

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/PP/P/2024/0276	Your Ref:	P/2024/0276
Date:	08/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU FFENSYS (ÔL-WEITHREDOL) / ERECTION OF FENCING (IN RETROSPECT)

BRYN Y GROES COTTAGE CHESTER ROAD GRESFORD WREXHAM

Grid Ref: E 334763.7 N 354453.11

I refer to your consultation / email dated 29/04/2024 in respect of the above.

The existing access is located on Chester Road which is a classified road currently subject to a 20mph speed limit. Based on speeds of 20mph, Manual for Streets would normally require a shared access of this nature to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the access (with the recently erected boundary fence) is adequate in the north easterly direction providing a splay in excess of 2.4 x 25m. However, visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 11m measured to the nearside edge. Visibility is impeded in this direction by the boundary fence.

Looking at Google Maps, visibility would have been achievable in this direction without the boundary fence.

The submitted layout plans (Drg. Nos. 02044/01 & 02044/02) indicate proposed splays of 2.0 x 45m in both directions measured to the nearside edge of the adjoining highway. However, a shared access in this location would require a 2.4m setback distance.

I would recommend the applicant provides revised layout plans indicating proposed splays with a 2.4m setback distance.

The existing access width is approximately 3.7m wide. However, the proposed access indicated on the submitted layout plan appears to be 4.8m wide. Can you please ask the applicant to confirm this detail as the existing dropped kerb would require widening in this instance.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.



Chief Officer, Environment & Technical