MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC//P/2024/1496	**Your Ref:**	P/2024/1496
Date:	04/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD 7 ADEILADAU (AMAETHYDDOL) I DDOSBARTH B2 (DIWYDIANT CYFFREDINOL) / CHANGE OF USE OF 7 BUILDINGS (AGRICULTURAL) TO CLASS B2 (GENERAL INDUSTRY)

LOCATION: GATES FARM, HOLLY BUSH, BANGOR ON DEE, WREXHAM, LL13 0BH

I refer to your consultation / email dated 23/10/2024 in respect of the above.

General

The proposed development comprises the change of use / conversion of 7 agricultural buildings to Class B2 General Industrial use.

Access

The proposed development site is located on the Mulsford Road 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.

Assuming typical speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. The required splays / stopping sight distance is measured from a driver's eye height of 1.05m to an object height of between 0.26m and 1.05m above the road surface in accordance with the Design Manual for Roads and Bridges – CD109 / CD123 . The vertical deflection of the adjoining highway in the north easterly direction is such that visibility maybe limited. There is an existing mature hedgerow and trees along the site frontage which impacts on the extent of visibility that can be provided from the existing access points. **The LHA recommends the applicant carries out a topographical survey indicating the position of the hedgerow and any trees and indicates on a suitably scaled plan how it is proposed to provide the required splays.**

The applicant may wish to carry out a speed survey in order to determine 85th percentile speeds along this section.

The submitted site location plan appears to indicate 2 existing access points ie/ one located to the south west of the site and a central access to the north east. It is not clear exactly which access points are intended to serve the proposed development. **The LHA recommend that this detail is clarified.**

The application boundary line (marked in red) appears to exclude a small section of the 2 no. access points up to the existing limit of highway adoption. **The LHA recommend that this detail is clarified.**

Central Access (to North East)

It would appear that this access served the former farm and the majority of vehicle movements associated with the farm.

Visibility from this access is currently inadequate in both directions providing splays of approximately 2.4 x 12m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow / vegetation fronting the site.

No details of the existing / proposed visibility splays have been provided from this access. **The LHA recommend that the applicant submits a suitably scaled plan indicating the full extent of the proposed visibility splays.**

The access is approximately 10m wide reducing to 3.7m wide at 6.4m behind the adjoining carriageway. The access is paved with hard bound materials. No information has been submitted with the application in respect of the maximum size / length of vehicle (HGV) likely to visit the site. This will determine the required access layout / design required to accommodate such vehicles. **The LHA recommend this information is provided along with swept paths of such vehicles entering / exiting the site in both directions.**

There is an existing ditch / culvert running under the access which will need further consideration. **Construction details of this culvert / pipe will need to be submitted to ensure there is no detrimental impact on this watercourse.**

The LHA would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access. Based on the lack of existing visibility at this access, any proposed development (if supported) would need to be limited to existing traffic generation levels generated by the previous farm.

South Westerly Access

It is not clear from the submitted application what this access currently serves and whether it is intended to use this access as part of the proposed development. **The LHA recommend that this detail is clarified.**

Visibility from this access is currently inadequate in both directions providing splays of approximately 2.4 x 14m to the north east and 2.4 x 12m to the south west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow / vegetation and potentially 3rd party land (adjoining field) in the south westerly direction.

No details of the existing / proposed visibility splays have been provided from this access. **The LHA recommend that the applicant submits a suitably scaled plan indicating the full extent of the proposed visibility splays.**

The access is approximately 12m wide reducing to 3.2m wide at 7m behind the adjoining carriageway. The access is partially paved with hard bound materials.

There is an existing ditch / culvert running under the access which will need further consideration.

The LHA would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access.

Main Route Leading to Site

The section of carriageway fronting the site is only typically 4.4 / 4.5m wide and cannot accommodate the simultaneous passage of a van or HGV / car. The section of Mulsford Road would not benefit from any significant increase in vehicle movements at the site. **The LHA recommend that the applicant reviews this issue and indicates how it will be addressed as part of this application.**

The main route leading to the site is likely to be via the junction / crossroads with the A525 to the south. In order to comply with TAN18 requirements, this junction would need to provide visibility splays of 2.4 x 215m measured to the nearside edge of the adjoining highway based on speeds of 60mph. Visibility at this junction is adequate in the easterly direction providing a splay in excess of 2.4 x 215m. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 70m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / 3rd party land. This junction would not benefit from any significant increase in vehicle movements.

Traffic Generation

No information relating to existing / proposed vehicle movements at the site has been provided. **The LHA recommend the applicant provides a detailed Transport Statement including (but not limited to) existing / proposed daily traffic movements at the site and a review of the accident records in this location.**

Parking & Turning Provision

Adequate parking and turning provision would need to be provided for the proposed commercial units in accordance with LPGN 16. No information has been provided in respect of the gross floor areas of the proposed 7 no. buildings or any plan indicating proposed parking spaces with turning. **The LHA recommend this information is provided.**

In terms of turning provision, the LHA recommend that adequate turning space is provided within the curtilage of the site to accommodate the maximum size of vehicles (HGVs) likely to visit the site. **Details of how such a turning facility will be provided should be indicated on a suitably scaled plan.**

Swept Path Details

The LHA recommend that details of the maximum size / length of vehicle (HGV) visiting the site is provided along with swept path details of such a vehicle entering / exiting the site in both directions onto Mulsford Road from the proposed / existing access points.

