

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2024/0174 Res(2)	Your Ref:	P/2024/0174
Date:	05/06/2024		

TOWN AND COUNTRY PLANNING ACT 1990

**ESTYNIAD UNLLAWR I'R CEFN, ADDASU FFENESTRI I'R PRIF EIDDO A CHREU MYNEDIAD
NEWYDD / SINGLE STOREY REAR EXTENSION, WINDOW ALTERATION TO MAIN
PROPERTY AND FORMATION OF NEW ACCESS**

33 CHESTER ROAD GRESFORD WREXHAM
Grid Ref: E 335325.39 N 354918.39

I refer to your consultation / email dated 16/05/2024 including revised layout plan (Drg. No. 2125_2201 Dated 01/05/24) in respect of the above.

Can you please request the applicant submits a suitably scaled plan indicating the following improvements:

Existing Access

- Details of the full extent of the existing splays in both directions from the existing access and details of how it is proposed to improve visibility from this access. This plan will need to accurately indicate the position of any potential obstructions to visibility eg/ trees, lighting columns.
The splays indicated on the revised layout plan are incorrect indicating splays of 25m measured to the back of footway on the opposite side of the road. Splays need to be measured from a 2.4m setback distance to points 25m away in both directions measured along the nearside kerb edge in which there shall be no obstruction to visibility greater than 1m in height above the adjoining carriageway level.
- Existing access surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.
Detail has been indicated on revised plan.
- No gates within 5m of the highway boundary (preferably no gates erected).
Please ask the applicant to annotate this detail on a revised layout plan.
- Aco drain or similar where access falls towards the adjoining highway.
Detail has been indicated on revised plan.

Proposed Access

- Details of the full extent of the proposed splays in both directions from the proposed access. This plan will need to accurately indicate the position of any potential obstructions to visibility eg/ trees, lighting columns. Visibility splays of 2.4m x 25m in both directions measured to the nearside kerb edge will be required measured to the nearside edge of the adjoining highway. *The splays indicated on the revised layout plan are incorrect indicating splays of 25m measured to the back of footway on the opposite side of the road. Splays need to be measured from a 2.4m setback distance to points 25m away in both directions measured along the nearside kerb edge in which there shall be no obstruction to visibility greater than 1m in height above the adjoining carriageway level.*
- Proposed access surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. *Detail has been indicated on revised plan.*
- No gates within 5m of the highway boundary (preferably no gates erected). *Please ask the applicant to annotate this detail on a revised layout plan.*
- Aco drain or similar where access falls towards the adjoining highway. *Detail has been indicated on revised plan.*

Proposed Office

Can you please request the applicant confirms the nature of the proposed office ie/ proposed for personal use and not used for business purposes which may attract clients to the site. *This information has not been provided.*

I await the requested information

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

Chief Officer, Environment & Technical