MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0234	**Your Ref:**	P/2025/0234
Date:	25/03/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CHODI ESTYNIAD CEFN UN LLAWR A FFURFIO MYNEDFA I GERBYDAU / ERECTION OF SINGLE STOREY REAR EXTENSION AND FORMATION OF VEHICULAR ACCESS

LOCATION: 2 SUNNY VIEW, HOLT ROAD, CROSS LANES, WREXHAM, LL13 0UB

I refer to your consultation / email dated 18/03/2025 in respect of the above.

Access

The proposed development site is located on the B5130 Holt Road which is a busy classified road subject to a 20mph speed limit.

Any proposed / existing access 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 in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

No details / plans of the proposed visibility splays from the proposed access have been provided. **The LHA recommends the applicant submits a suitably scaled plan indicating the full extent of the proposed splays.**

It is not clear if the applicant has any existing off street parking off the existing access to the side of no. 1 Sunny View. **The LHA recommends the applicant clarifies the existing access / parking /turning arrangements at the existing property.**

Any proposed access would require a minimum width of 3.2m. The proposed access is only 2.6m.

Any proposed access would require a minimum of 5m of hard bound paving behind the adjoining highway with no gates being erected within 5m of the adjoining highway (preferably no gates).

Parking & Turning Provision (Layout Plan – Drg. No. 2251-06)

It is not clear if the applicant has any exiting off street parking off the existing access to the side of no. 1 Sunny View. **The LHA recommends the applicant clarifies the existing access / parking / turning arrangements at the existing property.**

The existing property appears to be 2 bedroom. Based on LPGN 16 requirements, the existing 2 bedroom property would require a maximum of 2 parking spaces along with adequate turning provision. The submitted layout plan only indicates parking or a single car without adequate turning space.

Given the restricted space within the front garden, it does not appear possible to provide adequate parking & turning provision at the property and may therefore be difficult to support. **The LHA recommends the applicant addresses the above issues on a revised layout plan.**

Conclusion

The LHA recommends the applicant provides the following information:-

- No details / plans of the proposed visibility splays from the proposed access have been provided. **The LHA recommends the applicant submits a suitably scaled plan indicating the full extent of the proposed splays.**

- It is not clear if the applicant has any existing off street parking off the existing access to the side of no. 1 Sunny View. **The LHA recommends the applicant clarifies the existing access / parking / turning arrangements at the existing property.**

- Given the restricted space within the front garden, it does not appear possible to provide adequate parking & turning provision at the property and may therefore be difficult to support. **The LHA recommends the applicant addresses the above issues on a revised layout plan.**



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.