MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/DB/P/2024/1434	**Your Ref:**	P/2024/1434
Date:	10/01/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FFURFIO MYNEDFA I GERBYDAU / FORMATION OF VEHICULAR ACCESS
LOCATION: 7 RACKERY LANE, LLAY, WREXHAM, LL12 0PB

We refer to your consultation / email dated 04/11 /2024 in respect of the above.

The site is located on a classified highway within a 40 mph speed limit. Welsh Government guidance recommends a visibility splay of 2.0m x 120m in both directions for the presumed speed of traffic. It is possible to achieve these splays from the proposed access.

Due to the size and configuration of the plot, it is not feasible to provide an off-road turning facility within the curtilage of the site. However, there are numerous accesses in the immediate vicinity that do not provide such a turning facility. Furthermore, by supporting this application, it potentially removes up to 2 parked cars from the highway verge, improving visibility for neighbours either reversing out, or crossing the road as pedestrians.

Given that there are a number of accesses in the immediate vicinity with similar characteristics to the proposed access, it is considered that the highway authority could not reasonably object to the current planning application.



On behalf of the 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.