

MEMORANDUM

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| From: | Chief Officer, Environment & Technical | To: | Chief Officer Economy & Planning |
| | | FAO:: | Sarah Hill |
| Our Ref: | ET/DC/PP/P/2024/1460 | Your Ref: | P/2024/1460 |
| Date: | 16/12/2024 | | |

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU 4 STABLAU / ERECTION OF 4 STABLES

LOCATION: PEAR TREE HOUSE, TALLARN GREEN, MALPAS, SY14 7LJ

I refer to your consultation / email dated 24/10/2024 in respect of the above.

General

The proposed development comprises the erection of 4 stables on land to the rear of Pear Tree House. The proposed development is accessed off a private shared driveway that serves Pear Tree House and Temperance Hall (dwelling).

Access

The proposed development site is accessed off Tallarn Green Road which is a classified road subject to a 30mph speed limit. The development site is accessed via a shared private driveway.

Based on speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing private driveway onto Tallarn Green road is inadequate in both directions providing splays of approximately 2.4 x 8m to the north west and 2.4 x 17m to the south east measured to the nearside edge. Visibility is impeded in the north westerly direction by the existing hedgerow / 3rd party land and the required splay would also need to cut across 3rd party land in the south easterly direction.

The existing shared access road is approximately 3.5m wide and surfaced with loose bound materials. The access is unable to accommodate the simultaneous passage of 2 vehicles. The LHA suggests the applicant considers surfacing the existing access with hard bound materials for a minimum distance of 10m behind the adjoining highway.

The Local Highway Authority (LHA) would not be able to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access.

Parking & Turning Provision

The proposed development site will need to provide adequate parking and turning provision in accordance with LPGN 16 requirements. Adequate turning must be provided within the curtilage of the site for a horsebox plus car. **The LHA recommend that a suitably scaled plan is submitted indicating adequate parking and turning arrangements at the site.**

Traffic Generation

Given the lack of visibility at the existing access and inadequate access width, the LHA would be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access. **If the application is supported, the LHA would recommend that the stables are restricted to private use and not commercial use.**

Conclusion

In conclusion, the LHA request further details as follows:-

- The LHA suggests the applicant considers surfacing the existing access with hard bound materials for a minimum distance of 10m behind the adjoining highway.
- The proposed development site will need to provide adequate parking and turning provision in accordance with LPGN 16 requirements. Adequate turning must be provided within the curtilage of the site for a horsebox plus car. **The LHA recommend that a suitably scaled plan is submitted indicating adequate parking and turning arrangements at the site.**



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 asked 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 from 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.