# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Sarah Hill |
| **Our Ref:** | ET/DC/PP/P/2024/1257 Res(3) | **Your Ref:** | P/2024/1257 |
| **Date:** | 21/11/2024 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: NEWID DEFNYDD TIR O GWRTIL PRESWYL, GOSOD DREIF A CHREU ARDAL PARCIO NEWYDD ODDI AR Y FFORDD / CHANGE OF USE OF LAND TO RESIDENTIAL CURTILAGE, LAYING OF DRIVEWAY AND FORMATION OF NEW OFF ROAD PARKING AREA**

**LOCATION: 5 CASTLE MILL, CHIRK, WREXHAM, LL14 5BL**

I refer to your consultation / email dated 11/11/2024 including revised plans (Figs 1 & 2) – Dated 11/11/24 in respect of the above.

**General**

The proposed development appears to be for a new domestic parking & turning facility off the B4500 served off an existing field access off the B4500

**Access**

The proposed development site is located on the B4500 which is a classified, rural road subject to a 50mph speed limit. Based on typical speeds of 50mph, any proposed / existing access would require visibility splays of 2.4 x 160m measured to the nearside edge of the adjoining highway in both directions.

Current visibility from the proposed access (field access) is inadequate providing approximately 2.4 x 15m to the east and 2.4 x 20m to the west measured to the nearside edge of the adjoining highway. Visibility is impeded in the easterly direction by the existing boundary fence / hedgerow / 3rd party land. Visibility is impeded in the westerly direction in that the required splay would need to cut across 3rd party land (ie/ boundary wall / land occupied by first property on north eastern corner of B4500 / Castle Mill junction).

The submitted location / block plans appear to indicate a re-located field access which is located approximately 7m away from the eastern field boundary (3rd party land). The revised plans indicate splays of 2.48 x 110m in the westerly direction and 2.4 x 114m in the easterly direction measured to the nearside edge. It is not clear why the applicant has used a setback distance of 2.48m when this should be 2.4m. **This details requires clarification.**

**The splay line indicated in the easterly direction on the revised plan appears to cut across the neighbouring hedgerow (3rd party land) which is out of the applicant's control. The proposed splays fall significantly short of TAN 18 requirements. The applicant may wish to carry out a speed survey to ascertain 85th percentile speeds along this section.**

The existing field access is approximately 4m wide and is gated 5.7m behind the edge of carriageway. The access is unsurfaced (grassed). If the application is supported , the LHA recommend the existing access is permanently closed up and reinstated as grassed verge.

Any proposed access of this nature would require a minimum of 5m of hard bound paving, gates setback a minimum of 5m behind adjoining highway (preferably no gates). An Aco drain or similar would be required to intercept any private surface water run-off where an access falls towards the highway. **The proposed access details (not including visibility splays) are considered adequate. However, as the access location has changed, the LHA request that details of the proposed access gradient is provided.**

Any intensification of use of an access with sub-standard visibility and located in such close proxiity to other junctions / accesses would be dfficult to support.

**Existing Use**

No details of the existing use of the field / typical daily vehicle movements have been provided (ie/ agricultural use or other). **The LHA recommend that this information is provided along within any permitted use at the site.**

**Parking & Turning Provision**

The revised plans indicate a single parking space at the front of the property alongside the unclassified lane. Although parking provision at the property is limited, there would appear to be a couple of informal laybys just beyond the cottages where cars also typically park.

In terms of the proposed parking / turning provision, the revised plans indicate a minimum of 2 no spaces plus turning which is considered adequate.

**In Conclusion**

The LHA requests the applicant submits the following information:-

- The revised plans indicate splays of 2.48 x 110m in the westerly direction and 2.4 x 114m in the easterly direction measured to the nearside edge. It is not clear why the applicant has used a setback distance of 2.48m when this should be 2.4m. **This details requires clarification.**

- The splay line indicated in the easterly direction on the revised plan appears to cut across the neighbouring hedgerow (3rd party land) which is out of the applicant's control. **The proposed splays fall significantly short of TAN 18 requirements. The applicant may wish to carry out a speed survey to ascertain 85th percentile speeds along this section.**

- **Given the access location has changed, the LHA request that details of the proposed access gradient is provided.**

- No details of the existing use of the field / typical daily vehicle movements have been provided (ie/ agricultural use or other). **The LHA recommend that this information is provided along within any permitted use at the site.**

Any intensification of use of an access with sub-standard visibility and located in such close proxiity to other junctions / accesses would be dfficult to support.

**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