

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/0074	Your Ref:	P/2024/0074
Date:	30/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH B1 (SWYDDFA) I DDOSBARTH C3 (GOSODIAD TYMOR BYR) / CHANGE OF USE OF BUILDING FROM CLASS B1 (OFFICE) TO CLASS C3 (SHORT TERM LET)

WESTON HOUSE NARROW LANE GRESFORD WREXHAM
Grid Ref: E 335045.06 N 354990.58

I refer to your consultation / email dated 11/04/2024 in respect of the above.

Access

The proposed development site is situated on Narrow Lane which is a narrow, unclassified road with limited footway provision. Narrow Lane is subject to a 20mph speed limit and is subject to a one way system along this section with vehicles having to travel in a north westerly direction towards the junction with Pant Lane.

Based on speeds of 20mph, any proposed / existing access would be required to provide a visibility splay of 2.4 x 25m measured to the centerline of the adjoining highway. On the basis that the applicant exits his access with the benefit of clear visibility across the access serving the neighboring property (Langstrath), a visibility splay of 2.4 x 24m measured to the centerline of the adjoining highway would be available. I would consider the available splay to be adequate despite being marginally short of current standards.

The existing access is approximately 3.9m wide and would not allow for the simultaneous passage of 2 no. vehicles. The existing gates are setback approximately 4.2m behind the highway boundary. Any proposed shared access would need to be a minimum width of 4.1m with gates being setback at least 5m behind the highway boundary.

Previous planning consent (ref: P/2007/1032 – condition 4) at the site required the widening of the access to a minimum of 4.1m. I assume this will be reviewed / implemented by Planning Enforcement.

Parking & Turning Provision

There is sufficient space within the development site to provide adequate parking and turning provision to satisfy the requirements of LPGN 16.

It is considered that the proposed development is unlikely to result in any significant increase in traffic generation compared with its previous consent / use. I would therefore raise no objections on highway grounds.

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.

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

Chief Officer, Environment & Technical