

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2023/0715	Your Ref:	P/2023/0715
Date:	27 February 2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD ADEILAD O DDOSBARTH A1 (MANWERTHU) I DDOSBARTH A3 (BWYD A DIOD) / CHANGE OF USE OF BUILDING FROM CLASS A1 (RETAIL) TO CLASS A3 (FOOD AND DRINK)

AQUEDUCT GARAGE LLANGOLLEN ROAD TREVOR LLANGOLLEN WREXHAM
Grid Ref: E 326658.04 N 342494.43

I refer to your consultation / email dated 17/11/2023 in respect of the above.

Based on the information provided we are currently unable to support this scheme from a highways perspective.

To enable us to reconsider the application, we would need to see proposals that consider and include:-

1. Visibility splays. We are concerned that in reality cars traveling in excess of 20 mph is a reasonable probability. If 2.4x 43m splays are available in both directions this would be considered advantageous, particularly if the speed limit reverts to 30mph at some stage in the future.
2. Surety over the land within the visibility splays should be provided and should be shown on a drawing to be approved. This may include 3rd party land to the west of the entrance.
3. A plan showing parking and facilities for vehicles to enter and the exit in a forward gear should be provided. (This will need to be to the rear of the building as there isn't room to the front. The applicant should commit to maintaining access and turning during all opening hours.). The plan should the number of car parking spaces for both the MOT garage and restaurant/take out, plus provision for turning for all vehicles likely to use the access.
4. Signage and road markings (yellow hatching) prohibiting parking at and in the front entrance should be provided
5. Parking to the front of the unit should only be available via the main entrance to enable vehicles to enter and exit the highway in a forward gear. A kneerail or similar should be provided (<1m in height).

6. We would need to receive anticipated usage and traffic flows based on a comparison of existing and proposed.
7. Facilities for refuse collection should be shown on the plan.

A site meeting would be recommended to agree any finite details to facilitate further consideration.

Should additional information be provided enabling highways to support the proposal, any works affecting the entrance would need consider the highways guidance notes appended to this response, and given the importance of maintaining free flowing traffic along this road, we would request a condition requesting submission and approval of a Construction Traffic Management Plan be conditioned

Supplementary Notes

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

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 ask 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 form 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.

A handwritten signature in dark ink, appearing to read 'R. H. W. E.', is positioned above the title. The signature is fluid and cursive.

Chief Officer, Environment & Technical