MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Hill
Our Ref:	ET/DC/PP/P/2025/0039	**Your Ref:**	P/2025/0039
Date:	16/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

FFURFIO MYNEDFA I GERBYDAU / FORMATION OF VEHICULAR ACCESS

RIVERSDALE, PANT LANE, GRESFORD, WREXHAM, LL12 8EU

I refer to your consultation / email dated 25/03/2025 in respect of the above.

Access

The proposed development site is located on Pant Lane which is a classified, residential road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access would require visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. The 1.3m high existing stone pillars would need to be lowered / removed if the application was to be supported.

No details of the proposed visibility splays from the proposed access have been provided. **The LHA recommend the applicant provides a suitably scaled plan indicating the full extent of the proposed visibility splays from the proposed access.** Nothing shall be planted or erected within these splays higher than 1m above the adjoining carriageway level. The existing stone pillars would need to be relocated / removed.

A detailed plan with annotated dimensions of the proposed driveway has not been provided. The LHA would require a minimum access width of 3.2m for a single driveway or 5.6m for a double driveway. The LHA recommend a minimum depth of driveway of 5m to ensure cars do not encroach onto the adopted footway. The existing footway fronting the property is only 1.15m wide.

Any proposed access would require surfacing with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates would be permitted. An Aco drain or similar would be required should the access fall towards the highway.

The LHA recommend the applicant submits a suitably scaled plan indicating the above details.

If the application is supported, the applicant will require s.184 consent from the Council to lower the kerbline and strengthen the footway at the new access position.

Parking & Turning Provision

No details of the proposed number of bedrooms of the property have been provided for comparison with LPGN 16 Parking Standards. **The LHA recommend the applicant provides this information.**

It is assumed that the property does not currently have any off-road parking provision. **The LHA recommends the applicant confirms this detail.**

Adequate off street parking provision would normally be required as the property fronts a classified road. However, there are other properties further along Pant Lane that do not provide such provision.

Conclusion

In conclusion, the LHA request the following information:-

- No details of the proposed visibility splays from the proposed access have been provided. **The LHA recommend the applicant provides a suitably scaled plan indicating the full extent of the proposed visibility splays from the proposed access.** Nothing shall be planted or erected within these splays higher than 1m above the adjoining carriageway level. The existing stone pillars would need to be relocated / removed.

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  The LHA recommend the applicant submits a suitably scaled plan indicating the above details.

- **Parking & Turning Provision**

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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.