Cycle Parking Provision / Shelters

Cycle parking provision will need to be provided in accordance with LPGN 16. No details of proposed cycle parking / shelters has been provided. **The LHA recommend that further details are provided addressing this provision. Scaled annotated dimensions of stands, parking spaces (including mobility cycle spaces), shelters, appropriate lighting will need to be provided.**

Sustainability

The development site is located on a rural, classified road along which there is no footway provision / street lighting. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for staff to walk safely to local facilities and public transport stops.

Waste / Recycling

It is assumed that the site will be serviced by a private waste contractor. **Details of how such a vehicle will turn within the site along with waste / recycling collection point / details will need to be provided.**

Service and Delivery Management Plan (SDMP)

If supported, it may be considered appropriate to include a condition for a SDMP to control the type/ size / frequency of delivery vehicles to the site. It is not clear what the maximum size of vehicle / HGV will be visiting the site. **This detail needs to be provided** along with details of how such vehicles will turn within the site and enter / exit the site.

Construction Traffic Management Plan (including details of contractor parking)

If supported, in order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

Conclusion

In conclusion, the LHA request further details as follows:-

- **The LHA recommends the applicant carries out a topographical survey indicating the position of the hedgerow and any trees and indicates on a suitably scaled plan how it is proposed to provide the required splays.**

- The submitted site location plan appears to indicate 2 existing access points ie/ one located to the south west of the site and a central access to the north east. It is not clear exactly which access points are intended to serve the proposed development. **The LHA recommend that this detail is clarified.**

- The application boundary line (marked in red) appears to exclude a small section of the 2 no. access points up to the existing limit of highway adoption. **The LHA recommend that this detail is clarified.**

Central Access (to North East)

- No details of the existing / proposed visibility splays have been provided from this access. **The LHA recommend that the applicant submits a suitably scaled plan indicating the full extent of the proposed visibility splays**

- The access is approximately 10m wide reducing to 3.7m wide at 6.4m behind the adjoining carriageway. The access is paved with hard bound materials. No information has been submitted with the application in respect of the maximum size / length of vehicle (HGV) likely to visit the site. This will determine the required access layout / design required to accommodate such vehicles. **The LHA recommend this information is provided along with swept paths of such vehicles entering / exiting the site in both directions.**

- There is an existing ditch / culvert running under the access which will need further consideration. **Construction details of this culvert / pipe will need to be submitted to ensure there is no detrimental impact on this watercourse.**

South Westerly Access

- It is not clear from the submitted application what this access currently serves and whether it is intended to use this access as part of the proposed development. **The LHA recommend that this detail is clarified.**

- No details of the existing / proposed visibility splays have been provided from this access. **The LHA recommend that the applicant submits a suitably scaled plan indicating the full extent of the proposed visibility splays**

- Main Route Leading to Site
  The section of carriageway fronting the site is only typically 4.4 / 4.5m wide and cannot accommodate the simultaneous passage of a van or HGV / car. The section of Mulsford Road would not benefit from any significant increase in vehicle movements at the site. **The LHA recommend that the applicant reviews this issue and indicates how it will be addressed as part of this application.**

- No information relating to existing / proposed vehicle movements at the site has been provided.**The LHA recommend the applicant provides a detailed Transport Statement including (but not limited to) existing / proposed daily traffic movements at the site and a review of the accident records in this location.**

- Adequate parking and turning provision would need to be provided for the proposed commercial units in accordance with LPGN 16. No information has been provided in respect of the gross floor areas of the proposed 7 no. buildings or any plan indicating proposed parking spaces with turning.
  The LHA recommend this information is provided.

  In terms of turning provision, the LHA recommend that adequate turning space is provided within the curtilage of the site to accommodate the maximum size of vehicles (HGVs) likely to visit the site.
  Details of how such a turning facility will be provided should be indicated on a suitably scaled plan.

  The LHA recommend that details of the maximum size / length of vehicle (HGV) visiting the site is provided along with swept path details of such a vehicle entering / exiting the site in both directions onto Mulsford Road from the proposed / existing access points.

- Cycle parking provision will need to be provided in accordance with LPGN 16. No details of proposed cycle parking / shelters has been provided. **The LHA recommend that further**

details are provided addressing this provision. Scaled annotated dimensions of stands, parking spaces (including mobility cycle spaces), shelters, appropriate lighting will need to be provided.

- It is assumed that the site will be serviced by a private waste contractor. **Details of how such a vehicle will turn within the site along with waste / recycling collection point / details will need to be provided.**

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