

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2023/0881	Your Ref:	P/2023/0881
Date:	24/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID ADEILAD I 2 ANNEDD / CONVERSION OF BUILDING TO 2 DWELLINGS

BRYN YR EOS CHAPEL WHITEHURST CHIRK WREXHAM

Grid Ref: E 328680.67 N 340299.59

I refer to your consultation / email dated 05/01/2024 in respect of the above.

Access

The site is served off a narrow, unclassified road off the A5 Trunk Road (60mph).

Based on speeds of 60mph, any proposed access / junction in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge in accordance with TAN 18.

Visibility at this junction in the southerly direction appears adequate providing visibility in excess of the above requirements. However, visibility in the northerly direction would appear to be less than the required standard given the location of the concrete barriers in this direction protecting vehicles from leaving the carriageway and dropping onto the existing railway line.

The site is located off a narrow unclassified highway, with substandard forward visibility and a lack of footways. There is no formal, adopted turning head at the northern end of the road and I understand that cars, delivery vehicles and refuse vehicles struggle to turn. The road currently serves approximately 11 dwellings. It would normally be considered to be unsuitable to accommodate any significant increase in vehicle movements.

The existing access serving the site is 3.6m wide and is surfaced with loose, unbound materials. I would recommend that the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be erected across the access to intercept any private surface water run-off where the access falls towards the highway.

Traffic Generation

I understand the site was granted consent (ref: P/2012/0387) in July 2012 to extend the existing lampshade business. I understand that the business was not permitted to have a retail unit on site in order to limit vehicle movements and employed 6 no. staff.

I understand the business still employs 6 no. staff and there are typically 6 no. deliveries / collections by vans per day. Staff vehicle movements could therefore be potentially around 12 – 24 movements per day depending if they go out for lunch. Deliveries / collections would typically total an additional 12 movements per day.

In comparison, it is proposed to convert the original chapel element of the business to a 3 bed dwelling and the extension to a 1 bed dwelling. The proposed development is considered likely to result in a reduction in vehicle movements compared with those movements that can be potentially generated by the existing business. It would therefore be difficult to object to the proposed development on highway grounds.

Parking and Turning Provision

Proposed parking & turning provision at the site appears adequate.

If the application is supported, I would recommend 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. @@@

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

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.

Note to Applicant:

Public Footpath No.46 - Chirk passes to the north of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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 ask 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 form 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