

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0187	Your Ref:	P/2024/0187
Date:	23/04/2024		

TOWN AND COUNTRY PLANNING ACT 1990

LLEOLI CYNHWYSYDD MORGLUDIANT AC ADEILADU SIED / STORFA(ÔL-WEITHREDOL) / SITING OF SHIPPING CONTAINER AND ERECTION OF SHED/LEAN TO (IN RETROSPECT)

54 MINERA HALL ROAD MINERA WREXHAM

Grid Ref: E 327346.38 N 351854.28

I refer to your consultation / email dated 03/04/2024 in respect of the above.

The proposed development is located off the eastern end of Minera Hall Road Service Road which is an unclassified residential road (cul de sac) subject to a 20mph speed limit. However, speeds are likely to be lower than 20mph given the geometry of the road. The development site is accessed off the estate road via an unadopted road which is maintained by WCBC Assets / Housing Department. I would recommend that this department is consulted on this development.

I understand that this site / use has been ongoing for more than 10 years and was previously operated by the applicant's grandparents since the 1970's and could be classed as a lawful use although this has not been applied for. I understand the only change has been that the grandparents used to have small lorries on site whereas the applicant has trailers.

I am not aware of any highway related issues caused as a result of this existing business and therefore raise no objections on highway grounds.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.



Chief Officer, Environment & Technical