MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0364	**Your Ref:**	P/2025/0364
Date:	31/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADLEOLI ADEILAD AMAETHYDDOL (CORLAN DDEFAID) / RELOCATION OF AGRICULTURAL BUILDING (SHEEP PEN)

LOCATION: WHALEBONE HOUSE, PLASSEY LANE, WILLINGTON, MALPAS, SY14 7LS

I refer to your consultation / email dated 02/05/2025 in respect of the above.

Access

The proposed development site is located on a narrow, rural, unclassified road (Whalebone Lane) subject to a 60mph speed limit. Whalebone Lane is a “No-Through Road” and is considered “unsuitable for motor vehicles” (advisory sign). I would estimate typical vehicle speeds at being around 20mph given the geometry of the road.

Based on speeds of 20mph, the existing access serving the agricultural building and re-located sheep pen would normally be required to provide visibility splays of 2.4 x 25m 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 access is adequate providing splays in excess of 2.4 x 25m measured to the centreline of the adjoining highway in both directions.

The existing / proposed access is approximately 6.9m wide and gated 4.2m behind the adjoining carriageway. The access is surfaced with hard bound materials and falls towards the highway.

The LHA would typically recommend an access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with any gates setback a minimum distance of 10m behind the adjoining highway (preferably no gates). However, it is assumed that the gates are typically left open throughout the day.

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

Although the development site is only a short distance from the junction with Plassey Lane, the section of road is typically less than 4.1m wide and cannot accommodate the simultaneous passage of 2 vehicles without encroaching on the verge. A couple of passing places along this section would be of benefit. However, given the scale of the development and the likely limited traffic movements along this lane, it would be considered difficult to justify requesting such an improvement.

Parking and Turning Provision

There would appear to be ample parking and turning space within the curtilage of the site

The LHA therefore have no objections to the proposed development and recommend any permission include 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 25 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.

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.



On behalf of Chief Officer, Environment & Technical

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.