

HIGHWAYS, WALES

2013 No. 30

TOWN AND COUNTRY PLANNING ACT 1990

THE STOPPING UP OF HIGHWAYS (CROSS HANDS EAST STRATEGIC EMPLOYMENT SITE, CROSS HANDS, LLANELLI, CARMARTHENSHIRE) ORDER 2013

Made 6 December 2013

Coming into Force 11 December 2013

The Welsh Ministers make this Order in exercise of their powers under section 248 of the Town and Country Planning Act 1990(1) and section 125 of the Highways Act 1980(2)

Title, Interpretation and Commencement

1. (1) The title of this Order is The Stopping Up of Highways (Cross Hands East Strategic Employment Site, Cross Hands, Llanelli, Carmarthenshire) Order 2013.

(2) In this Order:-

“the Council” (“*y Cyngor*”) means Carmarthenshire County Council;

“the developer” (“*y datblygwr*”) means the person carrying out the development for which the planning permission has been given;

“the deposited plan” (“*y plan a adnewwyd*”) means the plan entitled “The Stopping Up of Highways (Cross Hands East Strategic Employment Site, Cross Hands, Llanelli, Carmarthenshire) Order 2013” which accompanies this Order; and

“the 1990 Act” (“*Y Ddeddf 1990*”) means the Town and Country Planning Act 1990.

“the 1980 Act” (“*Y Ddeddf 1980*”) means the Highways Act 1980.

(3) This Order comes into force on the date on which notice that it has been made is published in accordance with section 252(10) of the 1990 Act.

Stopping Up

2. Subject to articles 3, 4, 5, 6 and 7, the Welsh Ministers authorise the stopping up of the area of highway described in Schedule 1 shown by bold zebra

hatching on the deposited plan and the stopping up of private means of access described in Schedule 2 shown in solid black on the deposited plan. It appears to them expedient to do so in the interests of the safety of users of, and to facilitate the movement of traffic on, the highways proposed to be constructed pursuant to the planning permission granted under Part 3 of the 1990 Act by the Council on 29 November 2012, under reference number W/23782 and on 2 July 2013 under reference W/28259, for the development described in Schedule 6 to this Order.

New/Improved highway(s)

3. There shall be created, to the reasonable satisfaction of the Council, the new highways described in Schedule 3 to this Order shown by stipple marking on the deposited plan and the improved highways described in Schedule 5 to this Order shown by cross hatching on the deposited plan, which are to be highways which, for the purposes of the Highways Act 1980, are highways maintainable at the public expense and the Council is to be the highway authority for them.

4. There shall be created, in connection with the stopping up of the private means of access described in Schedule 2 to this Order the new private means of access described in Schedule 4 to this Order shown by light zebra hatching on the deposited plan.

Provisions Necessary or Expedient before Stopping Up and for the Provision or Improvement of the Highways

5. The area of highway described in Schedule 1 and the areas of private means of access described in Schedule 2 must not be stopped up until-

(a) the developer has provided, to the reasonable satisfaction of the Council, plans showing the means whereby the area of highway described in Schedule 1 and the private means of access described in Schedule 2 are to be stopped up;

(b) the developer has provided the new and improved highways described in article 3 of this Order and the new private means of access described in article 4 of this Order to the reasonable satisfaction of the Council;

(c) the development in Schedule 6 has commenced and the developer has informed the Council in writing of the necessity to stop up the highway described in Schedule 1 and the private means of access described in Schedule 2 to allow the development to proceed; and

(d) the Council has confirmed in writing to the developer that paragraphs (a), (b) and (c) are satisfied.

Statutory Undertakers and Providers

6. Where immediately before the area of highway or private means of access are stopped up, there is under, in, on, over, along or across the highway or private means of access any apparatus of statutory undertakers or public communications providers then (subject to section 261(4) of the 1990 Act) the undertakers or providers continue to have the same rights in respect of the apparatus as they had before the stopping up.

Duration of this Order

7. If the development in Schedule 6 has not begun within the relevant period specified in Part 3 of the 1990 Act as being the duration of the planning permission, or the permission is revoked before the end of such period, this Order ceases to have effect upon the cessation of the planning permission.

