MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/DB/P/2024/1150 Rev A Reconsult	**Your Ref:**	P/2024/1150
Date:	25/10/2024		

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 re-consult email dated 04/10/2024 in respect of the above for 2 number 3 bed semi-detached dwellings and associated infrastructure works.

We acknowledge receipt of the Amended Site Layout proposal incorporating lockable bollards, visibility splays, lowered railings, drive surface, a surface water drainage note, and other comments.

We remain concerned over the outline drainage proposal and request a detail that shows how the end of the highway will drain when the new section of footpath and kerbing is constructed. This may be a gulley and adjustment of the surfacing levels, and consideration of the outlet included. Currently, highway rainwater appears to drain onto open space, partly including these plots.

There is a proposal for a foul treatment plant with indicative drainage field shown as forked brown lines within the front drive. We have reservations on the proximity of the foul drainage soakaway to the adopted highway and the driveway soakaway shown on the updated proposed site plan. The size of the drainage facility for the sewge treatment pump is indicative, and may be considerably larger than shown, possibly clashing with the surface water soakaway, which may therefore impact upon the highway drainage also.

The proposals indicate two driveway car parking spaces per dwelling. Whilst it is noted the 2 spaces per 3 bed dwelling is below the maximum referred to in LPHN16, given the sustainable location, and other recently accepted schemes, we acknowledge this may not be reason enough to refuse the application even if provision of 3 spaces per dwelling would be considered more desirable given the desire to ensure roadside parking does not restrict vehicular access or pedestrian access along the pavement.

Driveways are generally required to cross the footway at 90 degrees. Two of the proposed parking spaces are shown at a 45 degree angle, however, given the low fence proposed to the open space side allowing pedestrian visibility, and low traffic anticipated at the cul-de-sac end, we accept this would not be a reason for refusal in this instance.

Should the LPA grant approval, the applicant is required to enter into a Section 184 agreement with the LHA Roadworks department to construct the new footpath to adoptable standards. We include

our Standard Guidance Note including contact details in the appendix below for the applicant's information.

We note that point 5 confirms driveway falls will be away from the adopted footpath, and no surface water will flow onto the highway. The proposal correctly excludes any driveway gate.

The LHA would also request that the access to the footpath 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 footpath returns around the end of the highway with the bollards in?

Conclusion and Summary:

Whilst there are no objections in principle to the proposals the drainage issues are fundamental to enabling the LHA to support the application from a highway perspective.
We would request that a commitment to incorporate a highway gulley and associated drainage is provided in the absence of a full design at this stage, which we appreciate may need soakaway testing results first.
We also appreciate the foul drainage design can be conditioned, but would request input with the detailing and approval of the same, given it's proximity to the highway.

We request a small amount of hardstanding to the footpath entrance to compensate for the narrowing of the open space entrance. A return of the footpath would be appropriate and look consistent perhaps, just to reduce the risk of mud and debris being walked onto the highway. The bollards could then be set back to reduce risk of damage if and when vehicles manoeuvre in the lane end.



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.