

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2024/0090	Your Ref:	P/2027/0090
Date:	13/03/2024		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD TRAC FFERM YN CYNNWYS GWAITH CLODDIO I LEFELU'R DARN O DIR (ÔL-WEITHREDOL) / INSTALLATION OF FARM TRACK INCLUDING EARTHWORKS TO LEVEL AREA OF LAND (IN RETROSPECT)

LAND NORTH EAST OF STRYT YR HWCH FARM SONTLEY WREXHAM
Grid Ref: E 334046.59 N 347065.1

I refer to your consultation / email dated 27/02/2024 in respect of the above.

Access

The proposed access is located on Marchwiel Hall Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road. Based on speeds of 30mph any existing / proposed access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing / proposed access appears adequate providing splays in excess of the above requirements.

The existing / proposed access is approximately 4.6m wide and is gated at approximately 4m behind the adjoining carriageway. The access is surfaced with loose bound materials. I would normally recommend that an agricultural access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary.

I would recommend the applicant contacts our Contracts & Engineering Manager on Tel: 01978 729732 to discuss the required construction details for the access. The access appears to have been previously constructed over an existing drainage ditch which I assume has been piped under the access. I understand the development may require SABs consent. I would recommend that the applicant contacts our SABs Section (email: SAB@wrexham.gov.uk) to discuss the proposed development including construction details of the piped ditch / depth of cover etc.

The applicant will need to apply to the Council for s.184 consent in retrospect (see note) to surface the access (adopted highway) once the submitted details are approved.

Traffic Generation

No details appear to have been provided in respect of existing and anticipated daily vehicle movements the proposed development will generate both during the construction period and once operational. I would recommend that this information is provided.

Parking & Turning Provision

I assume that adequate parking & turning provision is provided within the curtilage of the site but this should be indicated on a **revised layout plan**.

Construction Traffic Management Plan (CTMP)

The proposed development may require a CTMP depending on the size / frequency of construction vehicles required to construct the works including details of the anticipated construction period. **I would recommend that these details are provided and you liaise with our Traffic section (contact: Jamie Edge on Tel: 01978 729643) to discuss the above details.**

No details appear to have been provided in respect of existing and anticipated daily vehicle movements the proposed development will generate both during the construction period and once operational. I would recommend that this information is provided.

No details of the maximum size / length of vehicle using the access (once operational) have been provided. **Could you please ask the applicant to provide this detail.**

Public Footpath

Public Footpath No.2 - Marchwiell runs through the development site and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

I await the requested information.

Supplementary Notes

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

Note to Applicant

Public Footpath No.2 - Marchwiell runs through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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.



Chief Officer, Environment & Technical