Signed under authority of the Minister for Economy, Science and Transport, one of the Welsh Ministers.

Dated 6 December 2013

R Morgan

R MORGAN

Head of Asset Management and Standards
Welsh Government

- (1) 1990 c. 8. By virtue of S.I. 1999/672, article 2 and Schedule 1, the functions of the Secretary of State, so far as exercisable in relation to Wales, were transferred to the National Assembly for Wales and are now exercisable by the Welsh Ministers by virtue of section 162 of and paragraph 30(2) of Schedule 11 to the Government of Wales Act 2006.
- (2) 1980 c.66

SCHEDULES

Areas of highway and land at Cross Hands, Llanelli,
Carmarthenshire

(All measurements are approximate)

SCHEDULE 1

**Description of the area of highway to be stopped
up under this Order**

A rectangular shaped area of highway known as Greengrove Lane just south of the property known as Trysor, from a point 83 metres from its junction with the highway known as Black Lion Road to a point 96 metres from its junction with Black Lion Road, with a total length of 13 metres, width of 10 metres and a total area of 130 square metres, and given the reference S1 on the deposited plan.

SCHEDULE 2

Description of private means of access to be stopped up under this Order

An irregularly shaped area of private means of access (private unadopted highway known as Heol Parc Mawr) extending from its junction with the highway known as Heol Stanllyd in a north easterly and then north westerly direction for a distance of 255 metres, and having a maximum width of 12 metres and a total area of 2,977 square metres, and given the reference S2 on the deposited plan.

Existing private means of access into 'Shufflebottom Factory' comprising a vehicular works entrance off the south eastern boundary of the highway known as Heol Parc Mawr, situated 77 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, having a maximum length of 10 metres, a maximum width of 1 metre and a total area of 8 square metres, and given the reference S3 on the deposited plan.

Existing private means of access into 'Shufflebottom Factory' comprising a vehicular parking entrance off the south eastern boundary of the highway known as Heol Parc Mawr, situated 102 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, having a maximum length of 13 metres, a maximum width of 2 metres and a total area of 19 square metres, and given the reference S4 on the deposited plan.

Existing private means of access to 'Hanson Concrete Depot' comprising a vehicular entrance off the northern boundary of Heol Parc Mawr, having a maximum length of 11 metres, a maximum width of 3 metres and a total area of 7 square metres, and given the reference S5 on the deposited plan.

Existing private means of access to 'Cross Tyres', comprising a vehicular entrance off the north eastern boundary of Heol Parc Mawr, having a maximum length of 14 metres, a maximum width of 4 metres and a total area of 40 square metres, and given the reference S6 on the deposited plan.

Existing private means of access to the business units west of 'Cross Tyres', comprising a vehicular

entrance off the north eastern boundary of Heol Parc Mawr, having a maximum length of 12 metres, a maximum width of 2 metres and a total area of 16 square metres, and given the reference S7 on the deposited plan.

SCHEDULE 3

Description of the areas of new highway to be provided under this Order

A new access road to the East Strategic Employment Site (ESES) extending in a generally north easterly direction for 855 metres from the junction of the highways known as Heol Stanlyd and Heol Parc Mawr to a point on the highway known as Black Lion Road between the properties known as Dolwerdd and Pen-y-waun between points A and B, and including a new roundabout junction with the highway known as Heol Parc Mawr, and given the reference N1 on the deposited plan.

A new distributor road off the new access road in a generally north westerly direction for 113 metres to the existing highway known as Greengrove Lane, between points C and D, and given the reference N2 on the deposited plan.

New distributor roads and two new roundabout junctions north west of the existing highway known as Greengrove Lane within the proposed ESES between points E and G, and given the reference N3 on the deposited plan.

A new secondary access road to the ESES, extending in a generally north easterly direction for 83 metres from the highway known as Heol Parc Mawr between points F and G, and given the reference N4 on the deposited plan.

