MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2025/0005	**Your Ref:**	P/2025/0005
Date:	10th February 2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR O AMAETHYDDOL I SUI GENERIS (STORIO A GWEITHDY AT DDEFNYDD PERSONOL) / CHANGE OF USE OF LAND FROM AGRICULTURAL TO SUI GENERIS (STORAGE AND WORKSHOP FOR PERSONAL USE)

LOCATION: TYN Y GROES, GLYN CEIRIOG, LLANGOLLEN, LL20 7HW

I refer to your consultation / email dated 13/01/2025 in respect of the above.

General

The proposed development appears to comprise an existing farm where consent for the use of an existing store / workshop unit for personal use is sought on land previously designated as land for agricultural use.

Access

The proposed development site is located on Cadnant Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, the LHA consider typical vehicle speeds to be around 10 – 15mph past the existing farm buildings given the geometry of the road. Cadnant Road is designated as being unsuitable for heavy goods vehicles.

Based on the above speeds, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 18m in both directions (for speeds of 15mph) and 2.4 x 11m in both directions (for speeds of 10mph) measured to the centerline of the adjoining highway.

There are 2 no existing access points serving the proposed store / workshop as follows:-

South Easterly Access

This existing access is approximately 9m wide and surfaced with loose bound materials.

The LHA would estimate typical speeds of 15mph for vehicles approaching from the south and 10mph for vehicles approaching from the north given the geometry of the road. Based on such

speeds the existing / proposed access would require visibility splays of 2.4 x 18m to the south and 2.4 x 11m to the north measured to the centerline of the adjoining highway.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 25m in the southerly direction and approximately 2.4 x 20m to the north.

North Easterly Access

This existing access is approximately 5m wide and surfaced with loose bound materials.

The LHA would estimate typical speeds of 10mph in both directions given the geometry of the road. Based on such speeds the existing / proposed access would require visibility splays of 2.4 x 11m in both directions measured to the centerline of the adjoining highway.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 11m in both directions.

Traffic Generation

The existing farm holding will have an existing traffic generation. Cadnant Road is designated as being unsuitable for heavy goods vehicles. The LHA would not be able to support any proposed development at the site that would result in any significant increase in vehicle movements given the narrow nature of Cadnant Road. The LHA understand the proposed workshop / storage unit will be conditioned for personal / non-commercial use.

Parking & Turning Provision

Parking and turning provision at the proposed development site is considered adequate.

Conclusion

On the basis that the proposed development will be limited to personal / non-commercial use, the proposed development is considered unlikely to result in any significant increase in vehicle movements. The LHA therefore do not intend to make any recommendations on highway grounds.



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.