# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Jenni Perkins |
| **Our Ref:** | ET/DC/PP/P/2024/1247 Res(2) | **Your Ref:** | P/2024/1247 |
| **Date:** | 12/12/2024 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: ADEILADU ADEILAD AMAETHYDDOL / ERECTION OF AGRICULTURAL BUILDING**

**LOCATION: CHETWYND GROVE, BANGOR ROAD, CROSS LANES, WREXHAM, LL13 0TF**

I refer to your consultation / email dated 26/11/2024 including further information from the architect in respect of the above.

**Access**

The proposed development site is located on the A525 Bangor Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

It is understood that Chetwynd Grove (main house) itself is served off an access at the eastern end of the site frontage. It is understood that the proposed agricultural building will be accessed of the westerly access.

The existing westerly access currently suffers with inadequate visibility providing splays of approximately 2.4 x 44m in the easterly direction and 2.4 x 22m in the westerly direction measured to the nearside edge of the adjoining. Visibility is currently impeded by the existing trees / hedgerow either side of the access.

Given the sub-standard nature of the access, the Local Highway Authority (LHA) would be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this access. However, it is not clear as to the likely number of daily vehicle movements the proposed agricultural building will generate.

The applicant has confirmed that the main use of the proposed building is for the storage of agricultural equipment. On this basis, the LHA consider that the proposed development is unlikely to result in any significant increase in vehicle movements utilizing this sub-standard access.

The LHA therefore advise you that they do not intend to raise any 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