

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0300	Your Ref:	P/2023/0300
Date:	31/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CODI GAREJ AR WAHAN GYDA THO TERAS HAUL A RHODFA GYSWLLT O'R BALCONI NEWYDD I'R LOLFA. BALCONI NEWYDD O'R YSTAFELL FWYTA. EXTENSION TO GARDEN / ERECTION OF DETACHED GARAGE WITH SUN TERRACE ROOF AND LINK WALKWAY FROM NEW BALCONY TO LOUNGE. NEW BALCONY OFF DINING ROOM. EXTENSION TO GARDEN.

GER Y GORSAF NEWBRIDGE ROAD NEWBRIDGE WREXHAM
Grid Ref: E 328359.73 N 341782.47

I refer to your consultation / email dated 10/01/2023 in respect of the above.

Access

I understand that planning permission (ref: P/2011/0506) was granted on 07/09/2011 for the erection of a two storey dwelling at the site.

Since this time the original access appears to have been opened up / splayed. The existing lighting column and telegraph pole either side of the access are now more vulnerable to being hit by vehicles accessing the site. There would appear to be a condition associated with the previous consent to re-locate the existing telegraph pole (not yet re-located) but not for the existing lighting column. **Having spoken with our Street Lighting Section, they have advised that the existing lighting column on the southern side of the access is re-located to a more southerly position. I would recommend the applicant contacts our Street Lighting Section to agree this detail.**

Based on the current 20mph speed limit along Newbridge Road, the proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. The required visibility appears achievable from the proposed access.

Previous consent at the site required a maximum driveway gradient of 1:8. Inclusive Mobility Guidance suggests that gradients should not exceed **1 in 20**. (A slope steeper than this is generally defined as a 'ramp'). Even if a pedestrian route has no slopes in excess of 1 in 20, it is important that there are level sections, or 'landings', at regular intervals. Gradients steeper than 1 in 20 can be managed by some wheelchair users, but only over very short distances. Even over these short distances the maximum gradient used should be no more than **1 in 10**. **As a general rule, however, 1 in 12 should be the absolute maximum.**

The latest submitted layout plan indicates a revised level access for at least 5m behind the adjoining carriageway which is considered adequate.

Parking & Turning Provision

The previous planning consent included parking & turning provision for 3 no. cars.

Although garage spaces are not included as contributing to parking provision in LPGN 16, there would still appear adequate space to provide 3 parking spaces plus turning within the site.

Assuming a condition to relocate the existing lighting column can be included, I would raise no objections to the proposed development on highway grounds.

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.

A handwritten signature in blue ink, appearing to read 'K. Jones', is positioned below the main text block.

Chief Officer, Environment & Technical