

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0255	Your Ref:	P/2024/0255
Date:	22/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CHODI ANNEDD NEWYDD / ERECTION OF REPLACEMENT DWELLING

HILLSIDE ERBISTOCK WREXHAM

Grid Ref: E 335112.21 N 342102.49

I refer to your consultation / email dated 22/04/2024 in respect of the above.

Access

The proposed development site is located on Cae Adda Lane which is a narrow, unclassified, rural road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m in the south westerly direction and 2.4 x 6m in the north easterly direction measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site. Although this is simply a replacement dwelling using an existing access, I would suggest that the applicant considers carrying out improvements to the existing / proposed access in terms of maximizing visibility ie/ removal / lowering / setting back of hedgerows along the site frontage in the interests of highway safety.

The existing / proposed access is approximately 2.8m wide and gated 2.4m behind the adjoining carriageway. The access is surfaced with loose bound materials and falls towards the highway. Although this is an existing access, I would suggest the applicant considers widening the access. In order to construct a wider access, the applicant would need to apply for s.184 consent to cross the highway verge at the new access position.

I would recommend any gates are setback a minimum distance of 5m behind the adjoining highway (preferably no gates). I would recommend such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar would be required to intercept any such run-off.

Any proposed access improvements should be indicated on a revised layout plan.

Parking and Turning Provision

I understand the existing property is 3 bedroomed (indicated on Drg. No. W200/001) which would normally require a maximum of 3 car spaces. There would appear to be at least 3 spaces currently provided with the existing property along with adequate turning provision. I would recommend that maximum parking standards are required in this instance given the remote location of the property and narrow lanes leading to the property. The proposed 3 bedroom replacement dwelling would require a maximum of 3 spaces. The submitted layout plan (Drg. No. W200/004) does not clearly show the provision of 3 spaces (LPGN 16 does not include garage spaces) complying with the dimensions of LPGN 16 along with adequate turning space ie/ minimum 6m clearance behind.

Could you please ask the applicant to submit a revised layout plan indicating / annotating the above parking & turning provision.

Construction Traffic Management Plan

Given the location of the site, I would recommend the submission of a Construction Traffic Management Plan including provisions for contractor parking requiring approval in writing by the Local Planning Authority and the plan as is approved has being fully implemented.

I await the requested information.

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.

A handwritten signature in dark ink on a light yellow rectangular background. The signature appears to be 'P. Palmer' in a cursive, slightly stylized script.

Chief Officer, Environment & Technical