

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2024/0311	Your Ref:	P/2024/0311
Date:	24/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ESTYNIADAU I'R ADEILAD FFERM PRESENNOL A NEWID DEFNYDD RHANNAU O'R STRWYTHUR I STABLAU AT DDEFNYDD PERSONOL(ÔL-WEITHREDOL) / EXTENSIONS TO EXISTING FARM BUILDING AND CHANGE OF USE OF SECTIONS OF THE STRUCTURE TO STABLING FOR PERSONAL USE (IN RETROSPECT)

GRAIG Y CORN RUTHIN ROAD BWLCHGWYN WREXHAM
Grid Ref: E 326392 N 353117

I refer to your consultation / email dated 03/05/2024 in respect of the above.

Access

The proposed development site is located off Caer Efail which is a residential, unclassified road subject to a 30mph speed limit. However, I would estimate typical speeds at being around 20mph given the geometry of the road.

Any proposed / existing access 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 dropped kerb access onto Caer Efail is inadequate in both directions providing splays of approximately 2.4 x 8m to the south and 2.4 x 6m to the north measured to the nearside edge of the adjoining highway. Visibility is limited in both directions given that the required splays would need to cut across 3rd party land.

No details of the proposed visibility splays from this access have been provided. I would normally recommend that a suitably scaled plan is provided which indicates the full extent of the proposed visibility splays in both directions.

The access is approximately 3.4m wide and surfaced with loose bound materials. I would normally recommend such an access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. However, this is an existing farm access.

I would normally be unable to support any proposed development that is likely to result in any significant increase in traffic movements utilising this substandard access.

Parking &Turning Provision

Adequate parking & turning provision will need to be provided within the curtilage of the site to suit the nature of the vehicles using the facility. Parking & turning provision at the site appears adequate.

Traffic Generation

I understand the development proposes an extension to the existing agricultural building and the partial change of use of part of the building into a private stables. **On the understanding that the proposed stables are intended for personal (non-commercial) use and any consent will include a suitable condition restricting its use, then I would have no objections to the proposed development on highway grounds.**

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 black ink on a yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted script.

Chief Officer, Environment & Technical