

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2020/0887 **Your Ref:** SEH/P/2020/0887
Date: 5th August 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 348 541 Caia Farm, Old Wrexham Road, Gresford, Wrexham.
Development: Change of use of land from agricultural to Sui Generis (Dog Exercise / Training Area) in retrospect.

I refer to your consultation / email dated 02/08/2022 including layout plans (Drg. No. PJH/24/2021/GRES/03B and PL1) in respect of the above.

Access

The proposed development site is located on Old Wrexham Road which is a narrow, classified, rural lane which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing / proposed access is adequate in both directions providing splays in excess of 2.4 x 43m measured to the centerline of the adjoining highway. Improvements have recently been carried out by the applicant to address the limited visibility in the northerly direction. However, these improvements appear to have included modifications to the existing highway verge which has since been surfaced with loose bound materials for approximately 30m beyond the main access in the northerly direction. **Our Streetscene Section have requested that this area of highway verge is replaced with topsoil / grass seed with the hardcore being removed.**

The access to the site has recently been surfaced with hard bound materials for a distance of 5m behind the adjoining highway which is considered adequate.

Traffic Generation

I understand that the previously approved facility (planning consent ref: P/2020/0218) to the south of the farm is to be decommissioned and replaced with a larger facility to the north.

I understand that the existing agricultural contracting business typically generates around 10 – 12 movements per day via the northerly access. However, it is not clear from the application if this business will continue.

As part of the previous consent, the applicant has indicated that the proposed dog exercise / training area will operate within daylight hours seven days a week 7am - 7pm Monday – Friday and 8am – 6pm Saturday, Sunday and bank holidays based in respect of the summer months. During the winter months, activity will decrease. Primarily the slots for use of the field are approximately 30 – 50 minutes.

Based on the summer period, the proposed development had the potential (if 30 minute slots) to attract up to 24 cars to the site per day which would generate an additional 48 vehicle movements per day.

No details of the anticipated daily vehicle movements from the proposed development have been provided. The previous appeal decision in respect of planning application ref: P/2020/0218 did include a condition limiting the number of dogs and their handlers allowed on site at any one time to 14 no. and 7 no. respectively. I assume that the proposed facility will operate in a similar fashion. **I would recommend that the applicant provides this information.**

Parking and Turning Provision

There would appear to be adequate designated parking and turning provision within the curtilage of the site for 12 vehicles. I assume that there will therefore be no more cars on site relating to the development than this number. This needs clarification.

It may be considered appropriate to request a **car parking management plan or suitable conditions** to control the number of cars / clients on site at any one time.

I therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@@.

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

NONSTD VERGE REINSTATEMENT

026R Prior to first use of the development the modified highway verge (loose bound materials) on the northern side of the access shall be reinstated with topsoil / grass seed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Note to applicant

Verge Reinstatement

The applicant must liaise with our Streetscene Section (contact: Kevin Edwards on Tel:01978 729732) to agree any works in the highway verge including any potential traffic management measures.

A handwritten signature in black ink, appearing to be 'Kevin Edwards', written in a cursive style.

Chief Officer, Environment & Technical