# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Alan Wells |
| **Our Ref:** | ET/DC/PP/P/2024/1073 | **Your Ref:** | P/2024/1073 |
| **Date:** | 12/08/2024 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: CAIS AMLINELLOL AR GYFER CODI ANNEDD (CADW POB MATER) / OUTLINE APPLICATION FOR ERECTION OF DWELLING (ALL MATTERS RESERVED)**

**LOCATION: 3 FENNANT ROAD, PONCIAU, WREXHAM, LL14 1HL**

I refer to your consultation / email dated 17/07/2024 in respect of the above.

Although all matters are reserved, I comment as follows:-

**Access**

The proposed development site is located on the Fennant Road which is a classified road subject to a 20mph speed limit. There is limited footway provision along this section of Fennant Road and pedestrians typically have to walk on the road.

Any proposed / existing access would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Existing Access

It is proposed to utilize this access to serve the proposed dwelling. No details of the existing / proposed visibility splays from this access have been provided. This access currently provides visibility splays of approximately 2.4 x 3m to the west and 2.4 x 5m to the east measured to the nearside edge. Visibility is impeded in the westerly direction by the existing boundary wall. Visibility is restricted in the easterly direction by the existing brick pillar / 3rd party land. **The Local Highway Authority (LHA) recommend the applicant indicates how adequate visibility will be provided on a revised layout plan.**

The existing access is approximately 2.9m wide and is paved with hard bound materials. The access is gated at approximately 1.8m behind the adjoining carriageway. The LHA would require such an access to be a minimum of 3.2m wide with a minimum 5m of hard bound paving.

Proposed Access

It is proposed to utilize this access to serve the existing dwelling.

Any proposed access in this location would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. The submitted layout plan indicates the construction of a new access providing splays of 2.0 x 22m in both directions measured to the nearside edge of the adjoining highway which is considered inadequate. The available splay over land under the control of the applicant is actually only approximately 2.0 x 12m in the easterly direction as it crosses 3rd party land.

The development site fronts a relatively busy classified road which is on a bus route that has limited footway provision. The Local Highway Authority (LHA) would therefore be unable to support the proposed development given the lack of adequate visibility from both access points.

There is an existing road gully fronting the proposed access position. The LHA recommends the exact position of this gully is indicated on a revised layout plan. The gully will require re-locating if it conflicts with the new access.

**The Local Highway Authority (LHA) recommends the applicant annotates the proposed access dimensions / details on a revised layout plan.**

Any proposed / existing accesses would require the following:-

- Visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.
- Minimum 3.2m wide access
- No gates within 5m of the adjoining highway (preferably no gates).
- Access - Minimum 5m of hard bound paving
- Aco drain or similar where private surface water run-off flows towards the highway.

**Parking & Turning Provision**

In terms of parking and turning provision at the development site, the LHA comments as follows:-

No details of the number of bedrooms for the existing / proposed dwellings have been provided to assess parking provision. **The LHA recommends the applicant provides this detail.**

The development site fronts a relatively busy classified road which is on a bus route. Any proposed accesses would require adequate parking provision in accordance with LPGN 16 and adequate turning provision. **The LHA recommends the applicant provides a suitably scaled plan indicating the above details annotating all relevant dimensions**

The LHA recommends the applicant addresses the issues raised.

**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