

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/P/2024/0162	Your Ref:	P/2024/0162
Date:	2 April 2024		

Town and Country Planning Act, 1990

Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2002, Part 24

GOSOD POLYN TELATHREBU GWAITH STRYD 20M M-RANGE V2, GYDA 6 ANTENA, 1 DYSGL TRAWSYRIANT, 3 CABINET CYFARPAR A DATBLYGIAD ATEGOL / GOSOD POLYN TELATHREBU GWAITH STRYD 20M M-RANGE V2, GYDA 6 ANTENA, 1 DYSGL TRAWSYRIANT, 3 CABINET CYFARPAR A DATBLYGIAD ATEGOL INSTALLTION OF STREETWORKS TELECOMMUNICATION OF 20M M-RANGE V2 POLE WITH 6 NO ATTENNAS, 1 NO TRANSMISSION DISH, 3 NO EQUIPMENT CABINETS AND ANCILLARY DEVELOPMENT

LAND OFF WREXHAM ROAD RHOSLLANERCHRUGOG JOHNSTOWN WREXHAM
Grid Ref: E 330215.81 N 346820.4

I refer to your consultation / email dated 15/03/2024 in respect of the above.

We request the applicant meets with our highway roadworks team to agree a finite position, as the application only shows a red circle. Coordination with highway roadworks department for traffic management permits and checking for existing services is also required, and we append our standard Highways Advisory Note below with contact details included.

We ask the column and cabinets are located as close the verge rear boundary as is practically possible to ensure grass cutting and maintenance is not hindered.

From a highways development control perspective, we have no objection to the principles of the proposal, subject to the above consultation for finite setting out.

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