

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Emma Bailey
Our Ref:	ET/DC/PP/P/2023/0574 Res(3)	Your Ref:	P/2023/0574
Date:	02/10/2024		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI ADEILAD ALLANOL YN LETY GWYLIAU / CONVERSION OF OUTBUILDING TO HOLIDAY LET

HILLSIDE ERBISTOCK WREXHAM Grid Ref: E 335112.21 N 342102.49

I refer to your consultation / email dated 30/09/2024 including revised layout plan (Drg. No. W202/004 Rev F) in respect of the above.

Access

The proposed development site is located on Cae Adda Lane which is a narrow, unclassified, rural road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 4m in both directions measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site. The revised layout plan indicates the lowering of existing hedgerows along the site frontage to achieve the required splays.

The existing / proposed access is approximately 2.8m wide and gated 2.4m behind the adjoining carriageway. The access is surfaced with loose bound materials and falls towards the highway. The revised layout plan indicates the widening of the existing access to 4.13m which is considered acceptable.

The LHA would typically recommend any proposed shared access is a minimum of 4.8m wide with any gates setback a minimum distance of 5m behind the adjoining highway (preferably no gates). The LHA would recommend such an access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. The revised layout plan indicates the widening of the existing access to 4.13m and gates setback 5m behind the carriageway edge which is considered acceptable. In order to construct the widened access, the applicant will need to apply for s.184 consent to cross the highway verge at the new access position.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required to intercept any such run-off.

Parking and Turning Provision

It is understood the existing property is 3 bedroomed (indicated on Drg. No. W200/001) which would require a maximum of 3 car spaces. The LHA recommend that maximum parking standards are required in this instance given the remote location of the property and narrow lanes leading to the property. The revised layout plan indicates the provision of 4 spaces for the existing property which is considered acceptable. The proposed 2 bedroom holiday let would require a maximum of 2 spaces. The revised layout plan indicates the provision of 4 spaces for the proposed holiday let which is considered acceptable.

Adequate turning provision is indicated on the revised layout plan.

Cycle Parking / Storage

The LHA recommend the submission of a suitably scaled layout plan indicating the proposed cycle parking and storage at the development site. This could be included as a condition.

Waste / Recycling

The LHA recommend the submission of a suitably scaled layout plan indicating a suitable waste / recycling storage / collection area including details of all proposed waste / recycling storage bins for both the existing dwelling and proposed holiday let. This must be located in close proximity to the highway but must not impede vehicular access or impede visibility from the access. This could be included as a condition.

Construction Traffic Management Plan

If the application is supported the LHA recommend a condition is included requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

The LHA therefore have no objections to the proposed development and recommend that 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. W202/004 Rev F

ZJ16	VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)
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 centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ11 039R	ACCESS WIDTH The vehicular access hereby approved shall be a minimum width of 4.1 metres.
ZJ07 043R	ACCESS SURFACE (5 metres) 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.
ZJ09 033R	NO GATES WITHIN 5 METRES There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
ZJ39 026R	VERGE CROSSING Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority (see note).
ZJ46 026R	NO PRIVATE SURFACE WATER RUN OFF 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.
NONSTD 028R	CYCLE PARKING / STORAGE No part of the development shall commence until a suitably scaled layout plan indicating the proposed cycle parking and storage at the development site has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.
NONSTD	WASTE / RECYCLING STORAGE No part of the development shall commence until a suitably scaled plan indicating a suitable waste / recycling storage / collection area including details of all proposed waste / recycling storage bins for both the existing dwelling and proposed holiday let has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented. This must be located in close proximity to the highway but must not impede vehicular access or impede visibility from the access.
ZJ45 026R	CONSTRUCTION TRAFFIC MANAGEMENT PLAN 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.

Note to Applicant

NONSTD

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge 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 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 is written in a cursive style and appears to read "P. Palmer".

On behalf of Chief Officer, Environment & Technical