A new turning head on the north eastern boundary of the highway known as Greengrove Lane just south east of the property known as Trysor, from a point 66 metres from its junction with the highway known as Black Lion Road, and given the reference N5 on the deposited plan.

A new bell-mouth junction and additional highway on the eastern side of the existing highway known as Greengrove Lane from a point 107 metres from its junction with the highway known as Black Lion Road for a distance of 104 metres in a south westerly direction between points H and I, and given the reference N6 on the deposited plan.

A new highway (cycle track) from its junction with new highway N1 for a distance of 154 metres north-

westwards to its junction with Greengrove Lane between points J and K, and given the reference N7 on the deposited plan.

A new highway (cycle track) from its junction with Greengrove Lane for a distance of 83 metres north-westwards to its junction with the new highway N3 between points L and M, and given the reference N8 on the deposited plan.

A network of new highways (cycle tracks) linking the radial parts of new highway N3 for a total distance of 381 metres between points N, O, P, Q, R and S and given the collective reference N9 on the deposited plan.

A new highway (cycle track) from its junction with new highway N3 for a distance of 153 metres north-westwards to its junction with public footpath 31/45 between points T and U, and given the reference N10 on the deposited plan.

A new highway (bridleway) over a rectangular shaped area of highway known as Greengrove Lane just south of the property known as Trysor, from a point 83 metres from its junction with the highway known as Black Lion Road to a point 96 metres from its junction with Black Lion Road, with a total length of 13 metres, width of 10 metres and a total area of 130 square metres, and given the reference N11 on the deposited plan.

SCHEDULE 4

Description of area of new private means of access to be provided under this Order

A new private means of access into ‘Cyg Calon Cymru Cyf’, comprising a vehicular entrance off the proposed new ESES access road roundabout junction, and given the reference P1 on the deposited plan.

A new private means of access into the ‘Shufflebottom Factory’, comprising a vehicular works entrance off the south eastern boundary of the proposed new ESES access road, situated 77 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, and given the reference P2 on the deposited plan.

A new private means of access into the ‘Shufflebottom Factory’, comprising a vehicular parking entrance off the south eastern boundary of the proposed new ESES access road, situated 102 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, and given the reference P3 on the deposited plan.

A new private means of access into the retained land of 'Cross Tyres', comprising a vehicular entrance off the proposed new ESES access road, situated 53 metres from its junction with the highway known as Heol Parc Mawr, and given the reference P4 on the deposited plan.

SCHEDULE 5

Description of the area of highway to be improved under this Order

A rectangular area of highway known as Black Lion Road extending from a point 35 metres south east of its junction with Greengrove Lane south-eastwards for 120 metres, between the properties known as Dolwerdd and Pen-y-waun, and given the reference H1 on the deposited plan.

A rectangular area of the highway known as Greengrove Lane from a point 96 metres from its junction with the highway known as Black Lion Road for a distance of 180 metres in a south westerly direction, and given the reference H2 on the deposited plan.

An irregularly shaped area of highway known as Heol Parc Mawr, extending from the vehicular access to the Business Centre and Workshops for a distance of 110 metres in a north westerly direction, and given the reference H3 on the deposited plan.

SCHEDULE 6

The Development

Proposed development comprising the Cross Hands East Strategic Employment Site, including re-development and improvement of land together with associated access roads.

TOWN AND COUNTRY PLANNING ACT 1990

THE STOPPING UP OF HIGHWAYS (CROSS HANDS EAST STRATEGIC EMPLOYMENT SITE, CROSS HANDS, LLANELLI, CARMARTHENSHIRE) ORDER 2013

NOTICE IS HEREBY GIVEN that the Welsh Ministers have made an Order under section 248 of the Town and Country Planning Act 1990 and section 125 of the Highways Act 1980 to authorise the stopping up of the area of highway described in Schedule 1 to this Notice; to authorise the stopping up of private means of access described in Schedule 2; to

provide for the new areas of highway described in Schedule 3; to provide for the new private means of access described in Schedule 4 and to improve the areas of highway described in Schedule 5.

