MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2025/0409	**Your Ref:**	P/2025/0409
Date:	06/08/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL TŶ AC ADEILADAU FFERM SEGUR PRESENNOL A THROSI YSGUBOR A GEDWIR GYDAG ESTYNIAD I FFURFIO ANNEDD NEWYDD / DEMOLITION OF EXISTING HOUSE AND REDUNDANT FARM BUILDINGS AND CONVERSION OF RETAINED BARN WITH EXTENSION TO FORM REPLACEMENT DWELLING
LOCATION: CAE COCH, GOLLY, ROSSETT, WREXHAM, LL12 0AL

I refer to your consultation / email dated 27/05/2025 in respect of the above.

The above proposal is accessed via Town Ditch Lane with a proposed upgrade to formalise the existing gated access.

The proposal from a traffic perspective is to replace one dwelling with another, utilising and improving an existing access. The existing road is an adopted unclassified rural country lane subject to National Speed Limit. In the absence of any traffic survey it would be reasonable to assume an 85th percentile speed of 30 - 35mph in either direction passing the entrance. A 30mph road would require visibility splays of 2.4m set back by 43m to the centre of the lane in both directions. The 60m visibility splays available and noted are accepted. The applicant should maintain the splays without any obstruction in excess of 1m in height in both directions. This is the applicant's responsibility as it is in their interest to maintain a safe private access. The proposed gate is set back, what appears to be circa 8m from the edge of carriageway, and hard paving in the form of granite sets is proposed. Should the fall be towards the road, an aco drain or similar should be provided to ensure no rainwater from the site enters the highway. We request the plan be updated to include this.

Layout

It is noted that there is provision for 5no car parking spaces plus adequate space for turning and manoeuvring to ensure vehicles can enter and leave in a forward gear. It is noted that access to the rear field is maintained but via a relocated gated access accessed through the proposed yard.

Traffic generation

The proposal is unlikely to create any additional traffic generation to that currently permitted via an access for 1 nr. dwelling and small scale agricultural access.

Recommendation

Can the applicant incorporate a note relating to drainage provision at the entrance and reference to maintaining the visibility splays? On receipt of this the Local Highway Authority are unlikely to have any further concerns from a highway perspective.



On behalf of Chief Officer, Environment & Technical

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.