

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0199 Res(2)	Your Ref:	P/2024/0199
Date:	13/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

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24 SALISBURY ROAD WREXHAM
Grid Ref: E 333609 N 349702

I refer to your consultation / email dated 30/04/2024 including revised layout plan (Drg. No. 24.CON-088-B1 Rev C) in respect of the above.

Access

The proposed development site is located on Salisbury Road which is a busy classified road subject to a 20mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 6m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing boundary wall and hedge along the frontage of the site in the easterly direction. In the westerly direction the required splays would need to cut across 3rd party land. The proposed access indicated on the revised layout plan indicates improved splays of 2.4 x 25m measured to the nearside edge in the easterly direction and 2.4 x 25m in the westerly direction measured to the centerline of the adjoining highway. Visibility measured to the centerline of the adjoining highway in the westerly direction does not comply with current standards. The widened access would only increase visibility to approximately 2.4 x 10m in the westerly direction measured to the nearside edge.

Any proposed / existing access would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height. Adequate pedestrian visibility splays are not currently provided at the existing access. The proposed access indicated on the revised layout plan does not indicate these splays.

Any proposed shared access would normally be required to be at least 4.1m wide for at least 5m behind the highway boundary to facilitate the simultaneous passage of 2 no. vehicles clear of the adjoining highway. The existing / proposed access is only 3.2m wide and is considered unsuitable to serve as a shared access. The proposed access indicated on the revised layout plan has been increased to 4.2m wide which is considered adequate.

Given the lack of visibility and the inadequate width of the access, it would be difficult to support any development at the site that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access.

Parking & Turning Provision

In terms of parking and turning provision at the development site, I comment as follows:-

Existing

I understand the existing dwelling is 6 bedroom for which LPGN 16 would require a maximum of 5 spaces. It would appear possible to provide parking for up to 5 cars at the front and side of the property but they would not be independently accessible or have adequate turning provision.

Proposed (Site Layout Plan – Drg. No. 24.CON-088-B1 Rev C)

Based on LPGN 16 requirements, the proposed 6 bedroom HMO would require a maximum of 4 spaces for the first 6 bedrooms and 1 car space per 2 bedrooms thereafter. This would equate to the maximum requirement of 4 parking spaces. Such spaces would need to be independently accessible.

The submitted site layout plan indicates 2 parking spaces at the rear of the site and 2 parking spaces at the front of the site. In terms of turning provision, it would appear possible for vehicles to turn at the front of the site. However, turning for vehicles at the rear of the site appears restricted. I would recommend the applicant provides swept path details using appropriate software to demonstrate how vehicles will turn at the rear of the site.

Active Travel

I have emailed our Active Travel Section in respect of any specific requirements for the proposed development (eg/ cycle parking / shelters) that may be required under the Active Travel Act Guidance. **I will forward any comments when they are received.**

In conclusion, as the proposed development is likely to result in an increase in vehicle movements through this substandard access compared with typical movements generated by a single dwelling, I would therefore not be able to support this application on highway grounds.

Waste Collection / Recycling

I have emailed our Waste / Recycling Section in respect of any specific requirements for the proposed development (eg/ number/ type of bins, collection point). **I will forward any comments when they are received.**

Unless the above issues can be satisfactorily addressed, I would recommend that the application is **REFUSED** for the following reasons:-

1. **There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users,**
2. **There is restricted pedestrian visibility at the proposed access and increased use would increase the likelihood of danger to pedestrians.**

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 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.

A handwritten signature in black ink on a yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, flowing style.

Chief Officer, Environment & Technical