MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/DB/P/2024/1410	**Your Ref:**	P/2024/1410
Date:	04/12/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FFURFIO MYNEDIAD I GERBYDAU (LÔN HARWOOD) AC ADLEOLI GORSAF BWMPIO DŴR WYNEB (CYMERADWYWYD O'R BLAEN DAN GANIATÂD CYNLLUNIO P/2021/0110) / FORMATION OF VEHICULAR ACCESS (HARWOODS LANE) AND RELOCATION OF SURFACE WATER PUMP STATION (PREVIOUSLY APPROVED UNDER PLANNING PERMISSION P/2021/0110)

LOCATION: LAND TO THE SOUTH OF ROSSETT ROAD AND NORTH OF HARWOODS LANE, ROSSETT, WREXHAM, LL12 0HB

I refer to your consultation in respect of the above.

The LHA understands that the proposals are to rotate the pump station from its previously approved position to enable vehicular access to service and maintenance vehicles via a new access off Harwoods's Lane rather than through the residential estate currently under construction.

At present the surface water pump station is located on land subject to residential planning permission to the north and south of Rossett Road which obtained reserved matters consent pursuant to outline planning permission P/2018/0560.
The applicant states that re-siting of the pump station will improve visual amenity for future residents and also reduce potential conflicts between residents and maintenance vehicles serving the pump station. Given that the location of the pump station within the southern area of public open space has previously been approved as part of a non-material amendment application P/2023/0853 it is considered that the main consideration is the proposed relocation of the vehicle access off Harwood's Lane.

The proposed access off Harwoods's Lane will be via a 4.8m road and will require the removal of a small extent of the existing hedgerow to provide adequate visibility splays.

The proposed arrangements within the site includes a turning facility to enable vehicles to exit the site in a forward gear.

The LHA acknowledge receipt of the updated layout and have consulted with the authority's Technical Flood Risk Management Officer regarding the change to access via Harwoods Lane, which is within a Zone 2C risk area on the NRW's floodmap.

We would recommend a suitably worded condition be applied requiring the approval of the Local Authority's flood office prior to commencement, noting concerns over the location relative to proximity to a flood risk area.

In an emergency situation, we understand the strategy for dealing with flood water, if the pump station isn't coping, is to overpump from the attenuation basin
We are advised that the existing highway drainage in Harwoods Lane is unable to accept any additional flow. Details of how the hardstanding of the proposed new access is to be drained needs to be considered and detailed. No details are apparent within the submitted drainage plan.

Access detail and layout

The drainage layout shows a swept path for a 6m x 2m Dwr Cymru tanker using the entrance approaching to and from Rossett only. We would suggest the turning head be adjusted slightly to improve access and swept paths provided to access and egress from either direction

It is noted this section of Harwoods Lane is subject to the a 30mph speed limit and therefore amended plans will be required demonstrating that splays of 2.4m by 43m in either direction, shown to the centreline of the narrow single lane of Harwoods Lane. The applicant should commit to maintain these visibility splays in the interest of safe use of the access.

Trip Generation
Trip generation is not considered a concern given access is only required for occasional and infrequent maintenance engineers vehicles

Conclusion

Whilst there are no objections in principle to the proposals, The LHA requests further information and clarification on the issues raised above. The LHA would recommend that the SAB officer is consulted on the proposals



On behalf of 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.