MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/DB/P/2024/1150	**Your Ref:**	P/2024/1150
Date:	18/09/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI 2 ANNEDD/ERECTION OF 2 DWELLINGS

LAND TO THE REAR OF 2, ASH CLOSE, SUMMERHILL, WREXHAM, LL11 4HR

I refer to your consultation / email dated 25/06/24 in respect of the above.

It is the LHA's understanding that the proposals are for two number three bedroom dwelling houses with associated parking located at the end of Cedar Drive, an unclassified road subject to a 20mph speed limit.

To meet the WCBC parking standards set out in LPG No 16, the provision of three car parking spaces should be provided per unit. However, these are maximum standards .The proposals indicate two driveway car parking spaces per dwelling. Driveways are required to cross the footway at 90 degrees. Two of the proposed parking spaces are shown at a 45 degree angle and therefore visibility between pedestrians and vehicles would be difficult on this basis.

A shortfall from the car parking standards does give the potential to generate additional on street parking in the vicinity of the site, which could reduce parking for neighbours and visitors in the vicinity of the site on-street. However, a site visit at peak time indicated there was considerable on-street parking available on surrounding roads and therefore the LHA feels that an objection on parking grounds would be unlikely to stand up at any ensuing planning appeal.

The plans indicate an extension to the existing footway along the site frontage, should the applicant wish the Council to adopt the proposed footway, it would need to be constructed to adoptable standards and with adequate drainage in place. The LHA would recommend No surface water from the applicants site should be allowed to drain onto the public highway, The first 5m minimum (for residential properties) should be hard paved, avoiding gravel or loose chippings from spreading and finally, no gate should be built in a location where it would result in a car obstructing the highway whilst being unloaded, and it should not swing out and over a pavement or any other part of the highway.

In terms of visibility, 2.4 x 25m visibility splays should be provided. The splays have not been provided but there is concern that in the current arrangement the high garden fence to the rear of No 2 Ash Close could restrict visibility from the proposed driveways. Adequate visibility would need to be demonstrated.

There are concerns over the challenging drainage situation on the site. It is evident that this area of POS is an overflow and "soakaway" for highway drainage below the 2 gullies located above the low spot of the end of the road. As this is an existing situation probably since the estate was built, we would ask that the applicant considers this area within their drainage proposals. There are also concerns over the proximity to the highway of a foul sewer treatment plant drainage field indicated on the proposed plans. The applicant would need to satisfy the Local Authority's flood officer and SAB officer prior to commencing any works.

The LHA would also request that the access to the footpath/Public Right of Way (PROW) linking to the school and sports centre be considered within this proposal. By reducing the width of the access, greater intensity of pedestrian and cycle traffic will be created and therefore the LHA would suggest the first 5m of the driveway is hard surfaced and drainage also considered.

The LHA would also request the width of the adjacent footpath entrance be kept to a minimum of 3.5m to ensure maintenance and emergency vehicle access can be maintained, however it would also be in everyone's interest to include for provision of a lockable drop down bollard (the details of which can be provided by highways colleagues). This should be coordinated with the PROW Officer, Sean Hanratty.

Conclusion:

Whilst there are no objections in principle to the proposals there are issues that need to be addressed, and further details provided for the LHA to be able to support the proposals. These include:

- Visibility
- Parking space alignment
- Footway adoption clarification
  Access to the school (Drainage, width, bollard & pedestrian visibility for a car reversing off)
- Drainage (both foul and surface water, given the close proximity of the foul drainage field/treatment plant to the public highway)

Should the application be successful, we enclose for information our Standard Highway Guidance Notes in the Appendix below with contact details for the team to coordinate any works on or immediately adjacent to the public highway



On behalf of The 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.