

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0217	Your Ref:	P/2024/0217
Date:	30/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ADEILADAU AMAETHYDDOL AR GYFER DA BYW / ERECTION OF AGRICULTURAL LIVESTOCK BUILDINGS TORRIAD FARM BOWLING BANK WREXHAM

Grid Ref: E 340949.71 N 349167.58

I refer to your consultation / email dated 17/04/2024 in respect of the above.

Access

The proposed development site is located on a narrow, rural, unclassified road (Cobham Farm Lane) 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 typical speeds of 30mph, any proposed / existing access would 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 access is adequate providing splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway. However, visibility is reliant on the regular maintenance of the verges along this section.

The section of Cobham Farm Lane between the farm access and Rodens Hall Road is narrow in nature and cannot accommodate the simultaneous passage of 2 vehicles and would benefit from a suitable passing place. However, I understand the proposed buildings are to accommodate livestock and will not result in any significant increase in vehicle movements at the site and including a condition to provide a suitable passing place along this section may not be considered justified in this instance.

The existing farm access is considered adequate to serve the proposed development.

Parking & Turning Provision

Parking and turning provision at the site is considered adequate.

I therefore raise 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 asked 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 from 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