The stopping up is authorised in the interests of the safety of users of, and to facilitate the movement of traffic on, the highways proposed to be constructed pursuant to the planning permission in Schedule 6 being carried out. The Stopping Up of Highways (Cross Hands East Strategic Employment Site, Cross Hands, Llanelli, Carmarthenshire) Order 2013 (“the Order”) also provides for the new areas of highway described in Schedule 3 and improved areas of highway described in Schedule 5 to become highways maintainable at the public expense. The Order, if made, will cease to have effect if planning permission in respect of the development expires or is revoked.

Copies of the Order and the deposited plan may be inspected free of charge at Cross Hands Library, 10 Heol Llandeilo, Cross Hands, Llanelli, SA14 6NA during normal opening hours or may be obtained free of charge from the address below quoting reference qA1011462.

If a person is aggrieved by the Order, on the ground that:

- a. it is not within the powers of the Town and Country Planning Act 1990; or
- b. a procedural requirement of the Act has not been complied with,

that person may, within 6 weeks of 11 December 2013, make an application for the purpose to the High Court.

A copy of the Order and Notice can be viewed at the Welsh Government’s website at www.wales.gov.uk (Select: Legislation/Subordinate legislation/Non-Statutory Instruments/Transport Wales/TCPA Stopping Up Orders/2013).

A copy of this Notice in larger print can be obtained from Transport, Orders Branch, Welsh Government, Cathays Park, Cardiff CF10 3NQ.

M D Burnell

M D BURNELL
Transport
Welsh Government

SCHEDULES

(All measurements are approximate)

SCHEDULE 1

Description of the area of highway to be stopped up under the Order

A rectangular shaped area of highway known as Greengrove Lane just south of the property known as Trysor, from a point 83 metres from its junction with the highway known as Black Lion Road to a point 96 metres from its junction with Black Lion Road, with a total length of 13 metres, width of 10 metres and a total area of 130 square metres, and given the reference S1 on the deposited plan.

SCHEDULE 2

Description of private means of access to be stopped up under the Order

An irregularly shaped area of private means of access (private unadopted highway known as Heol Parc Mawr) extending from its junction with the highway known as Heol Stanllyd in a north easterly and then north westerly direction for a distance of 255 metres, and having a maximum width of 12 metres and a total area of 2,977 square metres, and given the reference S2 on the deposited plan.

Existing private means of access into 'Shufflebottom Factory' comprising a vehicular works entrance off the south eastern boundary of the highway known as Heol Parc Mawr, situated 77 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, having a maximum length of 10 metres, a maximum width of 1 metre and a total area of 8 square metres, and given the reference S3 on the deposited plan.

Existing private means of access into 'Shufflebottom Factory' comprising a vehicular parking entrance off the south eastern boundary of the highway known as Heol Parc Mawr, situated 102 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, having a maximum length of 13 metres, a maximum width of 2 metres and a total area of 19 square metres, and given the reference S4 on the deposited plan.

Existing private means of access to 'Hanson Concrete Depot' comprising a vehicular entrance off the northern boundary of Heol Parc Mawr, having a maximum length of 11 metres, a maximum width of 3 metres and a total area of 7 square metres, and given the reference S5 on the deposited plan.

Existing private means of access to 'Cross Tyres', comprising a vehicular entrance off the north eastern boundary of Heol Parc Mawr, having a maximum length of 14 metres, a maximum width of 4 metres and a total area of 40 square metres, and given the reference S6 on the deposited plan.

Existing private means of access to the business units west of 'Cross Tyres', comprising a vehicular entrance off the north eastern boundary of Heol Parc Mawr, having a maximum length of 12 metres, a maximum width of 2 metres and a total area of 16 square metres, and given the reference S7 on the deposited plan.

SCHEDULE 3

Description of the areas of new highway to be provided under the Order

A new access road to the East Strategic Employment Site (ESES) extending in a generally north easterly direction for 855 metres from the junction of the highways known as Heol Stanllyd and Heol Parc Mawr to a point on the highway known as Black Lion Road between the properties known as Dolwerdd and Pen-y-waun between points A and B, and including a new roundabout junction with the highway known as Heol Parc Mawr, and given the reference N1 on the deposited plan.

