

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2023/0756 Res(3)	Your Ref:	P/2023/0756
Date:	10/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL GAREJIS PRESENNOL, CODI ANNEDD A CREU MYNEDIAD NEWYDD I GERBYDAU / DEMOLITION OF EXISTING GARAGES, ERECTION OF DWELLING AND FORMATION OF NEW VEHICULAR ACCESS

INGLEDENE WYNNSTAY LANE MARFORD WREXHAM

Grid Ref: E 335821.85 N 355228.39

I refer to your consultation / email dated 16/04/2024 including Design & Access Statement 4 and revised plans (Drg. Nos. L01 Rev F, L03 Rev C & L04 Rev C) in respect of the above.

Access

The proposed development site is located on the B5445 Chester Road which is a classified road currently subject to a 20mph speed limit.

The revised plan now indicates access serving both existing and proposed dwelling at the rear of the site onto Wynnstay Lane via improved accesses / driveways. It is proposed to demolish the existing garages and provide significantly improved access / parking provision.

I would normally recommend that any proposed access provides pedestrian visibility. Pedestrian visibility splays are 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. This detail has been indicated on the revised layout plan for both access points and is a significant improvement on the existing arrangements.

Any proposed access of this nature would require the following:-

- Access surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.
- No gates within 5m of the highway boundary (preferably no gates).
- An Aco drain or similar to intercept any private surface water run-off where the access /

driveway falls towards the highway.

- s.184 consent to provide appropriate dropped kerb access. The proposed access serving the new dwelling will need dropped kerbs to facilitate both vehicular access and pedestrian access.

Parking and Turning Provision

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

Existing Parking & Turning Provision

The property is a detached 3 bedroom dwelling which would normally require a maximum of 3 parking spaces in accordance with LPGN 16. However, the provision of 2 off road parking spaces would be considered acceptable given the sustainable location of the site.

The existing property only appears to have 1 parking space at the side of the property on a single driveway. The two existing garages at the side of the property appear too small / confined to accommodate any parking.

Proposed Parking & Turning Provision

The revised layout plan indicates the demolition of the existing garages and modifications to the existing gated driveway at the rear of the site in order to provide 2 improved access points with much improved pedestrian visibility.

The provision of 2 parking spaces per dwelling would be considered acceptable.

These spaces would access / reverse onto a short section (now blocked off to through traffic – Wynnstay Lane) which is a frequently used pedestrian route to the zebra crossing on Chester Road. There is little footway provision along this section and visibility (to pedestrians) from the proposed access points has been improved from the existing arrangement which is beneficial in highway safety terms. Public Right of Way (PROW no. 6 – Marford & Hoseley) passes along this section of Wynnstay Lane. **I would recommend that you / applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761**

Comments from WCBC Road Safety Team (10-05-24)

Comments on the proposed revised access arrangements at the site from the WCBC Road Safety Team were positive and supportive of the above views.

Active Travel

I have emailed our Active Travel Section in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance. **I will forward any comments when they are received.**

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. @@@

NONSTD PEDESTRIAN VISIBILITY SPLAY - FOOTWAY SAFETY (BOTH ACCESS POINTS)

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 points 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.

NONSTD NO GATES TO BE ERECTED (BOTH ACCESS POINTS)

033R There shall be no gates or other means of enclosure across the vehicular access points.

NONSTD ACCESS SURFACE - 5 metres (BOTH ACCESS POINTS)

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

NONSTD NO PRIVATE SURFACE WATER RUN OFF (BOTH ACCESS POINTS)

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 accesses to intercept any such run off prior to first use of the development.

NONSTD DROPPED KERB VEHICULAR CROSSING (NEW DWELLING)

026R The vehicular access(es) hereby approved shall take the form of a dropped kerb
E05NA vehicular crossing.

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.

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.



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