MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Hill
Our Ref:	ET/DC/PP/P/2025/0214	**Your Ref:**	P/2025/0214
Date:	22/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD O DIR I OFOD CYMUNEDOL, GAN GYNNWYS LLEOLI 2 GYNHWYSYDD DIM STORIO, GOSOD TOILED COMPOST, ARDAL CHWARAE, GOFOD YSGOL GOEDWIG A LLWYBR BEICIAU / CHANGE OF USE OF LAND TO COMMUNITY SPACE, INCLUDING SITING OF 2 NO STORAGE CONTAINERS, INSTALLATION OF COMPOST TOILET, PLAY AREA, FOREST SCHOOL SPACE AND BIKE TRACK

LAND OFF, MILLER ROAD, BRYMBO, WREXHAM, LL11 5HX

I refer to your consultation / email dated 03/04/2025 in respect of the above.

Access

The proposed development site is accessed off Miller Road which is an unclassified, residential road subject to a 20mph speed limit. Currently, the open space / development site can be accessed directly from Miller Road by two exsiting footpaths down the embankment. These footpaths can be accessed by bikes and push chairs / prams.

It is understood that in the future, the site will have an additional access point leading from Heritage Way (Taylor Wimpey Site). This will be handed over to Stori Brymbo once the site is completed and enable bike and wheelchair access to Miller Field.

It is understood that over the past few years a range of sessions have taken place on Miller Field which included community play sessions aimed at 0 – 16 year olds encouraging free play and use of the wild spaces. Forest school sessions have taken place at the site in connection with the local primary school. It is assumed that the proposed development will typically be used by the local community and will not attract any significant parking demand.

Active Travel

No details of the proposed cycle parking & shelter arrangements appear to have been provided. **I have consulted with our Active Travel Section on this application and will forward any comments when provided**.

Conclusion

In conclusion, the LHA have no objections in principle to the proposed development subject to any comments / recommendations received from the WCBC Active Travel Section.



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.