MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1310 Res(3)	**Your Ref:**	P/2024/1310
Date:	03/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD ATEGOL I RHANDY / CHANGE OF USE OF ANCILLARY BUILDING TO ANNEXE

LOCATION: BRON OFFA, BRACKEN COURT, COEDPOETH, WREXHAM, LL11 3NJ

I refer to your consultation / email dated 29/11/2024 including revised layout plan (Drg. No. 2024/BOBC/02/A) in respect of the above.

General

The proposed development includes the following:-

The existing property (Bron Offa) is a 4 bedroom house. It is understood that part of the property already operates a 2 bed holiday let at the northern end of the property which has operated for a number of years. The current application is for a change of use of the first floor above the existing double garage to a one bedroom annexe where a family member will live.

The proposed development in isolation ie/ formation of annexe would not be considered to generate any significant increase in vehicle movements or parking demand at the site.

Access

The proposed development site is located on Bracken Court which is a relatively small residential development (cul de sac) on an unclassified road located off Rhos Berse Road. The Local Highway Authority (LHA) estimate typical vehicle speeds at being around 10mph along Bracken Court given the geometry of the road.

Based on typical speeds of 10mph, Manual for Streets would require any existing / proposed access to provide visibility splays of 2.4 x 11m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access is adequate in the southerly direction providing a splay of approximately 2.4 x 19m measured to the nearside edge of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 6m measured to the nearside edge. Visibility is impeded in the northerly direction by the existing hedgerow. The applicant is proposing to carry out improvements to the access including removal of the hedgerow to provide the required visibility splays which would be considered beneficial. **This detail has been indicated on the revised layout plan.**

The existing dropped kerb access is 5.4m wide leading to a 2.7m wide access setback approximately 6.1m behind the adjoining highway. The access is gated at this point. The access is surfaced with loose bound materials (chippings).

The LHA would typically require such an access to provide a minimum width of 4.8m for a minimum distance of 5m behind the adjoining highway, hard paved for minimum 5m behind the adjoining highway with no gates being erected within 5m of the adjoining highway.

The applicant is proposing to carry out improvements to the access including removal of the hedgerow to provide the required visibility splays along with partial re-surfacing of the driveway between the footway and gates which would be considered beneficial. If the driveway was surfaced for a minimum width of 4.8m between the gates and footway, it would improve the existing access arrangements. **This detail has been indicated on the revised layout plan.** In order to achieve the required visibility splay in the northerly direction, it would appear possible to trim back the existing hedgerow and lower a short section of the hedgerow to maximum height of 1m above the adjoining carriageway level.

An Aco drain or similar would be required across the access to intercept any private surface water run -off if the driveway falls towards the highway. **The LHA recommend that the existing / proposed gradient of the access is indicated on a suitably scaled revised layout plan and Aco drain or similar indicated should this be required.**

Parking and Turning Provision

Parking & turning provision at the site will need to comply with LPGN 16 maximum requirements. The LHA recommend the provision of 3 spaces for the existing dwelling and 2 spaces for the existing holiday let along with adequate on site turning provision.

The revised layout plan indicates the provision of 5 parking spaces along with sufficient turning space.

Cycle Parking / Storage

Further details will be required in relation to cycle parking / storage to accord with the minimum cycle parking standards set out in LPGN 16. **The Local Highway Authority (LHA) request a suitably scaled plan indicating proposed cycle parking / storage at the site.**

Waste / Recycling

The revised layout plan indicates that adequate waste & recycling storage and collection areas are available.

Conclusion

In conclusion, the LHA request a revised layout plan indicating further details as follows:-

- Details of the existing / proposed gradient of the access indicated on a suitably scaled revised layout plan and Aco drain or similar indicated should this be required.

- Further details in relation to cycle parking / storage to accord with the minimum cycle parking standards set out in LPGN 16. The Local Highway Authority (LHA) request a suitably scaled plan indicating proposed cycle parking / storage.

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