

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sarah Brett
Our Ref:	ET/DC/P/2023/0840	Your Ref:	P/2023/0840
Date:	20 th December 2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR O ARDAL BARCIO I ARDD BREIFAT AC ADLEOLI MYNEDIAD (ÔL-WEITHREDOL) / CHANGE OF USE OF LAND FROM PARKING AREA TO PRIVATE GARDEN AREA AND RELOCATION OF ACCESS (IN RETROSPECT)

BRYN HEULWEN OLD ROAD MINERA WREXHAM
Grid Ref: E 327399 N 352291

I refer to your consultation / email dated 11/12/2023 in respect of the above.

This retrospective application reduces offroad visitor parking available to the frontage of these bungalows, however, as the land is within the title of the applicant, highways are unable to object on these grounds.

Old Rd Minera is a busy classified road with a 30mph speed limit. Standard visibility splays for 30mph roads are 2.4m by 43m in each direction. In order to maintain the same level of visibility as existing, we request the following condition be applied to any approval (or words to this affect):

The applicant should submit a plan for highways approval that shows best available visibility splays for the applicant and their neighbours. The approved splays should be maintained by the applicant at their cost to ensure there is no obstruction greater than 1m in height within these splays. The applicant should also ensure the drainage channel to the front boundary be kept free of any overhanging shrubbery or debris such as grass cuttings, hedge leaves etc.

We note the splayed tarmac to the applicant's new drive as constructed allows partial turning as reversing. We would ask if the applicant could allow their neighbour the same benefit and reinstate a hard bound surface to a triangle to aid the angle of reversing if the uphill neighbour wishes to drive towards Llandegla, however note we cannot insist on this..

Subject to the visibility splay condition being applied, highways have no objection to this proposal.

We attach our standard guidance notes should there be any further work carried out within the property that affects the Highway Authority.

Chief Officer, Environment & Technical

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