

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/DB/P/2023/0654	Your Ref:	P/2023/0654
Date:	20 November 2023		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL ANNEDD BRESEBBOL A CHODI ANNEDD NEWYDD / DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT DWELLING

PARK VIEW GATEWEN FARM ROAD NEW BROUGHTON WREXHAM Grid Ref: E 331518 N 351433

I refer to your consultation / email dated 04/10/2023 in respect of the above.

With reference to the above we advise that we have no objection to this proposal subject to the following:-

- 1) Demonstration on a scaled plan that visibility spays of 43m in both directions with a set back of 2.4m are available and can be maintained. There should be no objection higher than 1m other than telegraph poles or similar within this splay. Cutting of grass/planting to maintain the visibility is the applicants shared responsibility with other neighbours using the lane as access to their property. The long term access along the visibility splays if beyond the title or highway land would need to be demonstrated.
- 2) Any works at the entrance, if required should take note of Highway Standard Guidance notes appended to this memo.

For information we note this application is for a replacement dwelling utilising an existing private access that is hard paved and should be maintained as such at the applicant's expense. The gate is set back adequately for the highway. We refer to standard conditions relating to drainage etc.

The proposal does not create an increase in traffic flow of any significance

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;
8. Lowering of kerbs or minor pavement alterations require Section 184 agreement
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.



Chief Officer, Environment & Technical