

# MEMORANDUM



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|-----------------|----------------------------------------|------------------|-------------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Planning & Regulatory |
|                 |                                        | <b>FAO::</b>     | Amy Brittain                        |
| <b>Our Ref:</b> | ET/DC/DB/P/2023/0611                   | <b>Your Ref:</b> | P/2023/0611                         |
| <b>Date:</b>    | 29 January 2024                        |                  |                                     |

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## **TOWN AND COUNTRY PLANNING ACT 1990**

### **ADEILADU 3 ANNEDD / ERECTION OF 3 DWELLINGS.** **LAND AT RAILWAY TAVERN RAILWAY ROAD BRYMBO WREXHAM**

**Grid Ref: E 329627.3 N 353856.11**

I refer to your consultation / email dated 15/09/2023 in respect of the above.

With reference to the applicant's agent email response dated 28<sup>th</sup> November 2023, we advise as follows:

- 1) If the applicant accepts bin collection from the front, that is fine, subject to an amended site layout showing where bins can be stored offroad awaiting emptying.
- 2) We await visibility splays being added to proposed site layout.
- 3) As point 1. Accessible bin storage should be shown please.
- 4) We aren't convinced that the existing taxi use creates greater pedestrian flows along the public highway. Other than the public house, would most taxi business be based on pickups arranged via telephone? It is only town/city centre ranks that rely upon customers waiting at the rank. Our request for some form of mitigation to demonstrate this proposal improves a substandard road remains.
- 5) If 6m reversing space from all parking spaces is available, then we accept this comment.

We await update drawings.

### **Supplementary Notes**

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes. We also append our Standard Highways Guidance Notes below for reference should this application be successful.

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](mailto: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.