

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Amy Brittain
Our Ref:	ET/DC/P/2023/0713	Your Ref:	P/2023/0713
Date:	29 January 2023		

TOWN AND COUNTRY PLANNING ACT 1990

**MATERION WEDI'U CADW'N ÔL YN PERTHYN I BENDERFYNIAD APÊL
APP/H6955/A/20/3265186 (P/2020/0267) (MYNEDIAD, YMDDANGOSIAD, TIRWEDDU,
CYNLLUN A GRADDFA) – CODI ANNEDD / RESERVED MATTERS PERSUANT TO APPEAL
DECISION APP/H6955/A/20/3265186 (P/2020/0267) (ACCESS, APPEARANCE, LANDSCAPING,
LAYOUT AND SCALE) – ERECTION OF DWELLING**

**ADJACENT TO THE OLD POST OFFICE HALTON CHIRK LL14 5BG
Grid Ref: E 330235.77 N 339821.58**

I refer to your consultation / email dated 14/11/2023 in respect of the above.

With reference to the above we reiterate highways response dated 2019/0250 noting that due to the proximity of the entrance from the junction, anticipated speeds of 20 mph from the south and 30 mph from the north would be reasonable. Consequently the visibility splays of 2m x 25m to the south and 2m x 43m to the north as shown on the submitted proposed site layout will be required and should be demonstrated on site without crossing third party land.

The plans should be amended to show a hard surfaced material for a minimum of 5m from the public highway, and demonstration that no surface water will discharge onto the highway from the site (either via levels or aco drain).

Should a gate be installed, this should be constructed set back by 5m and not swinging into the highway.

Subject to the above amendment, and the applicant coordinating with highways roadworks, as per the Standard Guidance Note appended below, we have no objection to this proposal.



Chief Officer, Environment & Technical

Addendum

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;
8. Lowering of kerbs or minor pavement alterations require Section 184 agreement
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.