

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	?
Our Ref:	ET/DC/DB/P/2024/0113 Res 2	Your Ref:	P/2027/0113 Res2
Date:	05/08/2024		

TOWN AND COUNTRY PLANNING ACT 1990

**CAIS AMLINELLOL AR GYFER CODI ANNEDD (AND GARAGE) (CADW POB MATER) /
OUTLINE APPLICATION FOR ERECTION OF DWELLING AND GARAGE (ALL MATTERS
RESERVED)**

BRAEMORE HILL STREET CEFN MAWR WREXHAM

Grid Ref: E 327913 N 342147

I refer to your consultation / email dated 29/02/2024 in respect of the above and amended plans submitted in May and with a covering email 24th May 2024.

The amended detailing at the entrance and incorporation of Visibility splays is generally accepted as adequate detail for a private drive in that it shows drainage, surfacing and crossover detailing. The proposed layout quite correctly does not show a gate.

The issue of permission to connect the proposed driveway into an un-adopted road and without the current landowner's permission is not necessarily a concern to highways, but would require amendments to any S38 (or Deed of Dedication) As Built drawings that would be submitted by the applicants for Trem y Ffron. I believe it to be important if the road were not to be adopted that the applicant for this site should be aware that they may need to negotiate permission to access this site, and be aware that there may be management fees, or payment for drawings to be updated to reflect the as built situation. There are a considerable amount of concerns we have with respect to the adoption of this cul-de-sac, including forward visibility around the bend, and maintenance of the same. Access for vehicles to pass on the bend is also an issue that may actually be improved with the proposed driveway. If the access is to be formed with radiused kerbs as indicated, then any services in place and crossing points need to be considered also.

In Conclusion

This response is our formal recommendation that the applicant should liaise with Wales and West Housing Association to agree access, at least prior to commencement of the works. Adoption of the cul de sac is not a forgone conclusion at this stage and whether or not it is a planning matter or not we believe the delivery of this site for a new dwelling is dependent on provision of a robust access.

Given the above, we request a prior to commencement condition be applied for a Construction Traffic Management Plan to be provided for this departments approval.

Finally, If the cul de sac does get adopted, then some of the procedures in the Appendix below would apply and require consultation with The Highways department. For example entering into a S184 agreement to form the drive. This is for information only

As per our previous correspondence, arrangement of the driveway with 3 parking spaces and a turning head appears appropriate



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.