MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Alan Wells
Our Ref:	ET/DC/PP/P/2024/1640	**Your Ref:**	P/2024/1640
Date:	24/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL ESTYNIAD CEFN PRESENNOL A CHODI ESTYNIADAU OCHR A CHEFN UNLLAWR, MYNEDIAD NEWYDD I GERBYDAU A LLAWR CALED / DEMOLITION OF EXISTING REAR EXTENSION AND ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSIONS, NEW VEHICULAR ACCESS AND HARDSTANDING

LOCATION: 1 CAMBERLEY CRESCENT, WREXHAM, LL12 7LR

I refer to your consultation / email dated 09/12/2024 in respect of the above.

General

The proposed development comprises ground floor extensions to an existing 3 bed dwelling, closure of the existing vehicular access and formation of new access closer to the junction with Camberley Drive.

Access

The proposed development site is located on Camberley Crescent which is an unclassified, residential road (cul de sac) subject to a 20mph speed limit. However, the LHA estimate typical vehicle speeds at being around 10mph given the proximity of the property to the junction with Camberley Drive and the property location being within a small cul de sac.

Based on typical speeds of 10mph, any proposed / existing access would require visibility splays of 2.0 x 11m in both directions measured to the nearside edge of the adjoining highway.

The existing dropped kerb access is 3.8m wide and paved with hard bound materials. Visibility from the existing access is adequate providing splays in excess of 2.4 x 11m in both directions measured to the nearside kerb edge.

The proposed access appears to be approximately 7m wide with its centreline located approximately 7.5m away from the southern boundary of the site. **The LHA recommend the applicant provides a revised layout plan indicating / annotating the proposed access width.**

No details of the proposed visibility splays (ie/ 2.0 x 11m in both directions) from the new access have been indicated on the submitted layout plan. Given the proximity of the proposed access to the junction with Camberley Drive, **the LHA recommend that this detail is provided on a revised layout plan.**

Any proposed access will require a minimum 5m of hard bound paving behind the highway boundary with no gates being erected across the access.

An Aco drain or similar to intercept any private surface water run-off will be required across the new access.

The applicant will need to apply for s.184 consent with the Council to construct the new access.

If the application is supported, the LHA recommend the existing access is permanently closed up and the existing dropped kerb is reinstated to full height footway construction for which s.184 consent will be required.

Parking & Turning Provision

The existing 3 bed dwelling would typically require a maximum of 3 parking spaces in accordance with LPGN 16 requirements. The existing driveway appears capable of accommodating at least 3 spaces which is adequate.

The LHA recommend the proposed driveway maintains 3 parking spaces as existing. **The submitted layout plan does not clearly indicate how the proposed parking spaces will be laid out in accordance with LPGN 16. The LHA recommend the applicant provides a revised layout plan indicating / annotating this detail along with specific dimensions.**

In conclusion, the LHA request the following information:-

- **The LHA recommend the applicant provides a revised layout plan indicating / annotating the proposed access width.**
- No details of the proposed visibility splays (ie/ 2.0 x 11m in both directions) from the new access have been indicated on the submitted layout plan. Given the proximity of the proposed access to the junction with Camberley Drive, **the LHA recommend that this detail is provided on a revised layout plan.**
- The LHA recommend the proposed driveway maintains 3 parking spaces as existing. **The submitted layout plan does not clearly indicate how the proposed parking spaces will be laid out in accordance with LPGN 16. The LHA recommend the applicant provides a revised layout plan indicating / annotating this detail along with specific dimensions.**



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.