

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0385	Your Ref:	P/2023/0385
Date:	10/07/2023		

TOWN AND COUNTRY PLANNING ACT 1990

PARCIO AR GYFER TRI CHERBYD NWYDDAU TRWM AT DDIBENION MASNACHOL (OL-WEITHREDOL) / PARKING OF 3 NO HEAVY GOODS VEHICLES FOR COMMERCIAL PURPOSES (IN RETROSPECT)

PARK FARM BOWLING BANK WREXHAM

Grid Ref: E 340677 N 351331

I refer to your consultation / email dated 04/07/2023 in respect of the above.

Access

The proposed development is located on a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Based on speeds of 25mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway. Visibility can be permitted to the centreline given the narrow nature of the lane.

I understand that the applicant utilizes the existing southerly entrance to access the site.

Visibility from the southerly access proposed to serve the development is adequate providing splays in excess of 2.4 x 33m measured to the centreline of the adjoining highway in both directions.

The main access proposed to serve the property is at least 9.2m wide for the first 7.2m behind the adjoining carriageway. The access is gated at this point. The existing access is surfaced with loose bound materials for the first 7m (approximate) behind the edge of carriageway and surfaced with hard bound materials beyond this point. I would normally recommend that such an access is surfaced with hard bound materials for at least 10m behind the adjoining highway.

I would normally recommend that any gates are setback a minimum distance of 20m behind the adjoining highway given that the proposed HGVs are 16.5m in length. However, it would appear that the gates normally remain open during operating hours.

I would recommend an Aco drain or similar is provided across the access to intercept any private surface water run-off.

The applicant will need to contact our Streetscene Team Leader on Tel: 01978 729732 to discuss the required construction details for the access. The applicant will need to apply to the Council for s.184 consent to surface the access (adopted highway) once the submitted details are approved. There is an existing drainage ditch located either side of the access. A suitable drainage pipe along with appropriate cover / construction will be required to maintain adequate capacity / flows in the ditch.

Parking & Turning Provision

There would appear to be adequate parking & turning provision within the curtilage of the site.

Traffic Generation

I understand that the route used to / from the site is along Lower Road up to the junction with Francis Lane to the north. This lane is far from ideal given its typically narrow nature. However, there are a number of passing places along this route.

I understand that the applicant lives on site with his son who operate the HGVs along with an additional driver who lives off site. Based on the proposed movements indicated in the Design & Access Statement which are relatively low, it would be difficult to object to the proposed development on highway grounds. Similar movements including larger vehicles eg/ milk tanker, tractor / trailer could have occurred when the site operated as a working farm.

I assume that the previous farming activities have ceased / reduced significantly at the site. It is unclear whether a condition will be imposed which prevents any further agricultural activities at the site.

I understand that planning consent was previously granted at the site for the conversion of the agricultural buildings to 6 no. residential units. I understand that the applicant no longer wishes to implement this permission but simply wishes to provide a single dwelling for his son. Assuming this to be the case, this would reduce the potential vehicle movements that could be generated at the site.

In principle, I have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) – SOUTHERLY ACCESS

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to the centerline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ08 ACCESS SURFACE (10 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

NONSTD SUBMISSION OF FURTHER DETAILS (ACCESS RESURFACING)

026R No part of the development shall commence until a scheme detailing the construction of
E06N the following has been submitted to and approved in writing by the Local Planning
E07N Authority: ***delete as appt ****

1) *Detailed layout, design, drainage and construction / resurfacing of the access*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. H. ...', written in a cursive style.

Chief Officer, Environment & Technical