

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0007 Res(2)	Your Ref:	P/2024/0007
Date:	12/03/2024		

TOWN AND COUNTRY PLANNING ACT 1990

**NEWID DEFNYDD TIR O AMAETH I FARCHOGAETH A CHODI BLOC STABLAU NEWYDD /
CHANGE OF USE OF LAND FROM AGRICULTURAL TO EQUESTRIAN AND ERECTION OF
NEW STABLE**

**LAND OPPOSITE THE SWALLOWS NEST BRYMBO ROAD BWLCHGWYN WREXHAM
Grid Ref: E 327221.57 N 353325.63**

I refer to your consultation / email dated 26/02/2024 in respect of the above.

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 given the geometry of the road.

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

Visibility from the existing field entrance / proposed access is inadequate in both directions providing splays of approximately 2.4 x 10m to the west and 2.4 x 25m to the east measured to the nearside edge. Visibility is impeded in the westerly direction by the verge / embankment and boundary wall. Visibility is impeded in the easterly direction by the existing vegetation / boundary wall. It is not clear if the applicant has control of the access or any land to the east for potential improvements to visibility. The submitted location plan appears to show the proposed access and land to east beyond the scope of the blue line boundary. However, I understand that the applicant has a right of access over this existing entrance to allow access to the development site. I assume this arrangement is considered acceptable.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access. However, the submitted Design & Access Statement indicates that this existing access is in continuous use. Assuming the intended use is for personal / non-commercial use it may therefore be viewed that the proposed development will not result in any significant increase in vehicle movements if supported. **I assume a suitable condition will be included to control this.**

If this is the case, then I would suggest the applicant considers improvements to the access in terms of maximizing visibility in both directions in the interests of highway safety.

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

- Gates to be setback a minimum distance of 10m behind the adjoining highway (only 3.6m back at present).
- Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary.
- Install 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 at the stables.

The above details have been indicated on the revised layout plan. However, the proposed hard paved parking and turning & parking area would appear to be only 6m x 5m which would be too small to accommodate a tractor / trailer or 4 x 4 with trailer. This would normally require a minimum 10m diameter turning circle plus area for parking.

I would recommend the applicant submits a suitably scaled revised plan indicating the above detail.

In principle, I have no objections to the proposed development subject to the proposed improvements and a condition restricting the stables to personal / non-commercial use.

Supplementary Notes

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

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 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