MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1332	**Your Ref:**	P/2024/1332
Date:	01/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI UNED DDIWYDIANNOL YSGAFN I ANNEDD GYDA GAREJ A PHYRTH CEIR CYSYLLTIEDIG / CONVERSION OF LIGHT INDUSTRIAL UNIT TO DWELLING WITH ASSOCIATED GARAGE AND CAR PORTS

LOCATION: WILLINGTON CROSS FARM, WILLINGTON, MALPAS, SY14 7NA

I refer to your consultation / email dated 03/09/2024 in respect of the above.

General

The proposed development site is located on Willington Cross Lane which is a rural, classified road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) would estimate typical vehicle speeds at being around 40mph given the geometry of the road.

It is understood that the existing access is shared by the former light engineering / industrial unit (development site) and the first dwelling located alongside the access (Mountain View) which it is understood no longer operates as a farm.

Access

Based on typical speeds of 40mph, any proposed / existing access would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge in the southerly direction and to the centerline of the adjoining highway in the northerly direction in which there shall be no obstruction in excess of 1.0m in height in accordance with TAN 18. Visibility can be permitted to the centreline in the northerly direction given the restricted carriageway width.

Visibility from the existing access is adequate in the southerly direction providing splays in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the northerly direction is approximately 2.4 x 40m measured to the centerline of the road being impeded by the existing hedgerow.

It is understood that the applicant is willing to lower the hedge in the northerly direction to improve visibility from the existing shared access given he has control of this land. This would be considered beneficial in highway safety terms.

The existing shared access is approximately 20m wide reducing to 4.8m wide at around 13m behind the adjoining carriageway which is considered adequate to serve the proposed development. The proposed / existing internal gated access to the property is approximately 3m wide and is setback approximately 13m behind the adjoining carriageway.

The existing unadopted shared access is surfaced with hard bound materials but is beginning to deteriorate and would benefit from re-surfacing.

Traffic Generation

The LHA would normally raise concerns in respect of any additional significant increase in vehicle movements through this access given the limited available visibility in the northerly direction. However, it is understood the proposed development site / building previously operated as a light engineering industrial unit and is likely to have generated more daily movements than would be expected from a single dwelling. In this instance, the LHA would raise no objections to the proposed development.

Parking & Turning Provision

The LHA recommend that the applicant provides a more detailed / scaled layout plan indicating the proposed parking and turning arrangements within the curtilage of the site. The LHA recommend that 3 no. parking spaces are provided within the curtilage of the site (car port spaces accepted / garage spaces excluded).

The LHA awaits the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*

8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.



On behalf of Chief Officer, Environment & Technical