MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1417	**Your Ref:**	P/2024/1417
Date:	26/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU ANNEDD / ERECTION OF DWELLING

LOCATION: THE OLD FILLING STATION, BORRAS PARK ROAD, WREXHAM, LL12 7TG

I refer to your consultation / email dated 30/09/2024 in respect of the above.

General

The proposed development comprises the erection of a single 3 bed dwelling on land adjoining the former filling station / garage site on Borras Park Road.The current use of the site is for 2 no. retail outlets and a fitness centre which have existing access points onto Borras Park Road (Classified) and Caernarvon Road (Unclassified) which are both currently subject to a 20mph speed limit. It is understood that the accesses serving the retail units previously operated an entry only off Borras Park Road and exit only off Caernarfon Road. This was previously based on the lack of visibility in the south westerly direction from the access onto Borras Park Road when the speed limit was 30mph and the visibility requirements were more onerous. In practice, the accesses appear to be used for both entry and exit with the previous requirements no longer being relevant. A “no entry” sign only is still present on the Caernarfon Road access but this sign can now be removed. **The LHA recommend that this detail is indicated / annotated on a revised layout plan.**

The proposed development site is located on land on the south western side of the existing retail units and proposes to access directly onto Borras Park Road with a new access.

Access

Existing access serving the retail units / gym (onto Borras Park Road)

The existing access serving the retail units / gym accesses onto Borras Park Road which is a classified Road subject to a 20mph speed limit. Based on typical speeds of 20mph any proposed / existing access would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The existing 5.7 wide access serving the site currently provides visibility splays in excess of 2.4 x 25m in both directions. The submitted layout plan indicates a modified access in this location being approximately 5.6m wide and re-aligned at 90^0 to the adjoining highway with a 6m kerb radii on its south western side.

The modified access will need to be capable of accommodating the simultaneous passage of 2 vehicles ie/ 2 large cars and a large car / delivery van. **The Local Highway Authority recommend the applicant provides details of the maximum size of delivery vehicle that visits the site. The LHA recommend that swept path details are submitted indicating the simultaneous passage of these two vehicles (ie/ car / van) in and out of the proposed shared access in both directions.**

The LHA recommend the proposed access includes the following details which shall be indicated / annotated on a revised layout plan:-

- Provision of visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

- Minimum 10m of hard bound paving.

- No gates to be erected.

- Aco drain or similar to intercept any private surface water run-off.

- Details of the existing / proposed access gradient.

- Details of appropriate edging / kerbing on kerb radii to indicate clear separation between the modified shared access and proposed access to dwelling.

<u>Proposed access serving the new 3 bed dwelling</u>

The proposed access is approximately 6.9m wide and provides direct access onto Borras Park Road. It would appear possible to provide the required visibility splays of 2.0 x 25m in both directions from the proposed access.

Given the busy nature of the footway along this section of Borras Park Road and its proximity to the shops and nearby schools, I would recommend that adequate pedestrian provision is provided from the proposed access. This will require visibility splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway.

The new access will require s.184 consent to lower the kerbline and strengthen the footway at the new access position.

The LHA recommend the proposed access includes the following details which shall be indicated / annotated on a revised layout plan:-

- Provision of visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway.

- Provision of pedestrian visibility splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway

- Minimum 5m of hard bound paving.

- No gates to be erected.

- Aco drain or similar to intercept any private surface water run-off.

- Details of the existing / proposed access gradient.

Parking & Turning Provision

Adequate parking and turning provision will need to be maintained for the existing shops / gym and for the proposed dwelling. **The LHA recommend that the existing parking / turning arrangements for the shop / gym will remain as existing with this detail being indicated on a revised layout plan.**

The proposed dwelling will require adequate parking and turning provision within the curtilage of the site in accordance with LPGN 16 requirements. The proposed 3 bed dwelling would require a maximum of 3 spaces plus turning in accordance with LPGN 16 maximum standards. The proposed parking and turning arrangements indicated on the submitted layout plan are considered adequate.

The submitted plans indicate an office within the dwelling. **The LHA recommend clarification that this office is not intended for business purposes and will not attract clients / parking demand.** This could be limited by condition.

Conclusion

In conclusion, the LHA request further details as follows:-

- A “no entry” sign only is still present on the Caernarfon Road access but this sign can now be removed. **The LHA recommend that this detail is indicated / annotated on a revised layout plan.**

- The modified access will need to be capable of accommodating the simultaneous passage of 2 vehicles ie/ 2 large cars and a large car / delivery van. **The Local Highway Authority recommend the applicant provides details of the maximum size of delivery vehicle that visits the site. The LHA recommend that swept path details are submitted indicating the simultaneous passage of these two vehicles (ie/ car / van) in and out of the proposed shared access in both directions.**

- **The LHA recommend the proposed modified access includes the following details which shall be indicated / annotated on a revised layout plan:-**

    - Provision of visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

- Provision of pedestrian visibility splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway

- Minimum 10m of hard bound paving.

- No gates to be erected.

- Aco drain or similar to intercept any private surface water run-off.

- Details of the existing / proposed access gradient.

- Details of appropriate edging / kerbing on kerb radii to indicate clear separation between the modified shared access and proposed access to dwelling.

- **The LHA recommend the proposed access (new dwelling) includes the following details which shall be indicated / annotated on a revised layout plan:-**

  - Provision of visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway.

  - Provision of pedestrian visibility splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway

  - Minimum 5m of hard bound paving.

  - No gates to be erected.

  - Aco drain or similar to intercept any private surface water run-off.

  - Details of the existing / proposed access gradient.

- The LHA recommend that the existing parking / turning arrangements for the shop / gym will remain as existing with this detail being indicated on a revised layout plan.

- The submitted plans indicate an office within the dwelling. **The LHA recommend clarification that this office is not intended for business purposes and will not attract clients / parking demand.**

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