

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/DB/P/2024/0169	Your Ref:	P/2024/0169
Date:	15/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL GAREJ BRESENNOL A ADEILADU ANNEDD / DEMOLITION OF EXISTING GARAGE AND ERECTION OF DWELLING

LAND ADJACENT TO 68 HIGH STREET COEDPOETH WREXHAM Grid Ref: E 328278.9 N 351283.82

I refer to your consultation / email dated 21/03/2024 in respect of the above.

This application is for a change of use from a existing garage/lock up store to a small dwelling in a sustainable location as identified by WCBC's LDP planning guidance.

The access onto the classified 20mph A525 is an existing right that has operated without incident, and the proposal includes for providing 2nr comfortably sized parking spaces.

The existing use can legitimately generate a minimum number of between 4 & 6 movements daily, similar to a proposed dwelling of this size in a sustainable location. (This trip rate was accepted by WCBC nearby for a housing development at Fron Las P/2009/0794)

The speed limit is 20mph and 25m visibility is available in both directions. A medium sized car can turn within the plot if needed. It would be unreasonable to refuse this application on the grounds of limited ability to turn, as this access is existing, and similar residential accesses exist at 57, 59 and 65 High St, just 40m from the site.

When reviewing the site history, the previous responses were based on a speed of 30mph, and did not take into consideration the fact that it is an existing access with similar potential trip rates.

The proposal should only be accepted if it can be demonstrated no private surface water can drain onto the highway, the surface is hard bound and there is no gate within 5m of the highway.

Conclusion

This proposal would not make the situation any worse, in fact due to removal of gate post obstructing vision, there is an improvement to visibility from previous. Consequently we have no objection to this proposal, but ask the applicant indicates cycle storage to demonstrate the commitment to sustainable active travel and ensures the ability to turn around within the parking space is maximised when carrying out any boundary treatment works. I.e. No soft landscaping nor fencing that would further reduce the driveway width.

I enclose Highways Standard Advisory Note to assist the applicant in coordinating with Highways for interface works at the entrance, should this application be successful.



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.

