

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/DB/P/2024/0034	Your Ref:	P/2027/0034
Date:	18/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR I DDARPARU MANNAU PARCIO YCHWANEGOL A GARDD(RHANNOL ÔL-WEITHREDOL) / CHANGE OF USE OF LAND TO PROVIDE ADDITIONAL PARKING AND GARDEN AREA (PARTLY IN RETROSPECT)

HILL VIEW KING STREET CEFN MAWR WREXHAM

Grid Ref: E 327850 N 342397

I refer to your consultation / email dated 11/03/2024 in respect of the above.

We estimate that a speed of 15mph to 20mph would be a maximum reasonable speed (and representative of the 85th percentile) along Railway Rd. This would ordinarily attract a visibility splay of 2m x 20 to 25m in both directions to the centreline of the road, given the narrow width of the road. Whilst this would be difficult to achieve, we note that existing use of the site is as a garage and therefore it would be difficult for this authority to reasonably refuse on these grounds.

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 submit the following:

- Explanation of the purpose of the black pipes protruding out of the retaining walls either side of the garage walls? If they are land drains, the applicant should consider drainage of the same. We are not obliged to accommodate drainage from third party land. The applicant should seek specialist advice and submit a proposal for highway approval. If gulleys are proposed, then they should either be connected to soakaways, surface water sewers, or a watercourse.
- Garage door details are required, ideally in the form of a roller shutter style garage door. We are unable to support any door that swings onto or over the highway.
- Any suggested mitigation for the shortfall in visibility when driving out of the garage.

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:

- We note that there is a small step up to the proposed garage level. Can the applicant advise if there is any proposal to lower the step to coordinate with highway road level? This should be highlighted on an updated drawing

- The applicant should consider the Highways Development Control Standard Advisory Note in the Appendix below if installing drainage.

For a new building application we would request demonstration that a vehicle can access the garage in such a narrow highway, but it is an existing garage building, so this is not necessary.

We await further proposals to enable highways to .



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.