

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO:	Gwyn Humphreys
Our Ref:	ET/DC/PP/P/2024/0070	Your Ref:	P/2024/0070
Date:	13/03/2024		

TOWN AND COUNTRY PLANNING ACT 1990

CAIS AMLINELLLOL AR GYFER CODI ANNEDD (CADW POB MATER) / OUTLINE APPLICATION FOR ERECTION OF DWELLING (ALL MATTERS RESERVED)

LAND AT GARDEN HOUSE ERBISTOCK WREXHAM

Grid Ref: E 335429.59 N 341424.95

I refer to your consultation / email dated 22/02/2024 in respect of the above.

Although all matters are reserved, I make the following comments:-

Access

The proposed development site is located on Erbistock Ferry Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Based on typical speeds of 25mph, any proposed / existing access would normally require visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.

It would appear that the site previously operated as a nursery / farm shop / garden centre type business. I assume that this would have generated significantly more daily vehicle movements than a single dwelling.

The existing splayed access is surfaced with loose bound materials and is gated at 5.6m behind the adjoining carriageway. Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 7m to the west and 2.4 x 9m to the east measured to the nearside edge. Visibility is impeded by the existing hedgerow in the easterly direction and by the hedge / crossing of 3rd party land in the westerly direction.

The proposed access would appear to be located in approximately the same position as the existing access. Proposed visibility splays have not been indicated on the submitted layout plan. I would recommend that this detail is provided on a revised layout plan. Ideally the proposed access would benefit from being relocated to a more central location along the site frontage providing the following:-

- Visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway.
- Minimum 5m of hard bound paving
- No gates within 5m of the adjoining highway
- Aco drain or similar to intercept any private surface water run-off.

However, it would be difficult to insist on the re-location of the existing access to serve the proposed development given the access could have previously potentially accommodated an increased number of daily vehicle movements in comparison to a single dwelling.

Parking & Turning Provision

Parking provision at the site will need to comply with LPGN 16 requirements.

Adequate turning provision will need to be provided within the curtilage of the site.

Public Footpath

Public Footpath No.32 - Erbistock runs along the eastern boundary of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant:

Public Footpath No.32 - Erbistock runs along the eastern boundary of the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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:

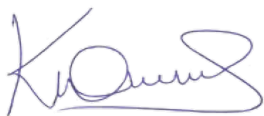
1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);
2. Use of a parking space for a set down/delivery area;

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