

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2024/0258	Your Ref:	P/2024/0258
Date:	2 Aug 2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID SWYDDFA DACSIS YN UN ANNEDD AC ESTYN Y TO / CONVERSION OF TAXI OFFICE INTO SINGLE DWELLING AND EXTENSION TO ROOF

THE OLD GOSPEL HALL CHURCH STREET RHOSLLANERCHRUGOG WREXHAM

Grid Ref: E 329198 N 346191

I refer to your consultation / email dated 23/04/2024 in respect of the above.

Traffic Generation: Is likely to be less when compared to that possible under the existing use classification. This proposal is in an extremely sustainable location.

Access: The proposed site utilises an existing established entrance onto Church Street a classified 20mph relatively quiet village lane. Visibility remains as existing.

Parking: Whilst the proposed porch uses some of the existing space to the front, there remains over 6m between the porch and drive entrance, and ample width for at least two vehicles to park, and maneuver.

Conclusion

We have no objection to this proposal from a highways perspective subject to a suitably worded condition being applied stating the following:

1. The drive should not have a gate that delays access into the drive, or swings out onto the highway
2. The drive should be hard paved avoiding any gravel spillage on to the public highway
3. No surface water from the property and driveway should be permitted to run onto the public highway. This can be achieved either by falling the surface away from the highway, or as is more likely in this situation, incorporating an aco drain or similar across the entrance. This aco should connect into the property's surface water drainage system
4. There is adequate space for secure cycle space and this should be incorporated within the development works.

We enclose in the appendix below standard highway guidance with contact details for use when building on or immediately adjacent to the public highway. For example when forming an aco drain on the edge of the highway, or carrying out any services works, or boundary walling.



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.

