle movements to / from the proposed stables are minimal then the applicant may wish to access the site outside of school drop off and collection times.

The revised layout plan indicates a proposed access with the following details:-

- 4.8m wide splayed access for a distance of 10m behind the adjoining carriageway.
- Gates setback 10m behind the adjoining carriageway.
- Aco drain to intercept any private surface water run-off.

The above details are considered acceptable to serve such a development. The access will also require a minimum of 10m hard bound surfacing. No details of the proposed access gradient for the first 10m behind the adjoining highway have been provided. **This detail will need to be provided on a revised layout plan.**

There is an existing gully located within the proposed splayed access which will need to be re-located to a suitable position away from the access. This detail could be submitted for approval as part of a s.184 application to construct the access. **The LHA recommend the applicant submits a revised layout plan indicating the above details.**

There is an existing field access serving the site located at the southern end of Farm Lane. Farm Lane is a narrow, partially surfaced unadopted road which has no formal turning head. Farm Lane appras to serve 2 no. existing dwellings and has public footpath PROW No. 53 – Brymbo running along its length. Visibility at the junction with Tanyfron Road is inadequate in both directions providing splays of approximately 2.4 x 3m to the west and 2.4 x 9m to the east measured to the nearside edge.

The existing field access is approximately 3.6m wide and gated around 3.4m behind the edge of the lane. The permanent closure of this sub-standard access would be viewed as beneficial in highway safety terms.

Traffic Generation

It 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 revised layout plan indicates adequate parking and turning arrangements at the site to cater for cars, 4 x 4 plus horsebox.

Active Travel

The LHA recommend the applicant indicates details of proposed cycle parking / storage provision in accordance with LPGN 16 requirements.

In Conclusion

The LHA requests the applicant submits the following information:-

- The access will require a minimum of 10m hard bound surfacing.

  No details of the proposed access gradient for the first 10m behind the adjoining highway have been provided. **This detail will need to be provided on a revised layout plan.**

- There is an existing gully located within the proposed splayed access which will need to be re-located to a suitable position away from the access. This detail could be submitted for approval as part of a s.184 application to construct the access. **The LHA recommend the applicant submits a revised layout plan indicating the above detail.**

- It 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.**

- **The LHA recommend the applicant indicates details of proposed cycle parking / storage provision in accordance with LPGN 16 requirements.**

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