

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0218 **Your Ref:** SD/P/2020/0218
Date: 11th November 2020

Town and Country Planning Act 1990

Section 78 Appeal @ Caia Farm, Old Wrexham Road, Gresford, Wrexham.

I refer to your consultation / email dated 09/11/2020 in respect of the above.

I am satisfied with the previous response made to this application (copy attached) and wish to inform you that I have no further comments to add.



Chief Officer, Environment & Technical

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0218 **Your Ref:** SEH/P/2020/0218
Date: 7th July 2020

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

Location: O. S Grid Ref: 348 541 Caia Farm, Old Wrexham Road, Gresford, Wrexham.
Development: Change of use of agricultural land to Dog Exercise Area (in retrospect).

I refer to your consultation / email dated 03/07/2020 including layout plan (Drg. No. PL/TR/103 Rev A) in respect of the above.

Access

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

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 in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing / proposed access is adequate in the southerly direction providing a splay in excess of 2.4 x 43m measured to the centerline of the adjoining highway. However, visibility in the northerly direction is inadequate providing a visibility splay of approximately 2.4 x 33m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow and trees.

I would normally therefore be unable to support any proposed development that would result in any significant increase in vehicle movements through this existing access. However, I understand that the applicant has control of the land either side of the access and has offered to improve visibility in the northerly direction. The submitted layout plan (Drg. No. PL/TR/103 Rev A) indicates improvements at the site to provide the required visibility splays which is considered acceptable.

The existing access is approximately 25m wide but splits into two separate accesses a short distance behind the adjoining highway. The northerly access serves Caia cottage, the existing agricultural contracting business and the proposed dog training business. The southerly access appears to serve the existing farmhouse.

The access is surfaced with loose bound material and would benefit from surfacing with hard bound materials eg/ bitmac. The submitted layout plan (Drg. No. PL/TR/103 Rev A) indicates the re-surfacing of the existing access with hard bound materials for a minimum distance of 5m behind the adjoining carriageway which is considered acceptable.

Traffic Generation

I understand that the existing agricultural contracting business typically generates around 10 – 12 movements per day via the northerly access.

The applicant has indicated that the proposed dog exercise / training area will operate within daylight hours seven days a week 7am - 7pm Monday – Friday and 8am – 6pm Saturday, Sunday and bank holidays based in respect of the summer months. During the winter months, activity will decrease. Primarily the slots for use of the field are approximately 30 – 50 minutes.

Based on the summer period, the proposed development has the potential (if 30 minute slots) to attract up to 24 cars to the site per day which would generate an additional 48 vehicle movements per day.

Parking and Turning Provision

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

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

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@@.

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres 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.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

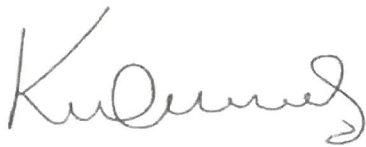
ZJ07
043R

ACCESS SURFACE (5 metres)

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 5 metres behind the adjoining highway.

Supplementary Notes

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



Chief Officer, Environment & Technical