

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/P/2023/0865	Your Ref:	P/2023/0865
Date:	2 nd February 2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR I SAFLE I DEITHWYR GYDA 4 LLAIN / CHANGE OF USE OF LAND TO TRAVELLER SITE WITH 4 PITCHES

LAND AT STRYT Y BYDDEN NEW BROUGHTON WREXHAM Grid Ref: E 331430 N 350770

I refer to your consultation / email dated 05/01/2024 in respect of the above.

Stryt y Bydden is a rural classified road subject to National Speed Limit (up to 60 mph).

To enable highways to support additional residential development along this road provision of illuminated safe pedestrian access would be required to and from Bersham Road or Berse Road.

The reference to 43m x 2.4m visibility splays within the Design and Access Statement are only accepted where a speed limit of 30 mph exists, or the 85th percentile surveyed speed is $\leq$ 30mph. Can the applicant provide survey data demonstrating the same?

Due to the increase in traffic this application introduces, and narrow width of the road, the need for passing places is increased. If the only location for this within the control of the applicant is along the site frontage, then this should be provided. Creation of a wider highway on the bend and a widened layby/passing place could be combined.

Supplementary Notes

Should the Council be minded to support this application, we would also request the applicant is reminded of the procedures when working on or adjacent to the public highway, and include the following Standard Highway Advisory Notes.

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.



Chief Officer, Environment & Technical