MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2024/1331 Res(2)	**Your Ref:**	P/2024/1331
Date:	03/02/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU 5 ANNEDD / ERECTION OF 5 DWELLINGS

LOCATION: REAR OF, INGLEBY, CHIRK GREEN, CHIRK, WREXHAM, LL14 5PU

I refer to your consultation / email dated 13/12/2024 in respect of the above.

General

I understand the site was granted planning consent for residential development (planning ref: P/2017/0459) with all matters reserved on 07/09/2017.

It is noted that the application states “erection of 5 dwellings” whereas the submitted layout plan indicates 9 no. dwellings. It is understood that the description of the application is incorrect and the erection of 9 dwellings is to be considered.

Access

The proposed development site is located on Lloyd’s Lane which is a residential, classified road subject to a 20mph speed limit. This section of Lloyd’s Lane is subject to traffic calming measures in the form of speed humps due to the proximity of Ysgol y Waun Primary School.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility from the proposed access would appear achievable.

The submitted layout plan (Drg. No. 24028-01 Rev A) indicates visibility splays from the proposed access of 2.4 x 18m in both directions which is considered inadequate. The submitted plan does not indicate the full extent of the proposed splay in the northerly direction. **The Local Highway Authority (LHA) recommends the applicant provides a suitably scaled plan indicating the full extent of the proposed / required splays in both directions (ie/ 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway).**

Any proposed development of this nature will need to be constructed to adoptable standards. **The LHA previously requested the applicant confirms whether the estate road is proposed for adoption by the Council or to remain unadopted with a private management arrangement. This detail has not been provided.** Either way, the first section of the access would need to be designed to accommodate suitable dropped kerb / tactile crossing points to facilitate pedestrian movements. The section of the access up to the crossing points would need to be adopted as a minimum. The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out these works.

There is an existing layby located immediately north of the proposed access which includes traffic calming measures ie/ speed humps. In order to accommodate a suitable access to serve the site, the LHA recommend that the section of tapered speed hump is removed within the existing layby and replaced with full height kerbing / extended footway area which ties into the kerb radii on the northern side of the access. The LHA recommend the horizontal alignment is reviewed / amended to remove the sharp deflection close to the main access. Appropriate bollards will be required on the new extended area of footway to deter cars from parking on the footway in his location but do not impede visibility from the proposed access. The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out these works. **The LHA recommends the applicant indicates this detail on a revised layout plan.**

There would appear to be 3 existing properties located on the southern side of the proposed access which appear to have some element of existing parking provision. Details of how this existing parking provision will be accommodated / maintained in respect of the new development will need to be provided. This detail will need to include annotated dimension of each driveway along with proposed parking spaces (dimensions annotated). The LHA will not support any proposed driveways that conflict with proposed pedestrian crossing points. **The LHA recommends the applicant indicates this detail on a revised layout plan.**

The submitted swept paths details of the refuse vehicles manoeuvring within the site are unacceptable encroaching over footways and pedestrian crossings. Given the estate road may also be considered unacceptable for adoption by the Council, the applicant may wish to consider constructing fewer dwellings and accommodating a suitable refuse / recycling collection point together with appropriate alternative parking provision for existing dwellings (nos. 1,2 & 3 Ingelby) alongside no. 3 Ingleby. This is a matter for the applicant to resolve. **The LHA recommends the applicant indicates this detail on a revised layout plan.**

The LHA recommend the applicant submits a more detailed plan of the proposed access including the following details:-

- Minimum access width of 4.8m with 6m kerb radii.

- 2m wide footway extension into site including proposed pedestrian, dropped kerb tactile crossing points connecting to existing footways either side of access.

- Details of how the proposed access will tie into the existing layby / footway. This may require modification / re-location of the existing speed hump. The applicant will need to seek advice from our Traffic Section on any such modifications (contact Traffic Section on Tel:01978 729643).

- Access gradient for first 10m behind adjoining highway

- Details of any existing / proposed road gullies at the entrance.

- There would appear to be 3 existing properties located on the southern side of the proposed access which appear to have some element of existing provision. Details of how this existing parking provision will be accommodated / maintained in respect of the new development will need to be provided.

Layout

The submitted layout plan (Drg. No. EL/02 Rev G) indicates a proposed 4.8m wide access road with a 2m footway on its southern boundary. The plan indicates a planted margin between the road and boundary to the north which is unacceptable. The access will require a minimum 4.8m wide access road with 6m kerb radii. Any proposed footway will need to be a minimum width of 2m. If there no services present on the northern boundary then a minimum 0.5m service margin would be required for maintenance purposes if the estate road is proposed for adoption which has no planting.

A 2m footway will be required in the turning head fronting plot no. 9 wrapping around the radius to link with the footway fronting the other properties (not shown). The remainder of the turning head will require a minimum 0.5m service margin for maintenance purposes if the estate road is proposed for adoption which has no planting (not shown). **The (LHA) recommend the applicant provides suitably scaled revised plans indicating the above detail with annotated dimensions.**

The proposed turning head indicated on the submitted plans will need to provide turning for an 11.2m long refuse vehicle. The turning head indicated on the submitted layout plans and swept paths plan (Drg. No. 24028-02) is considered inadequate. The submitted plan does not clearly indicate a refuse vehicle entering (from both directions), negotiating turning and exiting (in both directions). The details submitted indicate encroachment of the refuse vehicle over footways and pedestrian crossing points which is unacceptable.

The proposed turning head will need to comply with WCBC adoptable standards. **The (LHA) recommend the applicant provides suitably scaled revised plans indicating the above detail with annotated dimensions.**

The proposed horizontal alignment of the estate road indicates a bend outside unit 1. Adequate forward visibility will need to be provided across this bend. Based on typical speeds of around 15mph, a forward visibility splay of 18m would be required across this bend. **This detail will need to be indicated on a revised layout plan.**

The LHA recommend the applicant provides swept path details of an 11.2m long refuse vehicle entering and exiting the site in both directions, turning within the turning head including negotiating the proposed bend outside unit 1 whilst passing a large car (in both directions). This detail has not been clearly demonstrated on the submitted layout pan (Drg. No. 24028-02). The car selected for this detail is only approximately 3.2m in length as opposed to a 4.9m car which is inadequate.

Parking Provision

The proposed development comprises 9 no. 3 bedroomed dwellings for which LPGN 16 requires a maximum of 3 spaces per dwelling.The submitted layout plan indicates the provision of 2 no. parking spaces per 3 bed dwelling which is considered acceptable given the relatively sustainable location of the site. **The LHA recommend that the applicant submits a revised layout plan indicating double driveways being 5.6m wide (minimum).** All driveway dimensions shall be annotated on a revised layout plan.

Given the proximity of the school and issues with on street parking at school drop off / collection times, our Traffic Section have recommended that the applicant funds a Traffic Regulation Order (TRO) to install double yellow lines at the main access (junction protection), along the northern side

of the estate road and within the proposed turning head to deter parents from parking along the internal estate road.
If the application is supported, the LHA recommend this is included as a condition.

Cycle Parking

Each dwelling will be required to provide at least 2 secure cycle parking spaces. This detail needs to be indicated on a revised layout plan.

Surface Water Drainage

If the application is supported, the applicant will require SABs consent to commence development. The LHA recommends the applicant contacts our SABs Section on this matter

Construction Traffic Management Plan

If the application is supported, the LHA recommend that no part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved.

The LHA await the requested information.

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