MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Alan Wells
Our Ref:	ET/DC/PP/P/2024/1360 Res(3)	**Your Ref:**	P/2024/1360
Date:	29/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL ADEILAD PRESENNOL A CHODI 3 ANNEDD / DEMOLITION OF EXISTING BUILDING AND ERECTION OF 3 DWELLINGS

LOCATION: CHRIST THE KING CHURCH, HOLT ROAD, ROSSETT, WREXHAM, LL12 0DS

I refer to your consultation / email dated 28/01/2024 including revised layout plan (Drg. No. 02 Rev C-P1) in respect of the above.

General

The proposed development comprises the demolition of an existing church building and erection of 3 no. 5 bedroom detached dwellings off a shared private driveway. The development proposes to utilize the existing access which previously served the church.

Access

The proposed development site is accessed off the B5102 Holt Road which is a classified, residential road subject to a 20mph speed limit. This section of road is subject to a one way system whereby vehicles can only travel in the south westerly direction.

Based on speeds of 20mph, any proposed / existing access in this location would be required to provide a visibility splay of 2.4 x 25m in the north easterly direction measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Adequate visibility has been demonstrated from the proposed access on the revised layout plan.

The existing / proposed access is approximately 13.8m wide reducing to 4.9m wide at 3.9m behind the edge of carriageway. The access is surfaced with hard bound materials and is gated at this point. **The LHA recommend that no gates are erected across the proposed access.**

It is understood that the existing access will be utilized in its current from to serve the development which is considered acceptable.

The Local Highway Authority (LHA) recommend that an Aco drain or similar is installed across the access to prevent any private surface water run-off from flowing onto the adjoining highway. This detail has been indicated on the submitted layout plan.

The proposed shared internal, private driveway is 4.8m wide and is considered adequate to serve the proposed development.

Parking & Turning Provision

The proposed dwellings are 5 bedroomed for which LPGN 16 requires a maximum of 4 parking spaces per dwelling. Garage spaces are not included as contributing to parking provision.
The revised layout plan only indicates the provision of 2 parking spaces per dwelling which is considered inadequate for a 5 bedroomed property in this location. **The LHA recommends the applicant provides a revised plan indicating a minimum of 3 parking spaces per dwelling given the size and location of the proposed dwellings.**

(Note: Double driveways behind a garage need to be a minimum depth of 5.5m. This would equate to an overall depth of 10.3m to accommodate adequate parking. Double driveways need to be a minimum width of 5.6m to allow pedestrian passage alongside parked vehicles – driveway dimensions to be indicated on a revised plan.

The revised layout plan does not indicate any provision for the turning of a medium sized delivery vehicle within the curtilage of the site. **The LHA previously recommend the applicant submits details of how a medium sized delivery vehicle will service the proposed development site and not have to reverse out onto Holt Road or park on Holt Road and impede flows on the adjoining highway (see attached detail).** The provision of a turning area would be considered beneficial in highway / pedestrian safety terms particularly given the available on-street parking spaces (restricted to 2hrs waiting between 8am – 6pm) are in frequent use and with the frequent visits of younger children to the park opposite the site.

The revised layout plan indicates a 7.2m long panel van driving onto the footway crossing at an oblique angle then reversing back into the site access. The section of footway running past the development site is in frequent use by residents & school-children and the manoeuvre by a delivery vehicle indicated on the latest plan is not considered to be acceptable in terms of highway / pedestrian safety. This view is also shared by the WCBC Transport Section & Traffic Section.

This proposal / maneuver would be illegal on a one way system and would not be supported by the LHA. **The LHA recommend the applicant submits alternative details of how a medium sized delivery vehicle will service the proposed development site and not have to reverse out onto Holt Road or park on Holt Road and impede flows on the adjoining highway.**

The applicant may wish to consider modifying the existing / proposed access and increasing the depth of the internal access road on its western edge. This may allow a medium sized delivery vehicle to drive into this area and reverse back within the private access road to off load any deliveries then exit in a forward gear**. The LHA recommend such an arrangement is supported by appropriate swept path details using standard software.** If the proposed parking provision is not increased as indicated above then it is considered likely that any additional parking along the private driveway itself will prevent any delivery vehicle turning within the site as suggested and may well result in such vehicles having to reverse back out onto the adjoining highway which is unacceptable.

Waste / Recycling Collection

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. The proposed bin collection facilities indicated on the revised layout plan are considered adequate.

Construction and Traffic Management Plan (including provision for contractor parking)

I would recommend the submission of a **Construction Traffic Management Plan** if the application is supported.

Conclusion

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

- **Increased driveway sizes for each plot to accommodate a minimum of 3 cars per plot.**

- **Details of how a medium sized delivery vehicle will service the proposed development site and not have to reverse out onto Holt Road or park on Holt Road and impede flows on the adjoining highway**

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