MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1155 Res(3)	**Your Ref:**	P/2024/1155
Date:	03/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI BLOC STABLAU A MENAGE GAN GADW'R TRAC MYNEDIAD A'R LLAWR CALED AR GYFER DEFNYDD CYMYSG (RHANNOL ÔL-WEITHREDOL) / CONSTRUCTION OF STABLE BLOCK AND MENAGE AND RETENTION OF ACCESS TRACK AND HARDSTANDING FOR MIXED USE (PARTLY IN RETROSPECT)

LOCATION: EAST WAY, BOWLING BANK, WREXHAM, LL13 9RR

I refer to your consultation / email dated 11/11/2024 and additional information received 31/01/2025 in respect of the above.

Access

The development site is located on a narrow, rural classified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18 / Manual for Streets. Visibility can be relaxed to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing field access is currently inadequate in both directions providing splays of approximately 2.4 x 20m to the north and 2.4 x 14m to the south measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

The LHA previously recommended the applicant provides a suitably scaled plan indicating the full extent of the required visibility splays from the proposed access. The revised layout plan (Drg.No. ------ Rev A) does not indicate improved splays but simply details the existing splays as above. Visibility could be improved significantly if a short section of the hedgerow either side of the access is lowered to a maximum height of 1m above the adjoining carriageway level. **The LHA await the previously requested information.**

The proposed access is 4.8m wide with an additional 1.2m wide pedestrian gate setback 2.6m behind the edge of carriageway. The access is currently surfaced with loose bound materials. The gates are currently setback a distance of 2.7m behind the adjoining carriageway.

The applicant indicates that all visits to the site via this access are planned and therefore the gates are always left open in anticipation. If this arrangement can be controlled by a suitable condition, then the LHA would accept the gates being setback a minimum distance of 5m rather than the standard 10m setback behind the edge of carriageway in this instance.

If the application is supported then the LHA recommend the following additional improvements:-

- Gates to be setback a minimum distance of 5m behind the adjoining carriageway.
- Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary (currently surfaced with loose bound materials). **Revised layout plan does not demonstrate this detail.**
- Install an ACO drain or similar across the proposed access to intercept any private surface water run-off. Detail indicated across proposed access.
- Detailed plan indicating parking and turning arrangements for horsebox, tractor/ trailer and 4 x 4s at the stables and any other vehicles / equipment stored on site along with swept path details of largest vehicle entering, turning and exiting the site.The submitted swept path details do not indicate how a 4 x 4 plus horsebox, 4 x 4 plus trailer and tractor plus trailer will turnaround within the curtilage of the site or turn right or left out of and into the access without encroaching on the highway verge (verge detail needs to be indicated on plan). The submitted swept paths have not been carried out with standard swept path software. **This detail will need to be provided.**

The LHA recommend the applicant submits a suitably scaled plan indicating the above

Parking & Turning Provision

The LHA request a detailed plan(s) indicating parking and turning arrangements for horsebox, tractor/ trailer and 4 x 4s at the stables and any other vehicles / equipment stored on site along with swept path details of largest vehicle entering, turning and exiting the site. The submitted swept path details do not indicate how a 4 x 4 plus horsebox, 4 x 4 plus trailer and tractor plus trailer will turnaround within the curtilage of the site or turn right or left out of and into the access without encroaching on the highway verge (verge detail needs to be indicated on plan). The submitted swept paths have not been carried out with standard swept path software.

Traffic Generation

<u>Existing</u>

It is understood that previous vehicle movements through this access were minimal relating to agricultural works, maintenance, cropping and mowing but no specific figures have been provided.

Proposed

It is understood that the proposed stables / menage will be restricted to personal use only (not commercial). It is understood that the proposed stables / menage have resulted in an increase in movements through this access but no specific figures have been provided.

Stable Block / Menage

I would recommend the applicant confirms the proposed stables & menage are **for personal use and not commercial use.**

Conclusion

In conclusion, the LHA request the following information:-

- **Visibility Splays**

  The LHA recommended the applicant provided a suitably scaled plan indicating the full extent of the required visibility splays from the proposed access ie/2.4 x 33m in both directions measured to the centreline of the adjoining highway

- **Access**
  If the application is supported then the LHA recommend the following additional improvements:-

  - Gates to be setback a minimum distance of 5m behind the adjoining highway (only 2.6m back at present) if planned opening of gates can be controlled by condition. Detail indicated.

  - Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary (currently surfaced with loose bound materials). **Revised layout plan does not demonstrate this detail.**

  - Install an ACO drain or similar across the proposed access to intercept any private surface water run-off. Detail indicated across proposed access.

  - Detailed plan indicating parking and turning arrangements for horsebox, tractor/ trailer and 4 x 4s at the stables and any other vehicles / equipment stored on site along with swept path details of largest vehicle entering, turning and exiting the site ie/ horsebox lorry. The submitted swept path details do not indicate how a 4 x 4 plus horsebox, 4 x 4 plus trailer and tractor plus trailer will turnaround within the curtilage of the site or turn right or left out of and into the access without encroaching on the highway verge (verge detail needs to be indicated on plan).. The submitted swept paths have not been carried out with standard swept path software.

  The LHA recommend the applicant submits a suitably scaled plan indicating the above details.

- **Traffic Generation**

  No specific details of the previous / proposed daily vehicle movements utilizing this access have been provided. **The LHA recommend the applicant provides this detail.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



On behalf of Chief Officer, Environment & Technical

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.