

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2024/0337	Your Ref:	P/2024/0337
Date:	28/8/2024		

TOWN AND COUNTRY PLANNING ACT 1990

**DYMCHWEL ANNEDD BRESENNOL A CHODI ANNEDD NEWYDD GYDA DATBLYGIAD
CYSYLLTIEDIG / DEMOLITION OF EXISTING DWELLING AND ERECTION OF NEW
DWELLING WITH ASSOCIATED DEVELOPMENT**

OVERDALE MARFORD HILL MARFOED WREXHAM
Grid Ref: E 336107 N 355472

We refer to your consultation / email dated 10/05/2024 in respect of the above.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to review the following comments and provide additional information as follows?

- Whilst the applicant proposes to use the existing bungalow access, with minor modifications, the proposed new dwelling represents a considerable proportional increase in size, potential levels of occupancy and therefore traffic flow compared with the existing dwelling. Given the provision for 6 cars in the garage plus 4 cars accommodated on the drive, we request a design proposal that demonstrates that visibility splays, existing speeds and traffic has been considered.
- We would require written commitment that tree and hedgerow planting along the visibility splays would be safely maintained on a blind bend, and kept set back behind a privately maintained visibility splay where no obstruction greater than 1m in height is permitted. Whilst the speed limit on the classified Chester Rd is currently only 20mph, there is no guarantee that this won't change, and it is not uncommon for cars and bikes to regularly exceed 20mph in the Chester bound direction. We would therefore strongly recommend consideration be given to increasing the visibility in line with a 30mph road, which would require a minimum of 2.0m x 43m in the uphill direction in particular.
- The plans should also be amended to demonstrate adequate turning for cars and delivery vehicles onto what can be a busy classified road. It should also be noted that when the A483 is undergoing maintenance works or an incident prompts a closure, then the Chester Rd through Marford and Gresford becomes a diversion route.

- Provision for safe refuge collection should be agreed with WCBC Refuge collection officer and shown on a plan.
- We would suggest consideration be given for pedestrian access to and from the property onto the pavement on the opposite carriageway on the bend.
- The details of the entrance driveway should take the comments noted in our standard highways design guideline below into consideration and include provision of drainage proposals that demonstrate that demonstrates there will be negligible private surface water discharging onto the public highway. The details indicate a gate is set back adequately from the highway, and we ask that the proposed surfacing material be added to the drawings.
- Can the applicant confirm that the proposal is purely for a domestic residence and there is no commercial use beyond domestic level home working proposed. If any additional use is proposed then additional traffic flows would need to be considered.

It would also be beneficial for the developer to provide the following, although it is considered that these could be secured by condition should the Council be minded to grant the application:

- The provision of a construction management plan that demonstrates that construction vehicles and pedestrians are managed safely with absolutely minimum risk and hindrance to passing traffic. Specific reference to banksmen, wheel-washing, water and dust runoff, construction vehicle parking & turning as well as emergency vehicle access should be made. Signage and traffic management should be provided also. It may be necessary to instigate a temporary regulatory order should the risk of roadside parking be considered a risk.

There is clearly enough space to incorporate cycle storage within the scheme in accordance with Active Travel requirements.

Summary:

To enable this proposal to be fully reviewed, further professional advice and detailed proposals should be provided that justify how the existing entrance can accommodate the increased traffic flows safely. We would suggest this be considered by an experienced highway consultant and show visibility splays proposed. We are concerned at the lack of visibility on the bend, regardless of there being an existing established residential access.

The construction phase represents a considerable concern also, which can be managed but requires a professional approach and proposal prior to commencing any works.



On behalf of The Chief Officer, Environment & Technical

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.