MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1603 Res(2)	**Your Ref:**	P/2024/1603
Date:	28/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O DIR I GWRTIL PRESWYLFA A FFURFIO MYNEDFA NEWYDD I GERBYDAU / CHANGE OF USE OF LAND TO RESIDENTAL CURTILAGE AND FORMATION OF NEW VEHICULAR ACCESS

LOCATION: 1 LAUREL COTTAGES, GARTH, GLYN CEIRIOG, LLANGOLLEN, LL20 7NE

I refer to your consultation / email dated 24/01/2025 including revised layout plan (Drg. No. R131/004 Rev A) in respect of the above.

Access

The proposed development site is located on Garth Road which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) would estimate typical speeds at being around 20mph given the geometry of the road.

Based on typical speeds of 20mph any proposed access onto Garth Road would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The proposed access appears to be in mid-construction and currently provides splays of approximately 2.4 x 16m to the west and 2.4 x 11m to the east to the centreline of the road which is inadequate. Visibility is impeded in both directions by the existing hedgerow. The revised layout plan indicates proposed splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway. Manual for Streets indicates that "*A minimum setback distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to maneuver around it without undue difficulty, should be considered".* Given the restricted / narrow nature of the road in this location the use of 2m setback distance in this instance is not considered acceptable.

The proposed access is approximately 2.2m wide, steeply sloping towards the highway, laid out at an acute angle to the adjoining highway and surfaced with loose bound materials. The access slopes towards the highway and currently has no means of intercepting private surface water run-off, preventing it from flowing onto the adjoining highway. The revised plan indicates a proposed driveway width of 3.2m and the installation of an Aco drain. **If the proposed access is supported, the applicant will need to apply for s.184 consent to cross the verge at the new access position.**

If supported, any proposed access of this nature would require the following:-

- visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway
- mInimum driveway width of 3.2m
- Minimum 5m of hard bound paving
- Maximum gradient of 1:12
- Aco drain or similar to intercept any private surface water run-off

The proposed driveway is laid out at an acute angle to the adjoining highway which would make accessing the driveway difficult along with it being awkward to see any approaching vehicles.

If supported, any proposed driveway would need to have maximum gradient of 1:12. The revised layout plan does not indicate the proposed access gradient. **This information was previously requested but has not been provided.**

Parking & Turning Provision

The submitted application does not indicate any details of existing parking provision for the property at / near the site. **This information was previously requested but has not been provided.**

The LHA previously requested details of the existing property (ie/ number of bedrooms) but this information has not been provided.

Public Footpath (PROW no. 11 – Llansantffraid Glynceiriog)

An existing Public Footpath passes in front of the existing cottages which appears to be used for parking of vehicles and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Conclusion

In conclusion, the LHA would be unable to support the proposed development for the following reasons:-

- The proposed layout and design of the proposed access is considered likely to make movement between the site and the adjoining highway difficult.
- There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users.



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.

Note to Applicant

VERGE CROSSING LICENCE
If the application is supported, a licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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.