

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	
Our Ref:	ET/DC/DB/P/2024/0340	Your Ref:	P/2024/0340
Date:	21/06/24		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLOL AR GYFER CODI ANNEDD (CADW POB MATER) / OUTLINE APPLICATION FOR ERECTION OF DWELLING (ALL MATTERS RESERVED) LAND ADJACENT TO STRYT NEW BRIGHTON MINERA WREXHAM Grid Ref: E 327651.17 N 350973.24

I

I refer to your consultation / email dated 10/05/2024 in respect of the above.

This application is for a new dwelling with 2 parking spaces proposed utilising an existing farm access track. It is on slight bend and close to the entrance to the Minera Lead mines, access via the Classified B5426 road linking Minera to Legacy and is frequently used by HGV's, cars and agricultural vehicles.

The proposed development site is located on a rural, classified road (B5426) subject to a 50mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road, possibly slightly more.

Access

Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

However, visibility in the northerly direction (as drawn) is inadequate providing a splay of approximately 2.4 x 39.5m measured to the centerline of the adjoining highway. Visibility in the southerly direction is also inadequate providing a splay of approximately 2.4 x 37.5m measured to the centerline of the adjoining highway.

Whilst it is accepted this is an existing agricultural entrance, the introduction of a new residential property would create additional traffic using this access.

Should the above be resolved, the proposed drawing would need to include details demonstrating there is hard paving to the first 5m, there is no gate proposed, and there are provisions for drainage that ensure no private rainwater is discharged onto the public highway.

Layout

The driveway as drawn shows there is parking for two vehicles and the ability to turn around within the site to enter and leave in a forward gear.

Conclusion

As the visibility splays are substandard, we are unable to support the proposal as drawn. The entrance would either need to be amended to provide splays of at least or evidence provided to justify acceptance of substandard visibility splays. The splay to the south is the main concern.

Should the proposals be amended to provide the necessary splays and the application is successful we ask the following Guidance note below be considered in advance of carrying out any work.



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.