A new distributor road off the new access road in a generally north westerly direction for 113 metres to the existing highway known as Greengrove Lane, between points C and D, and given the reference N2 on the deposited plan.

New distributor roads and two new roundabout junctions north west of the existing highway known as Greengrove Lane within the proposed ESES between points E and G, and given the reference N3 on the deposited plan.

A new secondary access road to the ESES, extending in a generally north easterly direction for 83 metres from the highway known as Heol Parc Mawr between points F and G, and given the reference N4 on the deposited plan.

A new turning head on the north eastern boundary of the highway known as Greengrove Lane just south east of the property known as Trysor, from a point 66 metres from its junction with the highway known as Black Lion Road, and given the reference N5 on the deposited plan.

A new bell-mouth junction and additional highway on

the eastern side of the existing highway known as Greengrove Lane from a point 107 metres from its junction with the highway known as Black Lion Road for a distance of 104 metres in a south westerly direction between points H and I, and given the reference N6 on the deposited plan.

A new highway (cycle track) from its junction with new highway N1 for a distance of 154 metres north-westwards to its junction with Greengrove Lane between points J and K, and given the reference N7 on the deposited plan.

A new highway (cycle track) from its junction with Greengrove Lane for a distance of 83 metres north-westwards to its junction with the new highway N3 between points L and M, and given the reference N8 on the deposited plan.

A network of new highways (cycle tracks) linking the radial parts of new highway N3 for a total distance of 381 metres between points N, O, P, Q, R and S and given the collective reference N9 on the deposited plan.

A new highway (cycle track) from its junction with new highway N3 for a distance of 153 metres north-westwards to its junction with public footpath 31/45 between points T and U, and given the reference N10 on the deposited plan.

A new highway (bridleway) over a rectangular shaped area of highway known as Greengrove Lane just south of the property known as Trysor, from a point 83 metres from its junction with the highway known as Black Lion Road to a point 96 metres from its junction with Black Lion Road, with a total length of 13 metres, width of 10 metres and a total area of 130 square metres, and given the reference N11 on the deposited plan.

SCHEDULE 4

Description of area of new private means of access to be provided under the Order

A new private means of access into 'Cyg Calon Cymru Cyf', comprising a vehicular entrance off the proposed new ESES access road roundabout junction, and given the reference P1 on the deposited plan.

A new private means of access into the 'Shufflebottom Factory', comprising a vehicular works entrance off the south eastern boundary of the proposed new ESES access road, situated 77 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, and given the reference P2 on the deposited

plan.

A new private means of access into the 'Shufflebottom Factory', comprising a vehicular parking entrance off the south eastern boundary of the proposed new ESES access road, situated 102 metres north of the junction of Heol Parc Mawr and Heol Stanllyd, and given the reference P3 on the deposited plan.

A new private means of access into the retained land of 'Cross Tyres', comprising a vehicular entrance off the proposed new ESES access road, situated 53 metres from its junction with the highway known as Heol Parc Mawr, and given the reference P4 on the deposited plan.

SCHEDULE 5

Description of the area of highway to be improved under the Order

A rectangular area of highway known as Black Lion Road extending from a point 35 metres south east of its junction with Greengrove Lane south-eastwards for 120 metres, between the properties known as Dolwerdd and Pen-y-waun, and given the reference H1 on the deposited plan.

A rectangular area of the highway known as Greengrove Lane from a point 96 metres from its junction with the highway known as Black Lion Road for a distance of 180 metres in a south westerly direction, and given the reference H2 on the deposited plan.

An irregularly shaped area of highway known as Heol Parc Mawr, extending from the vehicular access to the Business Centre and Workshops for a distance of 110 metres in a north westerly direction, and given the reference H3 on the deposited plan.

SCHEDULE 6

The Development

Proposed development comprising the Cross Hands East Strategic Employment Site, including re-development and improvement of land together with associated access roads, in accordance with planning permission granted under Part III of the Act of 1990 by the Council on 29 November 2012, under reference number W/23782 and on 2 July 2013 under reference W/28259.