

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Sarah Hill                          |
| <b>Our Ref:</b> | ET/DC/DB/P/2023/0611 rev A             | <b>Your Ref:</b> | P/2023/0611                         |
| <b>Date:</b>    | 30 Oct 2024                            |                  |                                     |

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## TOWN AND COUNTRY PLANNING ACT 1990

### ADEILADU 3 ANNEDD / ERECTION OF 3 DWELLINGS. LAND AT RAILWAY TAVERN RAILWAY ROAD BRYMBO WREXHAM

**Grid Ref: E 329627.3 N 353856.11**

I refer to your consultation / email dated 15/09/2023 in respect of the above, the applicant's email 28<sup>th</sup> November 2023, our response 29<sup>th</sup> January 2024, and the applicants updated site plan RT/PD/02 Rev C.

Our updated response is as follows:

- 1) The applicant has confirmed by email that bins will be stored in back gardens and brought to the front on collection days. This should be referred to on an updated site plan showing bin storage areas and bin collection points, sized to accommodate the WCBC recycling and bins for the 3 plots.
- 2) **We do require visibility splays to be added to proposed site layout.** These need to be shown and committed to as part of the highway development control appraisal.
- 3) **Railings to the front of the footpath should be removed. Drop kerbs with tactile paving should be shown at each end of the footpath for disabled access, prams and bins.**
- 4) Given the small number of properties proposed, and the previous use, we are satisfied with vehicular movements to and from the site and provision of the footpath creates an improvement for the community's benefit. **We do request the path be continued in a south easterly direction beyond plot 3 frontage to safeguard pedestrian access up to the bend,** where vision around the corner for vehicles may be lacking.
- 5) If 6m reversing space from all parking spaces is available, then we accept this comment.
- 6) **The shared private access should be provided with a demarcation and demonstrate with levels or aco drains that no surface water will run onto the highway.** A Section 278/38 agreement will be required for the site frontage.
- 7) Can the applicant confirm there will be a management company set up to manage the shared private access road and landscaping?

- 8) Whilst the Railway Tavern may currently be closed, can the applicant confirm the floor area of the pub and equate it to the appropriate number of spaces required to satisfy LPGN16 for our information/consideration. We do acknowledge that the Guidance is a maximum provision and that a proportion of customers would travel locally on foot.
- 9) We note the applicant's comment that the beer cellar, an existing facility, is at the opposite side of the pub to the car park and so the car park does not provide access for draywagon/beer deliveries.

### Summary

On receipt of a response and updated plans incorporating amendments referred to above, we will be able to finalise our consultation response. We have no objections to the principles of this development but consider the above concerns should be resolved prior to determination. Should the LPA be minded to grant permission, we enclose out Standard Guidance Notes below providing contacts and guidance on carrying out works on or immediately adjacent to the adopted highway.



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](mailto: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.