

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0068	Your Ref:	P/2024/0068
Date:	12/03/2024		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL STORFA YN RHANNOL A CHODI SWYDDFA/STORFA NEWYDD / PARTIAL DEMOLITION OF STORE AND ERECTION OF REPLACEMENT OFFICE/STORE

BRYNTIRION PENYGRAIG FRONCYSYLLTE LLANGOLLEN Grid Ref: E 326642.96 N 340830

I refer to your consultation / email dated 20/02/2024 in respect of the above.

The proposed development site is located on a narrow, unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 15mph given the geometry of the road.

Based on typical speeds of 15mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 18m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centerline of the highway given the restricted carriageway width along this section.

Visibility from the existing parking bay located alongside the existing outbuilding / development site is inadequate providing splays of approximately 2.4 x 13m in both directions measured to the centerline of the adjoining highway. Visibility is impeded by the existing boundary wall in the easterly direction and by the existing vegetation in the westerly direction.

I would normally therefore be unable to support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access.

The existing parking area alongside the development site currently accommodates parking for up to 2 no. vehicles. The parking area is surfaced with loose bound materials. I would recommend that this driveway is surfaced with hard bound materials and an Aco drain or similar installed to prevent any private surface water flowing onto the adjoining highway.

However, there is adequate parking (for at least 4 cars) at the property off the main driveway to the east of the dwelling.

I understand that the proposed development will be ancillary to the main dwelling and only used as a store below and home office / computer room above for personal / non-business use which is assumed not to generate any significant increase in vehicle movements.

Given the narrow nature of the carriageway leading to the site and it being signed as “unsuitable for heavy goods vehicles”, I would recommend the applicant liaises with our Traffic Section (contact no. Tel: 01978 729643) to discuss any traffic management measures / contractor parking / size of construction vehicles permitted in order to construct the proposed development.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

NONSTD ANCILLARY ACCOMMODATION

038R The proposed office / store shall be ancillary to the existing dwelling and must not be sold as a separate dwelling or used for any commercial or business purposes.

ZJ07 ACCESS SURFACE (5 metres)

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

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