MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Emma Bailey
Our Ref:	ET/DC/DB/P/2024/1262	**Your Ref:**	P/2024/1262
Date:	26th Feb 2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CAIS AMLINELLOL AR GYFER CODI 3 ANNEDD / OUTLINE APPLICATION FOR ERECTION OF 3 DWELLINGS

LOCATION: SWN Y GWYNT, CROSS LANE, PENTRE BROUGHTON, WREXHAM, LL11 6AR

I refer to your consultation / email dated 13/08/2024 in respect of the above.

This application relates to the construction of a terrace of 3nr 3 bedroomed houses, replacing the existing larger dwelling.

Access

The proposed development site is located on Cross Lane which is a narrow, unclassified road subject to a 20mph speed limit. The likely speed of any vehicle travelling along this section of Cross Lane is also considered to be 20mph or less given the geometry of the road.

Cross Lanes can be accessed from the east off the B5433 High Street (classified B Road) and off Long Lane (classified C road/lane) to the west.

Access off B5433 High Street

Based on speeds of 20mph along the High Street, any proposed existing access / junction would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility at this junction is adequate providing splays in excess of 2.4 x 43m in both directions.

The existing junction is only approximately 3.1m wide and has no footway provision onto Cross Lane. The junction is of inadequate width to accommodate the simultaneous passage of 2 vehicles. The existing sub-standard junction would not benefit from any development that would result in any significant increase in vehicle movements. **However, in light of the existing traffic from approximately 10 other dwellings in addition to through traffic, it is not considered that there would be a significant increase in traffic as a consequence of this application, which creates a net increase of just 2nr relatively small dwellings.**

Access off Long Lane

Based on witnessed estimated speeds of 30mph along Long Lane, any proposed existing access / junction would normally be required to provide visibility splays of 2.4 x 43m measured to the nearside edge of the adjoining highway to the south and to the centerline of the road to the north. Visibility at this junction is adequate in the southerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 28m measured to the centerline of the adjoining highway. Visibility can be permitted to the centerline of the road given the restricted carriageway width in this direction.

The existing junction layout with Long Lane is sub-standard and meets Long Lane at an acute angle. Cross Lane reduces in width to around 3.2m a short distance from the junction and cannot accommodate the simultaneous passage of 2 vehicles. There is no footway provision off Long Lane into Cross Lane. The existing sub-standard junction would not benefit from any development that would result in any significant increase in vehicle movements. **However, given that by far the larger proportion of vehicle movements to and from this proposed site is likely to be accessing via the B5433 High St, the likely frequency of vehicles accessing the site via Long Lane is considered insignificant.**

Cross Lane itself is typically narrow and cannot easily accommodate the simultaneous passage of 2 vehicles. There are no formal passing places. There is no footway provision along Cross Lane and it would not benefit from any development that would result in any significant increase in vehicle movements. It is considered that there is enough width for vehicles to pass pedestrians on Cross Lane between the site and High St. **It is considered unlikely that there will be any significant need for pedestrian access to the south of the site heading uphill**.

Site Entrance and Shared access layout

I would estimate typical vehicle speeds along this section of around 20mph given the geometry of the road. Based on speeds of 20mph, any proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge (if carriageway 4.1m or wider) or to the centerline of the road (if carriageway less than 4.1m wide). Visibility splays in accordance with the above requirements have been indicated on the proposed site plan.

The geometry of the access appears awkward. We request a swept path plan indicating how 2 cars would simultaneously be able to pass within the site entrance to enable us to support the scheme from a highways perspective. It is accepted that there will not be provision for vehicles to turn left exiting the site given the angle and topography, however there is very little that can be done to alter what is an existing residential access.

The shared drive access is, for the majority of it's length, 5.7m wide, and includes a 1m long by 4.5m wide turning head, which is more than adequate for a 7m long delivery vehicle to turn around in and therefore enter and leave the site in a forward gear.

Given the existing and proposed topography, the LHA are not concerned over the possibility of rainwater entering onto the highway from the shared private driveway. The applicant will need to seek the approval of the WCBC SAB officer for surface water drainage design prior to commencement.

Can the applicant confirm that a Management Company will be set up to ensure the shared drive and any other common areas or features are maintained collectively?

Refuse Collection / Recycling

The exact detailing of the waste collection point should be agreed directly with WCBC's Waste Strategy Officer, Catherine Golightly available on Tel: 01978 729693. The design of the bin store/collection point should be 2m x 1.5m per dwelling to allow for 2 x 240L (black and Green) plus the stackable recycling containers (green box 55L, black box 44L, blue sack 60L and food caddies 23L) and allow for additional capacity for future changes in materials collected. If WCBC refuse collection wagons can enter the site then they would require the turning head to be maintained free of parked vehicles, and bins available for collection in front of each dwelling. If collection is proposed from the roadside, then provision for bin collection should be made for the above, close to the gate, and shown on an updated plan. WCBC target 15m maximum distance for collecting bins from the wagons, with no steps and minimal gradient.

Parking Provision

Parking provision at the site will need to be compliant with LPGN 16 requirements. Despite the site being in a sustainable location, there is no space for overspill onto the lane. By providing 6 spaces for 3nr 3 bedroom dwellings plus the possibility of informal visitor parking along the 5.7m wide shared drive, this is considered acceptable. It is noted that the existing dwelling to the south has maintained access for 2 vehicle parking spaces also, in addition to the front of house spaces. Consideration of national mobility standards for wheelchair and pram should be included within the design, with specific reference to access around cars in drives.

In summary, parking is considered adequate in numbers, but needs access space between and around for mobility access.

Conclusion

It is acknowledged that the site has previous planning consent (ref: P/2005/0567) for the erection of 2 no. dwellings whilst retaining the existing dwelling. The proposed development would not in theory be increasing vehicle movements compared with the previous consent.

However, the LHA require the following amendments to the proposed site plan prior to being able to finalise a positive consultation response for highway related matters:

1. Demonstration of 2 vehicles being able to pass within the entrance
2. Provision of secure cycle parking in accordance with LPGN16 to be shown
3. Clarity on refuse collection proposals
4. Provision of mobility standards access around site, particularly wheelchair access around car parking spaces.
5. The turning head should be hatched and a bilingual sign provided to prohibit parking obstructing delivery vehicle turning so as to avoid the risk of vehicles reversing back onto the highway.
6. Can the applicant confirm that a Management Company will be set up to ensure the maintenance of the shared drive and any other common areas/features is assured in perpetuity? This may also apply to any shared retaining structures, shared bin store or landscaping.



On behalf of Chief Officer, Environment & Technical

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.