MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1106	**Your Ref:**	P/2024/1106
Date:	14/08/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TRAWSNEWID ADEILADAU AMAETHYDDOL I 1 ANNEDD, ADEILADU GAREJ A TIRLUNIO / CONVERSION OF AGRICULTURAL BUILDINGS TO 1 DWELLING, ERECTION OF GARAGE AND LANDSCAPING

LOCATION: LOWER RACKERY, DARK LANE, BURTON, ROSSETT, WREXHAM, LL12 0AG

I refer to your consultation / email dated 05/07/2024 in respect of the above.

The development site already has previous planning consent (ref: P/2013/0285) for the conversion of redundant farm buildings to 5 residential units.

The proposal would supersede the previous consent (ref: P/2013/0285) resulting in a new single residential dwelling through the conversion of buildings at the site

The access (previously approved) including parking & turning provision for the 4 bedroom dwelling indicated on the submitted site plan (Drg. No. 102 Rev P5) is considered acceptable.

Subject to the previously approved access conditions being implemented the Local Highway Authority (LHA) would have no objections to the proposed development subject to the following condition:-

CONDITION

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. @@@

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 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.



On behalf of Chief Officer, Environment & Technical