MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/DB/P/2024/0197	**Your Ref:**	P/2024/0197
Date:	23rd May 24		

TOWN AND COUNTRY PLANNING ACT 1990

CODI STABLAU NEWYDD, LLAWR CALED A FFENSYS (RHANNOL 0L WEITHREDOL) / ERECTION OF NEW STABLING, HARDSTANDING AND FENCING (PARTLY IN RETROSPECT)

LAND TO THE NORTH OF BRYMBO ROAD BWLCHGWYN WREXHAM
Grid Ref: E 327532.32 N 353212.96

I refer to your consultation / email dated 27/03/2024 in respect of the above, and our previous response to application P/2023/0345 dated 29th November 2023 based on a similar submission.

Our previous response referred to inadequate visibility splays, and this proposal is updated to include a reduction in the bank to the east of the entrance.

The submitted En-Plan block plan A2 on page 2 shows indicative visibility splays only, however this needs to be dimensioned and fully detailed in accordance with Manual for Streets 2, TAN18 and other highways guidance, prior to our being able to progress our consultation response.

The proposed development site is located on a rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being no more than 35mph for vehicles approaching from the west (slowing down from 40mph to approach the bends), and around 30mph for vehicles approaching from the east given the geometry of the road.

Based on typical speeds of 35mph, any proposed / existing access would require visibility splays of 2.4 x 55m measured to the nearside edge of the adjoining highway in accordance with TAN 18. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway. Control of any land outside the highway or applicant's title should be demonstrated to safeguard the visibility against vegetation growth or other obstruction greater than 1m in height.

Visibility is impeded in both directions by the existing verge vegetation / embankment.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access. **I would recommend the applicant provides a suitably scaled plan indicating the full extent of the proposed splays.**

It is not clear from the submitted information as to the full frequency of use, type of vehicles intended and whether the stabling section is for personal or business use. **These details needs clarification. I would recommend the applicant expands further on the limitations of use and the level of existing daily vehicle movements generated through this access. I would recommend the applicant provides details of the anticipated daily vehicle movements the proposed development will generate.**

I would recommend the applicant indicates improvements on a suitably scaled and dimensioned layout plan as follows:-

- The full extent of the proposed / required splays as detailed above.
- Gates to be setback a minimum distance of 10m behind the adjoining highway
- Access to be paved with hard bound materials for a minimum distance of 10m behind the highway boundary (currently unsurfaced).
- Install an ACO drain or similar across the proposed access to intercept any private surface water run-off.
- Detail indicating parking and turning arrangements for tractor/ trailer and 4 x 4s within the plot.

The applicant may consider it worthwhile to utilise professional highways engineer advice to design the entrance and consider the above.



Chief Officer, Environment & Technical