

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0481 **Your Ref:** SH/P/2022/0481
Date: 20th February 2023

TOWN AND COUNTRY PLANNING ACT 1990

CADW ESTYNIAD I ADEILADAU AMAETHYDDOL A NEWID DEFNYDD I STABLAU, BEUDAI ANIFEILIAID A STORFA I GERBYDAU / RETENTION OF EXTENSION TO AGRICULTURAL BUILDINGS AND CHANGE OF USE TO STABLES, ANIMAL BYRE AND VEHICLE STORE GRAIG Y CORN RUTHIN ROAD BWLCHGWYN WREXHAM

Grid Ref: E 326392 N 353117

I refer to your consultation / email dated 15/02/2023 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. The access cannot accommodate the simultaneous passage of vehicles. I would normally recommend such an access is a minimum of 4.8m wide for a minimum distance of 10m behind the adjoining highway and surfaced with hard bound materials. An Aco drain or similar would normally be required to intercept any private surface water run-off. I would normally recommend that these details are indicated on a suitably scaled layout plan. However, it does not appear possible to provide the required access width.

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.

Traffic Generation

I assume the development site is an existing farm. I assume that the existing dog breeding business operating at the site generates a limited number of daily vehicle movements. However, I understand that the dog breeding business is to cease if the application is supported.

I understand that the proposed stables are intended for personal (non-commercial) use. If this is the case, then I would have no objections to the proposed development on highway grounds.

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.

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. He' or similar, written in a cursive style.

Chief Officer, Environment & Technical