MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2024/1357	**Your Ref:**	P/2024/1357
Date:			

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR O DDEFNYDD PRESWYL/PORI I DDEFNYDD CEFFYLAU YN CYNNWYS CREU MENAGE A THRAC TRACTORAU / CHANGE OF USE OF LAND FROM RESIDENTIAL/GRAZING USE TO EQUINE USE INCLUDING CONSTRUCTION OF MENAGE AND TRACTOR TRACK

LOCATION: CORNER HOUSE FARM, THE CADNEY, BETTISFIELD, WHITCHURCH, SY13 2LR

I refer to your consultation / email dated 27/01/2025 in respect of the above.

Access

The proposed development site is located on Cadney Lane which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph for vehicles approaching from the west and around 25mph for vehicles approaching from the north east given the geometry of the road.

Based on the above speeds, any proposed / existing access would be required to provide visibility splays of 2.4 x 43m to the west and 2.4 x 33m to the north east measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the road given the narrow carriageway width along this section.

The existing / proposed access is located at the western end of the site. The access is approximately 7.6m wide and is gated at 6.3m behind the edge of carriageway. The access surface comprises mud / grass.

In order to serve the proposed development, the LHA recommend the following:-

- Any gates to be setback a minimum distance of 10m behind the highway boundary.
- Access to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.
- No private surface water shall be permitted to flow from the development sit onto the adjoining highway. An Aco drain or similar shall be installed across the access to intercept any private surface water where the access falls towards the highway.

Parking & Turning Provision

There would appear to be adequate parking and turning provision on site including accommodating the turning movements of a horsebox / car or tractor / trailer.

It is understood that the proposed stables are intended for personal (non-commercial use) by the applicant. The LHA assume that the proposed stables will be limited by condition to personal (non-commercial) use.

Conclusion

In conclusion, the LHA requests the applicant provides the following details:-

Submission of a suitably scaled revised layout plan (including annotated dimensions) indicating:-

- Visibility splays of 2.4 x 43m to the west and 2.4 x 33m to the north east measured to the centreline of the adjoining highway from the proposed access.
- Any gates to be setback a minimum distance of 10m behind the highway boundary.
- Access to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.
- No private surface water shall be permitted to flow from the development sit onto the adjoining highway. An Aco drain or similar shall be installed across the access to intercept any private surface water where the access falls towards the highway.
- Turning area for a tractor / trailer and horsebox / car within the site curtilage



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 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.