

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/DB/P/2024/1390	Your Ref:	P/2024/1390
Date:	27/11/24		

TOWN AND COUNTRY PLANNING ACT 1990

Proposal :NEWID DEFNYDD Y LLAWR GWAELOD O A1 (SIOP TRIN GWALLT) I C3 (ANNEDD)/CHANGE OF USE OF GROUND FLOOR FROM CLASS A1 (HAIRDRESSERS) TO CLASS C3 (DWELLING)

Location: SHOP, 122 HOLT ROAD, WREXHAM, LL13 9AP

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

Introduction and Trip Generation

Under its current classification as an A1 commercial use, the property has the potential to generate typically around 8nr 2 way trips per day. This traffic generation is on top of the existing 4 bedroom dwelling that currently exists.

The proposal is to remove the commercial use and merge the floor space into the existing 4 bedroom dwelling, with no increase in bedrooms/capacity.

Theoretical trip generation will therefore be reduced and so there are no concerns relating to trip generation.

Layout

The proposed site layout plan should be amended to demonstrate that a vehicle can turn within the property boundary so that it enters and leaves in a forward gear, thus avoiding the potential for reversing onto the classified road, Holt Rd. This amendment is considered necessary to enable the LHA to support the application, but simply involves removing less of the existing tarmac.

We note the drive entrance is hard paved and there is no gate within 5m of the back of kerb enabling unhindered access.

Parking

LPGN 16 recommends a maximum of 3 spaces for a dwelling. The Holt Rd driveway appears capable of providing 3 spaces not including the garages and Hullah Ln driveway, which is too short to be considered as a parking space. When the plan is amended to show the onsite turning head, perhaps the plan could be amended to include numbered spaces 4.8m x 2.4m for the record only.

Access

There are two existing accesses, one off Hullah Lane, and one off Holt Rd. The proposed site plan should be amended to include visibility splays, ideally to suit a 30mph road on Holt Rd, and 20mph on Hullah Lane. The splay for a driveway on a 30mph Rd is 2.0m x 43m in both directions to the nearside kerbs, and 2.0m x 25m for a 20mph road. All splays should be free of any visible

obstruction higher than 1.05m in height. This request is an advisory only, but not enforceable as it is an existing entrance with no proposed alterations. The reference to a 30mph splay is in consideration of the possibility that sections of Holt Rd may revert back to a 30 mph speed limit.

Summary and Conclusion

Subject to provision of a turning head within the garden (which is simply removing less of the existing tarmac surface), we have no other comments to make. May we suggest that provision of a turning head could be controlled by a suitably worded condition rather than pre determination as it is easily accommodated?

As the entrances are existing, our comments recommending provision of visibility splays are advisory, not enforceable, and offered to encourage the residents to maintain low and cut back hedging where possible to maximise vision on exiting the drive.

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 asked 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 from 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.