

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/DB/P/2024/0113	Your Ref:	P/2027/0113
Date:	09/05/2024		

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.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:

- Clarification over the ownership of the land used for the access and any visibility splay.
- The proposed drive connects onto an unadopted road. Whilst the owners have a desire to gain adoption, there is no guarantee this will happen. We suggest that the applicant seeks approval of the landowners of the housing development to form the connection and provides proof of this permission prior to The Council being able to consider granting permission.
- Further detail in relation to levels and dimensions of the approach of the drive onto the existing cul de sac, and details of any retaining structures or banks resulting from the new drive
- Proposed construction details for the access, showing visibility splays, drainage and proposed surfacing.

It would also be beneficial for the developer to provide the following, although it is considered that these could be secured by condition should the Council be minded to grant the application:

- The provision of a construction management plan.
- 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.

The arrangement of the driveway with 3 parking spaces and a turning head appears appropriate

We look forward to receiving the further information requested.



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 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.

