

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2024/0174 Res(4)	Your Ref:	P/2024/0174
Date:	15/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

**ESTYNIAD UNLLAWR I'R CEFN, ADDASU FFENESTRI I'R PRIF EIDDO A CHREU MYNEDIAD
NEWYDD / SINGLE STOREY REAR EXTENSION, WINDOW ALTERATION TO MAIN
PROPERTY AND FORMATION OF NEW ACCESS**

**33 CHESTER ROAD GRESFORD WREXHAM
Grid Ref: E 335325.39 N 354918.39**

I refer to your consultation / email dated 14/10/2024 in respect of the above.

Access

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

The existing access would appear to be shared with a second property (The Coach House) located to the rear of no. 33 Chester Road.

Any proposed / existing shared access in this location would normally require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Existing Shared Access

Visibility from the existing shared access is currently inadequate in both directions providing splays of approximately 2.4 x 13m to the north east and 2.4 x 11m to the south west measured to the nearside edge. Visibility in the north easterly direction is impeded by the existing vegetation. Visibility in the south westerly direction is impeded by the existing boundary fence and vegetation.

The existing shared access is served by a 7.2m wide dropped kerb access reducing in width to 3.5m at approximately 8m behind the edge of carriageway. The access is surfaced with loose bound materials. The Local Highway Authority (LHA) recommend that this access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. The LHA recommend that no gates are erected within 5m of the adjoining highway.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. The LHA recommend an Aco drain or similar is provided across the existing access to intercept any such run off.

The revised layout plan (Drg.No. 2125_2201 Rev C) indicates improvements to the existing access as follows:-

- Improved visibility splays of 2.4 x 25m in both directions to nearside edge
- 5m of hard bound paving
- Aco drain to intercept private surface water run-off
- No gates with 5m of the highway boundary

The above improvements represent a significant improvement on the existing access arrangements.

Proposed Access

The revised layout plan (Drg.No. 2125_2201 Rev C) indicates a new access being created onto Chester Road to serve no. 33 Chester Road with the existing shared access being retained / improved to serve The Coach House.

The revised layout plan indicates the following:-

- Visibility splays of 2.4 x 25m in both directions to nearside edge
- Minimum 5m of hard bound paving
- Aco drain to intercept private surface water run-off
- No gates with 5m of the highway boundary

The proposed access is considered acceptable. The applicant will require s.184 consent from the Council in order to construct the new access.

Parking & Turning Provision

The proposed parking and turning provision at the development site is considered acceptable.

Proposed Office

The applicant has confirmed that the proposed office is for personal use and not used for business purposes.

The LHA have no objections in principle to the proposed development. If the application is supported the LHA 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 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) – BOTH ACCESSES

038R Prior to first use of the development hereby approved the vehicular accesses 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.

NONSTD ACCESS SURFACE (5 metres) – BOTH ACCESSES

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 WITHIN 5 METRES – BOTH ACCESSES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

NONSTD NO PRIVATE SURFACE WATER RUN OFF – BOTH ACCESSES

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.

ZJ13 DROPPED KERB VEHICULAR CROSSING – PROPOSED ACCESS

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

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant

E05NA FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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.



On behalf of Chief Officer, Environment & Technical