MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Alan Wells
Our Ref:	ET/DC/PP/P/2024/1662	**Your Ref:**	P/2024/1662
Date:	18/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ISRANNU ANNEDD I 2 ANNEDD / SUBDIVISION OF DWELLING INTO 2 DWELLINGS

LOCATION: 17 STRYT ISSA, PEN-Y-CAE, WREXHAM, LL14 2PN

I refer to your consultation / email dated 23/01/2025 in respect of the above.

General

The proposed development comprises the sub-division of an existing 3 bedroom dwelling into a 1 bedroom dwelling and 2 bedroom dwelling. The applicant has indicated that the property did previously comprise of two separate dwellings prior to 1982.

Access

The proposed development site is located on Stryt Issa which is a classified road subject to a 20mph speed limit.

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

The property has 2 existing access points as follows:-

Westerly Access

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 10m to the west and 2.4 x 3m to the west. Visibility is impeded in the easterly direction by the existing building and by the boundary wall / 3rd party land to the west.

The existing access is gated at around 1.1m behind the edge of carriageway. The access is surfaced with hard bound materials.

The applicant is proposing to widen the existing access to accommodate 2 cars. This will require s.184 consent to lower the existing kerbline and form an extended dropped kerb crossing. **The LHA**

recommend the applicant provides a suitably scaled plan indicating the existing / proposed access width. Any widened access will require a minimum 5m of hard bound paving behind the highway boundary. Any widened access shall be a minimum width of 5.6m. An Aco drain or similar will be required where the access falls towards the adopted highway. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail.**

Easterly Access

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m to the west and 2.4 x 2m to the east measured to the nearside edge. Visibility is impeded in the easterly direction by the neighbouring building and by the boundary wall and building to the west.

This access is approximately 3.1m wide and gated at around 1.1m behind the edge of carriageway. The access is surfaced with hard bound materials.

Both Access Points

The LHA recommend the applicant provides a suitably scaled layout plan indicating the existing / proposed visibility splays from the 2 no. access points indicating how visibility will be maximized. The LHA recommend the applicant annotates all access dimensions.

The proposed access points would benefit from the removal of any gates. The LHA recommend the applicant considers such improvements and annotates this detail on a revised layout plan.

Parking & Turning Provision

The existing property has 3 parking spaces split between 2 driveways. The easterly driveway can accommodate up to 2 cars and the westerly driveway can accommodate 1 car.

Based on LPGN 16 requirements, the proposed development would require a maximum of 1.5 car spaces for the 1 bedroom dwelling and 2 spaces (max) for the 2 bedroom dwelling. It is proposed to remove the existing car port at the easterly access and provide 2 cars spaces which is considered adequate / acceptable. It is proposed to widen the existing westerly access and provide parking for 2 cars.

Ideally, appropriate turning provision should be provided for both properties within the curtilage of the site (no turning provision proposed). However, in this instance the proposed arrangements are considered acceptable given the original 2 properties had no off-street turning provision.

Conclusion

In conclusion, the LHA request the submission of the following additional information:-

- **Westerly Access**

  The applicant is proposing to widen the existing access to accommodate 2 cars. This will require s.184 consent to lower the existing kerbline and form an extended dropped kerb crossing. **The LHA recommend the applicant provides a suitably scaled plan indicating the existing / proposed access width.** Any widened access will require a minimum 5m of hard bound paving behind the highway boundary. Any widened access shall be a minimum width of 5.6m. An Aco drain or similar will be required where the access falls towards the adopted highway. **The LHA recommend the applicant provides a suitably scaled plan indicating the above detail**

- Both Access Points

  The LHA recommend the applicant provides a suitably scaled layout plan indicating the existing / proposed visibility splays from the 2 no. access points indicating how visibility will be maximized. The LHA recommend the applicant annotates all existing / proposed access dimensions.

  The proposed access points would benefit from the removal of any gates. The LHA recommend the applicant considers such improvements and annotates this detail on a revised layout plan.



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.