# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Sharon Holman |
| **Our Ref:** | ET/DC/DB/P/2024/1509 | **Your Ref:** | P/2024/1509 |
| **Date:** | 15/01/2025 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

## ADEILADU 6 ANNEDD / ERECTION OF 6 DWELLINGS Former Community Centre, Sydallt Lane, Cefn y Bedd, Wrexham, LL12 9SL

I refer to your consultation / email in respect of the above.
This application is for demolition of a former Community Centre building sold by Wrexham County Borough Council for redevelopment, and the construction of 6nr new build 3 bed dwellings and associated infrastructure, accessed via the existing unadopted shared driveway.

The driveway connects onto the existing Sydallt Lane/Bronallt, a C class adopted highway subject to a 20mph speed limit. The junction is on a bend and the well surfaced width on the bend increases to 7m providing good space for vehicles passing in opposite directions, when one may be turning right into the lane.

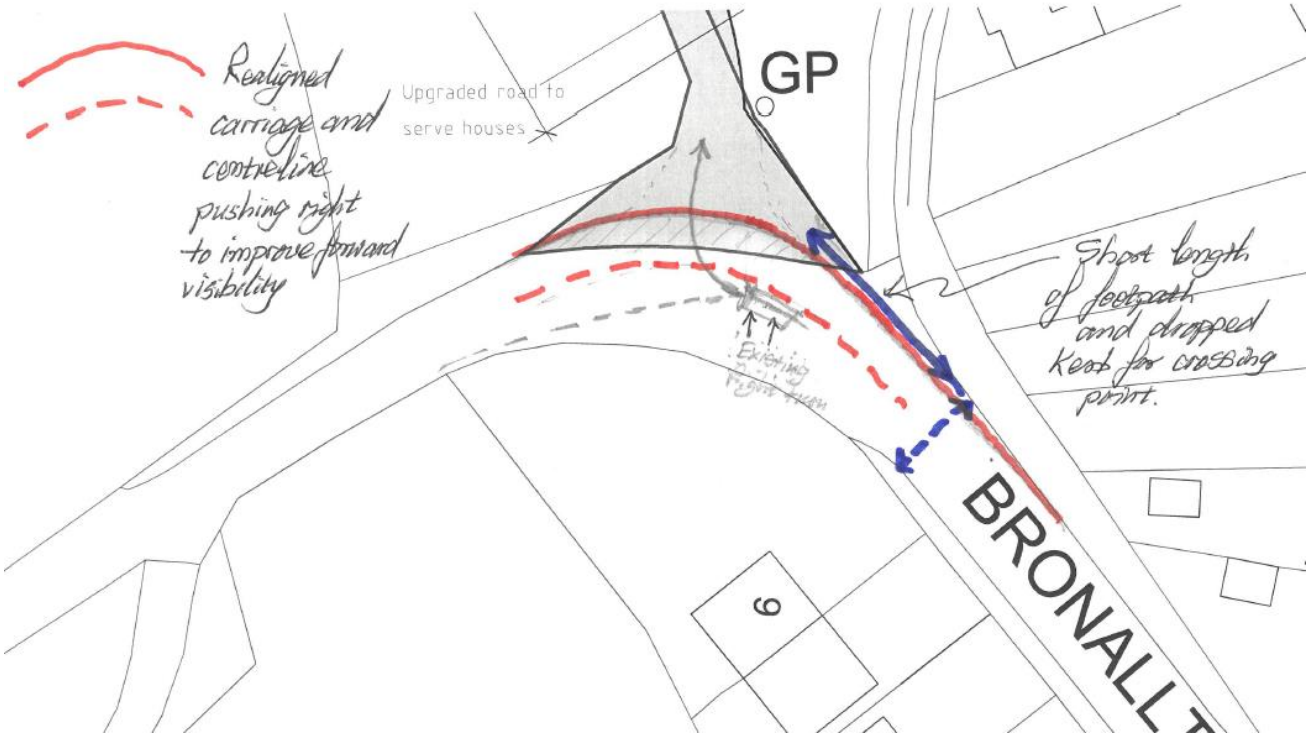
**Existing Access**
Visibility from the site access in both directions exceeds the 2.4m by 25m required for compliance with that required for a 20mph road. The visibility splays available are:

a. In excess of 2.4m by 170m to the south east
b. 2.4m by 51m to the south west

Forward visibility for vehicles turning right into the site entrance is 35m, which is adequate for a 20mph road, however vehicles approaching from the West may legally travel faster in the National Speed limit location. The risk of vehicles turning right not seeing oncoming vehicles in time will be improved if the centreline is adjusted further north. The Community Centre has been vacant and unused for some time, and the turning head surface has deteriorated. This has resulted in a proposed junction that is inadequate in finish to serve 6 new dwellings, without risking dragging gravel onto the highway. To facilitate a safe and adequate driveway to serve 6nr dwellings, the LHA has requested the first 5m in depth is resurfaced and demarcated in the form of road markings and signage, stating “give way” to clearly delineate where vehicles exiting the lane should stop.

The location of the road markings and stop position should be agreed on site, to ensure safe forward visibility/stopping distance is available to the south west. For vehicles approaching from the south east and turning right into the site access, their visibility is currently quite poor, hence the recommendation to improve safety by pushing the centreline of the carriageway further north.

