MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1287	**Your Ref:**	P/2024/1287
Date:	18/09/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU ANNEDD / ERECTION OF DWELLING

LOCATION: GWERN Y TO, THREAPWOOD, MALPAS, SY14 7AZ

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

Access

Existing Access

The proposed development site is located on Shocklach 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.

Assuming speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4m x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The applicant appears to have recently modified the existing access. The access is now 8.8m wide with gates setback approximately 24m behind the adjoining carriageway. The access is surfaced with loose materials. Visibility from the modified access is marginally improved providing splays of approximately 2.4 x 7m in the north easterly direction and 2.4 x 6m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access. The LHA would therefore not normally wish to support any proposed development that is likely to result in any increase in vehicle movements through this sub-standard access than was previously experienced at the site.

Proposed Access (Drg. No. 07 Rev C)

It is understood that the applicant proposes to demolish the existing dwelling and construct a new dwelling served by a new improved access. A section of hedgerow has already been removed in the position of the proposed access.

The submitted layout plan indicates the construction of a new access located further south along Shocklach Lane. The LHA recommend the existing sub-standard access is permanently closed up and reinstated to the satisfaction of the Planning / Highway Authority.

The submitted layout plan indicates the following:-

- Visibility splays of 2.4m x 56m to the north east and 2.4m x 58m to the south west measured to the nearside edge of the adjoining highway from the new access.

- 15.3m wide splayed access reducing to 5m wide access width @ 5m behind edge of carriageway.

- Hard bound paving for a minimum of 10m behind the adjoining highway.

- No gates erected within 10m of the highway boundary

- An Aco drain across the access to intercept any private surface water run-off. This needs to be located just behind the highway boundary ie/ in line with the centerline of the existing hedgerow draining to a private soakaway.

In terms of visibility and layout, as long as the proposed access is no worse than the existing access and the existing access is permanently closed up, then a development generating the same / similar vehicle movements can be supported.

Parking & Turning Provision

Parking & turning provision at the development site is considered adequate.

The LHA therefore 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. @@@

ZJ17 **VISIBILITY SPLAYS (NEARSIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres to the north east and 2.4 metres x 58 metres to the south west measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ39 **VERGE CROSSING**
026R Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

ZJ08 **ACCESS SURFACE (10 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 10 metres behind the adjoining highway.

ZJ09A **NO GATES WITHIN 10 METRES**

033R There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

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.

ZJ01 **EXISTING ACCESS TO BE CLOSED**

026R
E03N The existing access as shown on the approved plan no. @@@ shall be permanently closed up prior to first use of any part of the development in accordance with a specification of works which has been submitted to and approved in writing by the Local Planning Authority.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position and to close up / reinstate verge at existing access. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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