

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2021/0723 **Your Ref:** SEH/P/2021/0723
Date: 10th November 2021

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 468 Stryt Yr Hwch Farm, Sontley, Wrexham.
Development: Change of use of building from Class B8 (Storage) to Class D1 (Dog Day Care).

I refer to your consultation / email dated 02/11/2021 including Block Plan (Drg. No. RJC-MZ426-02) and Justification Statement (Dated September 2021) in respect of the above.

Access

The proposed development site is located on Marchwiell Hall Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming typical speeds of 30mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

There are 2 existing access points ie/ north and south. I understand that the northerly access is typically used for access to the main farmhouse. I assume that the existing caravan storage facility utilizes the southern access and it is also intended to only utilize the southerly access for the proposed dog day care facility.

The southerly access is approximately 25m wide reducing to 5.5m at around 10m behind the adjoining highway. The access is surfaced with loose bound materials. The access is gated at approximately 22m behind the edge of carriageway.

Surfacing the access with hard bound materials was a condition of previous planning consent ref: P/2019/0645 (not yet carried out).

Visibility from the access appears adequate providing splays in excess of 2.4 x 43m in both directions measured to the centreline of the adjoining highway. Visibility is reliant on the regular maintenance of the verges either side of the access.

The dimensions of the access would be considered adequate to serve the proposed development. However, I would normally recommend that an access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the highway boundary (ideally no gates erected).

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept any such run-off. This was a condition of previous planning consent ref: P/2019/0645 (not yet carried out).

Traffic Generation

There are a number of possible routes leading to / from the development site. Although the lanes leading to the site are typically rural and sometimes narrow, there are adequate passing places along these routes. These lanes are currently used by HGVs, milk tankers, agricultural delivery vehicles, tractors and trailers serving the existing farms.

The submitted Justification Statement includes details of the proposed business routine including maximum no. of dogs permitted on site at any one time (30 dogs), all dogs being collected and delivered by staff / van and timing of various operations. **If traffic movements are considered to be an issue then it may be considered appropriate to impose a suitable condition which includes the business routine detailed in the submitted Justification Statement.**

Parking & Turning Provision

The parking and turning arrangements indicated on the submitted Block Plan are considered acceptable.

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

CONDITIONS

- | | |
|-----------------------|---|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@ |
| ZJ16
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43m in both directions measured to the centreline 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. |
| NONSTD
043R | ACCESS SURFACE (10 metres)
Prior to first use of the vehicular access hereby approved, the southerly access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway. |
| ZJ09A
033R | NO GATES WITHIN 10 METRES
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary. |

ZJ46
026R

NO PRIVATE SURFACE WATER RUN OFF

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.

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. K.', written in a cursive style.

Chief Officer Environment & Technical