

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0893	Your Ref:	P/2023/0893
Date:	08/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID ADEILAD I ANNEDD / CONVERSION OF BUILDING TO DWELLING

MOUNT PLEASANT PLASSEY LANE WILLINGTON MALPAS WREXHAM
Grid Ref: E 343652.43 N 343236.93

I refer to your consultation / email dated 15/01/2023 in respect of the above.

Access

The proposed development site is located on Plassey Lane which is a narrow, 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 speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. The existing access provides visibility splays in excess of 2.4 x 43m measured to the centerline of the adjoining highway.

The existing access is approximately 16m wide and gated around 11m behind the adjoining carriageway. The access is surfaced partly by hard bound and loose bound materials. I would recommend the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required to intercept any such run-off.

The existing site appears to comprise an existing dwelling with a business alongside which I understand fabricates / fits window frames. The existing dwelling has its own access with a separate 11.2m wide gated access alongside serving the business unit. I understand the proposed new access serving the proposed dwelling will be constructed by taking away one of the existing gates at the access serving the business. I assume that this would leave a 5.6m wide access to serve the existing business which would seem acceptable.

Parking & Turning Provision

There would appear to be space for at least 3 cars plus turning provision for the proposed dwelling (4 bedroom) within the curtilage of the site which is considered adequate.

If the application is to be supported, I would 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.

ZJ07 ACCESS SURFACE (5 metres)

043R 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.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Supplementary Notes

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

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 asked 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.



Chief Officer, Environment & Technical