MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2024/1018	**Your Ref:**	P/2024/1018
Date:	14/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL : ADDASU AC ESTYN TY, YN CYNNWYS TROS'IR ATIG A CHREU ISLAWR GYDA GAREJ / ALTERATIONS AND EXTENSIONS TO EXISTING HOUSE INCLUDING LOFT CONVERSION AND ADDITION OF BASEMENT WITH GARAGE

LOCATION: HORSLEY LODGE, HOSELEY LANE, MARFORD, WREXHAM, LL12 8YD

I refer to your consultation / email dated 12/09/2024 in respect of the above.

Access (off Hoseley Lane)

The proposed development site is located on Hoseley 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 along this section.

Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway where the carriageway is a minimum of 4.1m wide and to the centerline where the carriageway is less than 4.1m wide. Visibility from the existing access serving Horsley Lodge appears adequate in the northerly direction providing a splay in excess of 2.4 x 100m measured to the nearside edge. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 32m measured to the centerline of the road. Visibility is impeded in this direction by the existing boundary wall / hedge.

The access is approximately 3.4m wide, gates setback approximately 8m behind the edge of carriageway and paved with hard bound materials. This existing access is of inadequate design / layout. The access is also located in close proximity to the junction with Cox Lane which is far from ideal.

As an alternative access is being proposed off Cox Lane of a suitable design / standard, then the LHA would typically recommend the existing sub-standard access onto Hoseley Lane is closed up. The submitted Highways Technical Note 01 indicates that the existing sub-standard access will be left operational with an additional access being constructed along Cox Lane so a one way system can be operated exiting via the new access. **This would be difficult to control and would not be supported from a highways perspective.**

Hoseley Lane is typically narrow and vehicles quite commonly struggle to pass each other simultaneously. Forward visibility along Hoseley Lane is also poor due to the existing hedgerows and geometry of the road. Hoseley Lane has no street lighting provision (to the south of Cox Lane) or any footway provision on either side of the road.

Alternative Access (off Hoseley Lane)

The proposed alternative access is located a short distance further south along Hoseley Lane.

Based on typical speeds of 30mph as indicated above, any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway. Visibility to the centreline of the carriageway can be permitted in this instance given the narrow nature of the road.

The submitted Site Access Plan (Drg. No. 3659-01-D02) and Highways Technical Note indicates visibility splays of 2.4 x 40m in both directions from the proposed access measured to the centreline of the adjoining highway. **The LHA recommend the applicant provides a revised layout plan indicating splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.**

However, given the sub-standard nature of the existing access and it being located in such close proximity to the junction with Cox Lane, **the LHA would recommend a condition is included to permanently close up the existing access** if the application is supported.

It is understood the proposed access will be 4.5m wide with 4m kerb radii and constructed with the use of no-dig methods and geotextiles in order to protect the rots of surrounding trees.

The proposed dimensions of the new access are considered acceptable. However, the LHA recommend the access is surfaced in hard bound materials for a minimum distance of 10m behind the highway boundary (assuming a tractor / trailer is utilising the access as indicated). The submitted swept path plans indicate a 10.572m long tractor / trailer. The LHA would therefore recommend that any proposed gates are setback a minimum distance of 11m behind the highway boundary. **The LHA recommend the above detail is indicated on a revised layout plan.**

The submitted swept path plan (Drg. No. 3659-01-D2) indicates how the proposed 10.572m long tractor / trailer will access the site ie/ left turn and left turn out. **However, the LHA recommend that additional swept paths details are provided indicating entering & exiting movements in both directions from / to Hoseley Lane via the new access on a separate plan including how such a vehicle will turn within the curtilage of the site.**

An Aco drain or similar will be required across the access (in private land) in order to intercept any private surface water run-off where the access falls towards the highway.

Traffic Generation

The submitted plans indicate that a tractor / trailer will need to access the site. It is understood that requirement for such vehicle to enter the site is to cut the grass on the adjoining fields which is an infrequent occurrence and will generate minimal vehicle movements through the proposed access.

Parking & Turning Provision

Parking provision at the site will need to be compliant with LPGN 16 requirements. Based on a three bedroom property, the proposed extended dwelling will require a maximum of 3 parking spaces (garage spaces excluded).

The LHA recommend that a suitable turning facility is provided within the curtilage of the site to accommodate the turning of both cars and a tractor & trailer.

The LHA recommend that a revised plan including swept paths are provided indicating adequate parking and turning provision within the curtilage of the site for both cars and tractor / trailer.

The LHA awaits the requested information.

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