Please refer to the handwritten sketch below, which attempts to demonstrate this improvement required in the interest of highway safety. A detail should be provided showing this for LHA approval, which could be conditioned for completion prior to occupancy? The LHA are happy for these works to be carried out via a Section 184 agreement, rather than a Section 278. We append Highways Standard Guidance notes for carrying out any works that is on or immediately adjacent to the public highway.




It appears that the access falls away from the adopted highway, so the rainwater falling onto the driveway will not add load to highway surface water.

A width of 3.5m along the access is achievable with some redressing, subject to the cutting of hedgerows either side. This provides adequate space for a car or van to pass a pedestrian. There are no vehicle passing points but the length of the driveway is only 36m. Obviously it will be in the interests of the residents and neighbours (2 dwellings observed) to ensure the access is maintained. If the refuse collection team are concerned with the access, they will simply stop using the drive. Therefore, it is self-policing in effect for the residents to maintain a wide access.

**Trip Generation**

The existing community centre would have the potential to create movements from an activity such as, a children's playgroup of 15 two-way trips in the morning and the same in the afternoon for delivery and collection by guardians, which totals 60 daily vehicular movements.
There may be additional evening class uses also, adding a further 22 trips if there are 10 people plus a tutor. So there is a potential for 82 daily vehicular movements in total.
Residential trip generation for 6nr dwellings would likely generate no more than 60 trips throughout the day. (6nr two way trips per dwelling on average, totalling 72 daily movements).
Furthermore, the residential trips are likely to be spread over a longer time period than say a crèche or night class, which has set times, thereby significantly reducing the peak flow.

In conclusion, the likely trip generation resulting from the proposed 6nr dwellings is less than the existing community centre can realistically create.

**Parking and proposed layout**

There are 2 parking spaces proposed for each plot, totalling 12nr, which is in accordance with the requirements of LPG16.
There is adequate space for cars to turn within the site to enter and leave in a forward gear.
There appears to be adequate space for a delivery van or wagon to drive along the lane and reverse into the courtyard to make a delivery, which is appropriate for occasional deliveries.
The layout should be amended to include 2.4m by 25m visibility splays in both directions for vehicles exiting the site onto the shared driveway. This should be maintained, free of planting or obstructions higher than 1m.
The layout should be adjusted to ensure safe pedestrian access is available for each plot to the side of each property's parking spaces' to comply with accessibility requirements for each dwelling. This can be accommodated by providing a footpath around each pair of parking spaces.
Can the applicant confirm they will be making provision for a safety barrier of some description along the rear of the central 4 parking spaces, to safeguard against vehicles rolling over an anticipated bank or retaining structure?

**Active Travel**
Lockable cycle storage in accordance with LPG16 should be added to the drawings.

When the Community Centre was operating there was a historic footpath linking to Mold Road and the local community crossing the railway line. This has been closed, resulting in the centre becoming divorced from local buses and the community. At the same time, National Guidelines have promoted or applied greater importance on providing sustainable access to and from new developments. There is no direct pedestrian access from the site onto a highway footpath. In the interest of pedestrian safety, we would recommend the introduction of a short strip of footpath at the entrance, and a crossing of Bronallt as highlighted in blue in the figure above. It is acknowledged, given the lack of width, that there will be shared access for both pedestrians and vehicles along the access lane, however, given that it is private shared gravel access with two-way traffic, vehicle speeds would not normally exceed 10mph.

However, to ensure the safety of pedestrians at night, provision of adequate lighting should be provided, at the applicant's cost, and maintained in perpetuity by the applicant. Long term surety of this lighting should be assured via a maintenance agreement or Management Company, set up between the landlords of each property. We would suggest that this requirement could be conditioned requiring LHA (Paul Rogers') technical approval, pre-commencement (app on its adequacy, but without adoption.

**Refuse Collection**
The drawing should be amended to incorporate arrangements for refuse storage and collection. If there is a point of collection within the site boundary, access for the WCBC bin wagon (11.5m) needs to be demonstrated by swept path analysis and agreed with WCBC refuse collection team directly (Contact details: Gabrielle Povey (Senior Waste Strategy Officer), Email: gabrielle.povey@wrexham.gov.uk).

**Summary**
To enable the Local Highway Authority to support the proposals from a Highways perspective, the following updates/further information is required:

1. Proposal for hard surfacing the first 5m of driveway to safeguard the highway from gravel spill. Details and exact extent should be agreed on site. This is a standard requirement for any proposed new dwelling driveway as noted in the standard guidance notes below. In this instance, the setting out of a carriageway demarcation, centreline road markings and area to be resurfaced in the interests of highway safety for the proposed access point.
2. Cycle storage provision in accordance with LPG16.
3. Provision of a short strip of footpath and pedestrian crossing point on Bronallt to extend footpath provision.
4. Pedestrian and disabled access around the car parking spaces (it may be that the northerly units will have to be adjusted slightly to accommodate a path around the car park spaces).
5. Lighting proposal for safe access along the shared access driveway to and from Bronallt.
6. Provision of refuse collection proposals, agreed with WCBC refuse collection team (as above).

Whilst provision of hard bound material to and from the public highway would be preferred for pedestrian access, we appreciate it would be difficult to refuse without it.



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 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.*