

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0222	Your Ref:	P/2024/0222
Date:	05/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI UNED AMAETHYDDOL GYDAG ADRAN STABL CYSYLLTIEDIG / ERECTION OF AGRICULTURAL UNIT WITH ANCILLARY STABLING SECTION

LAND OFF BRYMBO ROAD BWLCHGWYN WREXHAM

Grid Ref: E 327454.8 N 353279.8

I refer to your consultation / email dated 28/05/2024 including revised highway details in respect of the above.

Access

The proposed development site is located on a rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being no more than 40mph for vehicles approaching from the west and around 30mph for vehicles approaching from the east given the geometry of the road.

Based on typical speeds of 40mph, any proposed / existing access would require visibility splays of 2.4 x 120m measured to the nearside edge of the adjoining highway in accordance with TAN 18. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway.

Visibility from the existing field entrance / proposed access is inadequate in both directions providing splays of approximately 2.4 x 40m to the west and 2.4 x 33m to the east measured to the nearside edge. Visibility is impeded in both directions by the existing verge vegetation / embankment.

I would be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access.

The revised highway details include a plan indicating the proposed splays. However, both splays appear to be measured to the far side of the carriageway. These splays should be measured to the nearside edge of the adjoining highway. **I would recommend the applicant submits a revised plan addressing this issue.**

Any engineering works required to the existing highway verge / embankment will require a s.278 agreement.

I understand the proposed stables are intended for personal use and not livery or business use. **This could be included as a planning condition if the application is supported.**

Traffic Generation

I would recommend the applicant submits further details on what the existing land is used for and the level of existing daily vehicle movements generated through this access. I would recommend the applicant provides details of the anticipated daily vehicle movements the proposed development will generate.

I would recommend the applicant indicates any proposed access improvements at the site on a suitably scaled layout plan as follows:-

- The full extent of the proposed / required splays as detailed above.
- Gates to be setback a minimum distance of 10m behind the adjoining highway (only 1.9m back at present).
- Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary (currently unsurfaced).
- Installation of an ACO drain or similar across the proposed access to intercept any private surface water run-off.
- Detail indicating parking and turning arrangements for tractor / trailer and 4 x 4s plus horsebox at the stables including parking & turning area dimensions.

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.

A handwritten signature in dark ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, flowing style.

Chief Officer, Environment & Technical