

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0349	Your Ref:	P/2024/0349
Date:	30/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CHODI ANNEDD NEWYDD (ÔL-WEITHREDOL) / ERECTION OF REPLACEMENT DWELLING (IN RETROSPECT)

PINE RIDGE PISTYLL HILL MARFORD WREXHAM

Grid Ref: E 336103 N 355366

I refer to your consultation / email dated 10/05/2024 in respect of the above.

Access

The development site is located on Pistyll Hill which is a narrow, unclassified road subject to a 20mph speed limit.

Manual for Streets would normally require any proposed access to provide visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be permitted to the centerline of the road given the restricted carriageway width (ie/ typically 2.5m).

The proposed development site is served off an unadopted, shared driveway which serves 4 existing dwellings.

The existing access is approximately 11m wide reducing to 4.8m wide at 5m behind the adjoining carriageway. Beyond this point the shared driveway is typically 3m wide. The access is surfaced with hard bound materials. There is no communal turning head at the end of the shared driveway.

Visibility from the existing shared access is inadequate providing splays of approximately 2.4 x 14m in the westerly direction (uphill) and 2.4 x 9m in the easterly direction (downhill) measured to the centerline of the adjoining carriageway in both directions. Visibility is impeded in both directions by the existing vegetation and the required splays would cut across 3rd party land.

Parking & Turning Provision

Adequate parking (garages excluded) and turning provision is proposed within the curtilage of the site.

Construction Traffic Management Plan

Access to the development site is either via the Pistyll Hill / Hoseley Lane junction or via the Pistyll Hill / Wynnstay Lane junction. Both means of access to / from the site are relatively poor. Pistyll Hill is subject to a 7.5T weight restriction for its entire length.

Dependent on the type / size of vehicles required to deliver any construction materials, it may be difficult to carry out any proposed construction work which would not contravene the existing weight restriction in place along Pistyll Hill. I would recommend the applicant discusses this issue with our Traffic Section- contact Jamie Edge to agree any measures eg/ submission of a Construction Traffic management Plan (CTMP) prior to commencement which shall include provision for contractor parking & turning.

I have no objections in principle to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. @@@

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

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 asked 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 from 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' written in a cursive, slightly slanted style.

Chief Officer, Environment & Technical