MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/MZ/P/2024/1209	**Your Ref:**	P/2024/1209
Date:	01/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL YR ANNEDD BRESENNOL A CHODI 8 O FFLATIAU GYDA LLEFYDD PARCIO A MYNEDFA CYSYLLTIEDIG / DEMOLITION OF EXISTING PROPERTY AND ERECTION OF 8 APARTMENTS WITH ASSOCIATED ACCESS AND PARKING

LOCATION: 22 BRYN ESTYN ROAD, WREXHAM, LL13 9NB

I refer to your consultation / email dated 31/07/2024 in respect of the above.

It is the LHA's understanding that the proposals are for the demolition of the existing residential dwelling and the erection of 8 apartments with associated access and parking.

The existing access is sited within the 20mph element of Bryn Estyn Road, the visibility to the west is somewhat restricted by the high level fence along this boundary. The proposals seem to indicate the removal of the existing access and the provision of a new access sited further to the east of Bryn Estyn Road. The proposed access is sited within the existing stretch of 60mph carriageway, however the LHA estimates typical vehicle speeds at being around 30mph in both directions given the geometry of the road fronting the development site. As such visibility splays of 2.4m x 43m should be provided in either direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The submitted site layout plan indicates the provision of a 39m visibility splay to the west of the site, which would be adequate for an 85th percentile speed of 28mph, however, no visibility splay is shown from the east of the site on the plan. The submitted TA provides an indicative plan of visibility splays of 2.4m x 25m, however, it is the LHA's view that 2.4m x 43m should be provided. The LHA requests the submission of a scaleable plan with the required visibility splays shown.

The proposed site access tapers to just 4m width which is not sufficient for two vehicles to pass simultaneously and should be widened to ensure this doesn't result in vehicles reversing back into the carriageway on Bryn Estyn Road. Any proposed shared access in this location would need to be at least 4.5m wide, paved with hard bound materials for at least 5m behind the adjoining highway with any gates being setback at least 5m behind the adjoining highway.

There is no proposed segregated entrance for pedestrians and therefore the pedestrians would need to access the site through the vehicular entrance.

The proposals are for eight number two bedroom flats. LPG No 16 states that for two bedroom dwellings, upto 2 car parking spaces could be provided per unit. The proposals include 9 car parking spaces, one per dwelling and one visitor space which falls short of the maximum standard. The submitted TA makes reference to census car ownership data for MSOA Wrexham 10 which indicates that residents of 69.9% of apartments in this area do not own a car or van.

Two secure cycle parking spaces per dwelling are required to be provided via safe and secure communal cycle parking areas. The proposals provide no detail in regards cycle parking and therefore clarification is requested to this end, the provision of 16 cycle parking spaces is required to meet the standards set out in LPG No 16.

The submitted site layout plan indicates the provision of a bin store at the north west corner of the site, however, the store provided seems small for the development proposed and therefore the LHA recommends that this is increased in size to accommodate the bins required.

The site is likely to require servicing by delivery vehicles, and there are concerns that there is insufficient space within the site for a 7.5t panel van to access and egress in forward gear, there is limited turning space within the site and the LHA recommends that the site is redesigned to accommodate adequate turning space for service vehicles.

In its current form the proposals are not acceptable on highways grounds, further information is required in relation to:

- Appropriate visibility splays are required to be shown on a scaleable plan.
- The site entrance is not wide enough to support simultaneous access and egress, which could result in vehicles needing to reverse into the public highway which is not acceptable on highway safety grounds.
- Insufficient information has been provided in regards to cycle parking
- The Waste store looks undersized for the size of the site
- There is inadequate space within the site for a 7.5t panel van to turn to enable deliveries to the site. It is essential that vehicles are able to access and egress in forward gear.



On behalf of Chief Officer, Environment & Technical

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.