

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/PP/P/2023/0746 Res(3)	Your Ref:	P/2023/0746
Date:	31/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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LAND WEST OF PENDIL LLANGOLLEN ROAD ACREFAIR WREXHAM

Grid Ref: E 327697.76 N 343006.12

I refer to your consultation / email dated 16/01/2024 and 30/01/2024 in respect of the above.

Access

The proposed development site is located on the A539 Llangollen Road which is a classified road subject to a 20mph speed limit.

Assuming typical speeds of 20mph, any proposed / existing access in this location 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.

The submitted layout plan (Drg. No. R01.1.004 Rev B) indicates proposed splays from a centrally located access of 2.4 x 34m in the westerly direction and 2.4 x 27m in the easterly direction measured to the nearside edge. However, having visited the site, visibility in both directions is limited in that the required splays would need to cut across 3rd party land.

Based on the additional information provided confirming the extent of ownership of the site by the applicant, it appears that the existing gated access is under the control of the applicant. I understand that planning permission was previously granted at the site (Ref: P/2020/0771) which included modifying the existing access and providing parking / turning to the rear of the property. I assume the existing access would have had a given traffic generation but this is not known.

Based on the latest submitted layout plan (Drg. No. R01.1.004 Rev B), I comment as follows:-

Maximizing visibility from a revised access is likely to require the re-location of the existing street lighting column. The applicant will need to liaise / agree any such modifications with our Street Lighting Section on Tel: 01978 729673. **I would recommend the location of the existing lighting column is indicated on a revised plan.**

The revised layout plan indicates the above splays from a centrally located position. However, the proposed access itself does not appear to be located centrally. **This detail needs clarification.**

Given the busy nature of the footway fronting the site and proximity to school, I would recommend that any proposed access also provides adequate pedestrian visibility ie/ a pedestrian visibility splay shall be established measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

Pedestrian visibility could be achieved by providing a 6.6m wide access. Any existing boundary walls outside of these splays would need to be a maximum height of 1m above the adjoining carriageway level in order to provide lateral visibility splays. **I would recommend the applicant provides this detail on a suitably scaled layout plan.** The revised plan does not indicate this detail.

It does not appear possible to provide fully compliant splays from the proposed access point. I would therefore recommend that the existing access is closed up / footway reinstated to full height and a new centrally located access provided (preferably 6.6m wide) in order maximize visibility in both directions. The existing wall fronting the site will need lowering to maximize visibility in both directions. I would recommend that nothing is erected or planted greater than 1m in height behind the front boundary wall.

If the application is supported, the applicant will need to apply for s.184 consent in order to form a new access across the existing footway and close up / reinstate the footway at the original access position.

The proposed gradient of the access appears to be around 1:13. However, the revised plan is provided to a non-standard scale. **Could you please ask the applicant to annotate the actual gradient of the access / driveway on a revised layout plan and use a standard scale.**

If the application is supported, the proposed access will require:-

- 5m of hard bound paving for a min. distance of 5m behind the adjoining highway.
- No gates erected within 5m of the adjoining highway (preferably no gates).
- 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.

The above detail will need to be provided on a revised layout plan.

Existing Retaining Wall

Comments from our Structures Section:-

There's not enough information provided to know what the new development will look like. I could do with a proposed longitudinal and cross section indicating proposed levels.

However my general comments are:-

The existing retaining wall supports the footway/highway. Any proposed works must not affect the stability of the footway/carriageway. If the proposal is to remove the entire existing wall and still

maintain a similar retained height between footway and the property frontage. A retaining wall designed by a Structural Engineer will be required and an AIP should be submitted for approval.

If the property frontage is built up to match the existing footway. I would expect the retained height of the wall to remain in place and fill material placed against it. This effectively makes the retaining wall redundant. Alterations to the parapet wall would not affect stability. So I have no comment on the extent of any access to be provided through the wall.

Parking & Turning Provision

Parking & turning provision at the site must comply with LPGN 16 requirements. The site fronts a classified road which requires turning provision within the site curtilage.

It is not clear if the whole of the proposed frontage will be hard paved which would also allow for parking and turning if the parking provision had been laid out as previously suggested in my memo dated 14/12/2023.

Garage spaces are not considered to contribute to parking provision in LPGN 16.

The proposed parking provision indicated on the submitted layout plan does not appear to allow for any on site turning provision which would be unacceptable (see LPGN 21). I would recommend that the applicant amends the parking arrangements to incorporate adequate turning provision. This could take the form of 2 car spaces each side of the site frontage with minimum 6m clearance between for turning. **I would recommend that this detail is indicated on a revised layout plan.**

Surface Water Manhole

There would to be a surface water manhole fronting the site from which a connecting drain may pass through the development site. It is important that this pipe is not affected by the proposed development. **I would recommend the applicant liaises with our SABs Drainage Section at sab@wrexham.gov.uk on this matter.**

Construction Traffic Management Plan

If the application is supported, I would recommend that a suitable condition is included as follows:-

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.

I await the requested information

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