

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: 26th August 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 16/08/2021 in respect of the above.

Access

The proposed development site is located on Marchwiel 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. It is not clear if some element of caravan storage will continue at the site.

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 additional movements likely to be generated by the dog day care facility are likely to be staggered and not have any significant impact on the local highway network. However, no details of how the business will operate appear to have been provided eg/ number of dogs on site at any one time, anticipated additional daily vehicle movements, additional staff, appointment only basis operation, staggered visits, collection etc. It may be considered appropriate to request additional information.

If traffic movements are considered to be an issue then it may be considered appropriate to include suitable conditions to minimize the frequency of visits.

Parking & Turning Provision

Further details on the operation of the business would be required in order to assess the adequacy of parking & turning provision at the site. A suitable layout plan indicating the above arrangements should be provided.

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

Chief Officer Environment & Technical