

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/DB/P/2024/0319	Your Ref:	P/2024/0319
Date:	12 th Aug 24		

TOWN AND COUNTRY PLANNING ACT 1990

**ESTYNIAD DEULAWR A NEWID DEFNYDD Y LLAWR GWAELOD O GAREJ I SIOP GOFFI /
TWO STOREY EXTENSION AND CHANGE OF USE OF GROUND FLOOR FROM GARAGE TO
COFFEE SHOP**

THE COACH HOUSE ASHGROVE CHESTER ROAD GRESFORD WREXHAM

Grid Ref: E 334371.97 N 354035.61

We refer to your consultation / email dated 09/05/2024 and updated plans consultation received 1st Aug 24 in respect of the above.

Access:

This application proposes to utilise the existing access without any major alteration to the geometry or setting out of the entrance. Ordinarily for a new access linked to a new application, then a visibility splay of 2.4m by 120m would be requested in both directions. However as this is an existing entrance and the additional traffic generated is likely to be negligible, assuming there will be a number of café users who utilise the facility whilst visiting the home. It is therefore not within the remit of this application to challenge the geometry of the entrance which does have reasonable visibility.

The entrance pavement crossover **would benefit from some refreshment of surfacing and road markings as well as tactile paving as noted below.** The entrance surfacing is showing signs of wear and tear.

There appears to be adequate night time illumination of the entrance in principle, **however we request the trees are trimmed back to remove obstruction of the lighting to accommodate any increase in visitors in vehicles or on foot.**

Ideally, the existing access should not add rainwater runoff into the highway drainage system, however it is noted this is an existing entrance, without any major changes proposed. This is therefore outside the remit of this highway planning consultation.

Crash History:

Whilst there have been 3 recorded accidents locally in the last 11yrs, 2 slight, one serious (but not fatal), it is noted that they were prior to the speed being reduced from National Speed Limit down to 40mph and not immediately adjacent to this access.

Active Travel & Pedestrian access

The existing highway has a footpath on the side of the development, with dropped kerbs facilitating disabled access up and down Chester Rd either side. There are bus stops in both directions within a 100m of the site, so the site is accessible by sustainable means of transport, even though there are no dedicated cycle paths, and little opportunity for improvement. The footpath is not busy and it is known that cyclists use both the footpath and the 40mph classified road.

Access to and from the bus stops for visitors should be improved by provision of tactile paving to the dropped kerbs either side of the entrance.

Within the development there is no pedestrian and vehicular segregation. **The applicant is requested to provide an updated plan that incorporates segregation for pedestrians and cyclists within the access road from the entrance.**

Provision for **secure cycle parking and facilities should be provided for customers, tenants and staff in accordance with LPGN16e.** This should be incorporated into an updated site plan.

Trip Generation:

Taking the existing scale and use of the nursing home into consideration, it is not considered that a small café, and single bed apartment will have a significant effect on trip generation locally, nor excessive use of the access. As noted above, we would anticipate that a proportion of the café visitors will be visitors and guests of the nursing home, already on site. Has the applicant any assessments of what this proportion may be?

Parking

Can the applicant **provide a calculation that demonstrates that the combined existing use of the Nursing Home, café (with m2 area) and flat (with m2) and the total number of car park spaces complies with LPGN16e requirements?**

Turning heads for delivery vehicles, segregated from pedestrians should be shown on a plan also.

Summary

Whilst it is noted that the entrance and site access and parking are existing and this use is not anticipated to create a massive increase in traffic generation and use of the access road, we request the applicant provides updated plans incorporating the following to enable us to complete our consultation:

- Segregated pedestrian access from the public highway to the café and between the café and nursing home entrance. This can be in the form of hatched road markings, kerbing/pavement, or similar. It will not be adopted but improves the safety of members of the public visiting the site.
- Provision of secure cycle parking in accordance with LPGN16e
- Demonstrates that car parking is in accordance with LPGN16e when considering the cumulative uses
- Add provision for refuse collection to the proposals
- Add delivery/bin wagon turning provision to the plans. (Does the applicant utilise private refuse collection facilities, rather than the Local Authority facilities?)
- Add the visibility splays to the plan whilst updating the above.
- Tactile paving should be added to either side of the entrance
- Reference trimming of trees within the applicant's site boundary to remove obstruction of the streetlighting. Completion of this work could be conditioned prior to first use?
- The LPA may consider it necessary to request a Construction Traffic Management Plan pre-commencement, to protect residents, visitors and users of the public highway. However there does appear to be adequate space available for construction related logistics and traffic. Perhaps a statement committing to there being no highway parking or obstructions during the construction would be an acceptable option? Provision of a competent banksman to assist receiving or sending oversized HGV's onto the adopted highway should be confirmed also.

Subject to receipt of the above we do not anticipate there being any major concerns, but we ask this be provided prior to arriving at a decision. We assume the provision of any advertising signage would be subject to a separate application?

We also include the following guidance notes for the applicant's information when carrying out any work in or adjacent to the public highway.



On behalf of The 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.