

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/P/2024/0017	Your Ref:	P/2024/0017
Date:	25/03/24		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID STABL YN LLETY ATEGOL, YN CYNNWYS PORTSH FFRYNT / CONVERSION OF A STABLE INTO ANCILLARY ACCOMODATION INCLUDING PORCH TO FRONT

STABLE COTTAGE HILL FARM STATION ROAD OVERTON

Grid Ref: E 338349.99 N 341215.99

I refer to your consultation / email dated 22/01/2023 in respect of the above.

This conversion is providing ancillary accessible accommodation linked to the existing dwelling, and there appears to be ample parking, with the ability to turn around and both enter and leave in a forward gear, although no detailed plans are included for consideration.

Although at 79m each way, the visibility splay falls short of the minimum 120m standard for a 40mph road, the access remains as existing and the proposal is not for an additional new dwelling. Furthermore, my estimate is that the 85th percentile speed may be slightly lower than 40mph around the bends either side. There are no recorded incidents shown on Crashmap UK over the last 10yrs

Should the applicant be carrying out any improvements at the access we refer to our Standard Guidance Notes below.

Conclusion

In this instance it would be unreasonable to object to this proposal subject to provision of conditions noting the need for a site plan showing adequate parking arrangements, vehicle turning for the residents, and an appropriately worded restriction precluding use by third parties that would increase the population and use.



Chief Officer, Environment & Technical

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.