MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/DB/P/2025/0057	**Your Ref:**	P/2024/0057
Date:	07/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: PARCIO A GWEITHREDU 2 CERBYD HURIO PREIFAT / PARKING AND OPERATION OF 2 PRIVATE HIRE VEHICLES
LOCATION: 7 SALISBURY ROAD, WREXHAM, LL13 7AS

I refer to your consultation / email dated 29/1/2025 in respect of the above.

The proposed parking spaces for this application will be accessed via an existing privately owned shared access drive that serves 7-8nr properties locally, some with numerous spaces.
There is room for vehicles to turn around within the driveway so they can enter and exit to and from Salisbury Rd in a forward gear crossing the 1.8m wide footpath on a dropped kerb driveway access.

The effective width of the driveway is 3.3m due to raised gulley obstructions making it tight for 2 cars to pass, however this is an existing arrangement and it is not anticipated that the additional traffic flow created would be significant enough to cause concern. There is room for a vehicle to pass pedestrians on the driveway.
On the assumption that 7 Salisbury Rd is a 3 bed semi, LPGN16 would ordinarily require 2 parking spaces to comply as a maximum standard. Practically, it is not uncommon for these applications to utilise one of the taxi vehicles for personal use as well so the LHA are less concerned at the shortfall in personal car parking spaces to accommodate the business use.

The shared drive is not adopted so the geometry of the driveway is outside the scope of this LHA consultation response. However, given that the parking spaces are pushed into the rear garden, there is space for manoeuvring created within a narrow driveway.

Salisbury Road is a busy B Class road subject to a 20mph speed limit. A visibility splay for a driveway would be 2.4m x 25m to within 0.5m of the nearside kerb in both directions ordinarily to comply with current standards. For private drive crossovers, in certain circumstances, a setback of only 2m can be accepted. The visibility splays are as follows:

- 2.0m x 19m to 0.5m away from the nearside kerb to the west of the driveway.
- 2.0m x 19m to the centre of the oncoming lane to the east, assuming vehicles are not overtaking. If the splays are measured to within 0.5m of the nearside kerb to the east, then the splay length reduces to only 9.5m. However it is accepted that this is an existing access, used by residents or people familiar with the access, and the probability of motorists overtaking at speed is very low and not something we are obliged to account for. If motorists are passing parked vehicles, then the LHA consider that it is a reasonable assumption that

>85% will be doing so at speeds equal or less than 20mph. Furthermore Crashmap.co.uk reveals there have been no recorded incidents within the last 15yrs, when for the majority of this time the speed limit was 30mph. Prior to this, there were 3 slight incidents recorded within 50m but not on this driveway location.

Conclusion

Whilst there are shortfalls in ideal standards such as visibility, shared access width and maximum parking standards, the LHA consider it would be unreasonable to object given that the driveway is already in use by residents familiar with the driveway, and that it is understood the private hire vehicle parking permission is a temporary permission granted, or renewed annually. This provides comfort that should the permission create unreasonable nuisance or obstruction in the driveway for neighbours, the permission can be refused on renewal. Furthermore, creating an additional improved parking space to the rear, takes pressure off parking on Salisbury Rd.

The LHA do not have an objection to this application subject to it being a temporary approval that can be reconsidered on an annual basis.



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.