

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0199 Res(7)	Your Ref:	P/2024/0199
Date:	02/07/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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24 SALISBURY ROAD WREXHAM
Grid Ref: E 333609 N 349702

I refer to your consultation / email dated 01/07/2024 including revised layout plan (Drg. No. 24.CON-088-P1 Rev F) in respect of the above.

The submitted layout plan refers to 21 Salisbury Road which is incorrect. **This detail needs amending.**

Access

The proposed development site is located on Salisbury Road which is a busy classified road subject to a 20mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 6m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary wall and hedge along the frontage of the site in the easterly direction. In the westerly direction the required splays would need to cut across 3rd party land. The proposed access indicated on the revised layout plan indicates improved splays of 2.4 x 25m measured to the nearside edge in both directions which is considered acceptable.

The revised layout plan indicates the existing 3.2m wide access being relocated 2.1m away from the north westerly boundary and being widened to 4.2m which is a significant improvement on the existing access arrangements. The existing dropped kerbs serving the access will need to be extended to accommodate the modified access. The applicant will require s.184 consent to lower the kerbs and strengthen the footway at the new access position.

Any proposed / existing access would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. The proposed access indicated on the revised layout plan indicates the provision of the above pedestrian splays which is considered acceptable.

Parking & Turning Provision

In terms of parking and turning provision at the development site, I comment as follows:-

Existing

I understand the existing dwelling is 6 bedroom for which LPGN 16 would require a maximum of 5 spaces. It would appear possible to provide parking for up to 5 cars at the front and side of the property but they would not be independently accessible or have adequate turning provision.

Proposed (Site Layout Plan – Drg. No. 24.CON-088-P1 Rev F)

Based on LPGN 16 requirements, the proposed 6 bedroom HMO would require a maximum of 4 spaces for the first 6 bedrooms and 1 car space per 2 bedrooms thereafter. This would equate to the maximum requirement of 4 parking spaces. Such spaces would need to be independently accessible.

The submitted site layout plan indicates 2 parking spaces at the rear of the site and 2 parking spaces at the front of the site. In terms of turning provision, it would appear possible for vehicles to turn at the front and rear of the site.

Active Travel

Our Active Travel Section previously advised as follows:-

It's far from perfect to provide wall mounted. The active travel guidance doesn't recommend wall mounted cycle stands for residential use (see table 14.5 in the active travel act guidance). Wall mounted storage will not allow an adapted cycle to be tied. I would say that there would need to be at least 1 cycle Sheffield stand given the need to accommodate disabled users.

I have emailed the revised layout plan to our Active Travel Section. **I will forward any further comments when they are received.**

Waste Collection / Recycling

I have emailed our Waste / Recycling Section in respect of any specific requirements for the proposed development (eg/ number/ type of bins, collection point). **I will forward any comments when they are received.**

I have no objections in principle to the proposed development. If the application is supported I would 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. -----.

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the near side edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the near side edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ20 PEDESTRIAN VISIBILITY SPLAY (FOOTWAY SAFETY)

038R Prior to first use of the development hereby approved a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

NONSTD NO GATES

033R There shall be no gates or other means of enclosure across the vehicular access point or along the driveway leading to rear parking / turning area.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

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.



Chief Officer, Environment & Technical