MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0091	**Your Ref:**	P/2025/0091
Date:	26/03/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ADEILAD AMAETHYDDOL NEWYDD / ERECTION OF REPLACEMENT AGRICULTURAL BUILDING

LOCATION: LAND WEST OF COBHAM COTTAGE, ISYCOED, BOWLING BANK, WREXHAM, LL13 9RY

I refer to your consultation / email dated 11/02/2025 in respect of the above.

Access

The proposed development site is located on Church Lane which is a rural, classified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Based on speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing field access is currently inadequate in both directions providing splays of approximately 2.4 x 2m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing hedgerow.

I would recommend the applicant provides a suitably scaled plan indicating the full extent of the proposed visibility splays from the proposed access.

The existing / proposed access is 3.1m wide and gated 1.3m behind the carriageway edge. The access is currently unsurfaced ie/ grass verge.

It is not clear as to what size / length of vehicles will visit the site. However, as a minimum the LHA assume that a tractor plus trailer is likely to visit the site. The LHA recommend that the applicant clarifies this detail. In this instance, the LHA recommend any gates are setback a minimum distance of 10m behind the adjoining highway.

The LHA recommend that any proposed access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

There would appear to be an existing second access serving the development site on the bend to the south east of the proposed building. This access is approximately 4.1m wide and is gated 2.5m behind the edge of carriageway. The access is unsurfaced.

Based on typical speeds of 20mph, this access would also require splays of 2.4 x 25m in both directions measured to the nearside edge. Visibility from this access is sub-standard providing splays of approximately 2.4 x 3m in both directions measured to the nearside edge. **If the proposed development is supported, the LHA recommend this second access is permanently closed up in the interest of highway safety. The LHA recommend this detail is annotated on a revised layout plan.**

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

- Gates to be setback a minimum distance of 10m behind the adjoining highway.
- Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary (currently unsurfaced).
- Install an ACO drain or similar across the proposed access to intercept any private surface water run-off where the access falls towards the highway.
- Detailed plan indicating parking and turning arrangements for horsebox, tractor/ trailer including swept path details of largest vehicle entering, turning and exiting the site.
- Permanent closure of second access on the bend to the south east of the proposed building.

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

Traffic Generation

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

Purpose of Building

The LHA recommend the applicant confirms the previous / proposed use of the building.

Parking & Turning Provision

No details of the proposed parking & turning arrangements have been submitted with the application. **The LHA recommend the applicant submits a detailed plan indicating parking and turning arrangements for horsebox, tractor/ trailer including swept path details of largest vehicle entering, turning and exiting the site.**

Conclusion

In conclusion, the LHA request the following information:-

- **Existing / Proposed Access – Visibility**

  Based on speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

  Visibility from the existing field access is currently inadequate in both directions providing splays of approximately 2.4 x 2m in both directions measured to the nearside edge. Visibility is impeded in both directions by the existing hedgerow.

  I would recommend the applicant provides a suitably scaled plan indicating the full extent of the proposed visibility splays from the proposed access.

- **Access on Bend**

  Based on typical speeds of 20mph, this access would also require splays of 2.4 x 25m in both directions measured to the nearside edge. Visibility from this access is sub-standard providing splays of approximately 2.4 x 3m in both directions measured to the nearside edge. **If the proposed development is supported, the LHA recommend this second access is permanently closed up in the interest of highway safety. The LHA recommend this detail is annotated on a revised layout plan.**

- **Access – General**

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

  - Gates to be setback a minimum distance of 10m behind the adjoining highway.
  - Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary (currently unsurfaced).
  - Install an ACO drain or similar across the proposed access to intercept any private surface water run-off where the access falls towards the highway.
  - Detailed plan indicating parking and turning arrangements for horsebox, tractor/ trailer including swept path details of largest vehicle entering, turning and exiting the site.
  - Permanent closure of second access on the bend to the south east of the proposed building.

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

- **Traffic Generation**

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

- **Purpose of Building**

The LHA recommend the applicant confirms the previous / proposed use of the building.

- **Parking & Turning Provision**

  No details of the proposed parking & turning arrangements have been submitted with the application. **The LHA recommend the applicant submits a detailed plan indicating parking and turning arrangements for horsebox, tractor/ trailer including swept path details of largest vehicle entering, turning and exiting the site.**



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.