

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2023/0805 Res(3)	Your Ref:	P/2023/0805
Date:	13/03/2024		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD DAU GABAN GWYLIAU A GWAITH ATEGOL / SITING OF TWO HOLIDAY CABIN AND ANCILLARY WORKS

LAND ADJACENT TO 1 FOREST VIEW MARCHWIEL WREXHAM

Grid Ref: E 335943.91 N 347575.61

I refer to your consultation / email dated 26/02/2024 including revised layout plan (Drg. No. 864/L (9)01 Rev I) in respect of the above.

Access

The proposed development site is located on the A525 Bangor Road which is a classified road currently subject to a 20mph speed limit.

Based on speeds of 20mph, 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 accordance with Manual for Streets.

Visibility from the existing access / driveway is currently approximately 2.4 x 3m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow in the westerly direction. Visibility in the easterly direction is restricted in that the required splay would need to cross 3rd party land.

I assume a **legal agreement** between the affected parties would be required in order to provide the required splay in the easterly direction. I understand the affected property owners are willing to accept such an agreement / condition.

I would normally not support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access.

However, the submitted layout plan (Drg.No. 864/L (9)01 Rev I) indicates the lowering of the hedge in the westerly direction to 0.9m to provide adequate visibility (2.4 x 25m). The submitted plan however, appears to include a comment stating " 43m x 2.4m visibility splay. Nothing above a height of 1.05m within this area", which conflicts. **I assume this is a typographical error and requires deletion.** The applicant would need to have control of the existing hedgerow in this direction in order to lower it and provide the required splay. However, having re-visited the site, the provision of the required splay in the easterly direction appears to cut across parts of the frontages

of the properties (nos. 1 - 4 Forest View). I assume that the applicant would require a s.106 agreement with these properties to provide the required splay in perpetuity.

The existing / proposed access currently provides parking & turning for nos. 1 & 2 Forest View. This access is 4.6m wide and is paved with hard bound materials. The width of the access is adequate to serve as a shared access. The driveway does not currently provide an Aco drain or similar to prevent private surface water run-off from flowing onto the adjoining highway. **The provision of a suitable Aco drain is indicated on the revised layout plan.**

Parking & Turning Provision

Adequate parking and turning provision would need to be provided for the proposed development. The existing properties (nos. 1 & 2 Forest View) are both 2 bedroom and provide at least 2 spaces each (garage spaces being excluded) plus turning which is considered adequate.

The proposed log cabins are both 1 bedroom. The provision of 1 parking space per log cabin would be considered acceptable.

If the application is supported and a suitable agreement is included to provide the required splays, I would 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. @@@

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 nearside 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD NO GATES TO BE ERECTED

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

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.

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