MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Lauren Robinson
Our Ref:	ET/DC/DB/P/2024/1377	**Your Ref:**	P/2024/1377
Date:	27/11/24		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: – CREATION OF NEW ACCESS INCLUDING LANDSCAPING
LAND AT, DUTTON ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9XQ

We refer to your consultation / email dated 20/09/2024 in respect of the above.

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective.

Can the applicant be requested to submit the following:

- Clarification of the proposed trip generation proposing to use this access (type and frequency of vehicles? I.e. Will the access be for HGV's only, or all vehicles?
- Is this applicant linked to an increase in trip generation to and from the applicant's site, or simply redirection of existing flows? If the latter, then would any increase in traffic on Dutton Rd be balanced by a reduction using Ash Road South? Trip Generation would then not be a concern.

It would also be beneficial for the developer to provide the following, although it is considered that these could be secured by condition should the Council be minded to grant the application:

- We do request proposed construction details showing surfacing, levels, road marking, signage, illumination, kerbing and drainage. This proposal connects onto an access road that is not adopted by the Highway Authority, but land owned by WCBC Assetts Department. We suggest the same information should be forwarded to Mr Nick Adamson, Head of Service in Assetts, who is contactable on 01978 315671. We would also request the junction is constructed to adoptable standards to accommodate potential future transfer to the highway authority.
- The provision of a service delivery management plan to ensure HGV deliveries will be staggered throughout the day and will not lead to a significant increase in traffic accessing Second Avenue off Abbey Road. Assetts may also require confirmation of the same to seek comfort that no additional congestion will take place on Dutton Rd or Second Avenue.
- The provision of a construction management plan for colleagues in Assett's to approve.

- If the access is proposed for use by pedestrians, then segregated pedestrian access should be shown on the drawings.

Traffic Flow
It is noted that the existing junction of Ash Rd South and Bridge Road North has experienced a number of recorded incidents on Crashmap. The junction of Second Avenue onto Bridge Road N has no recorded incidents. The visibility splay to the south of Second Av onto Bridge Road N is estimated to be circa 24m x 95m, subject to planting maintenance. For a 40mph road, we would ordinarily require 2.4m x 120m to the nearside kerb, and it is estimated that the 85th percentile speed witnessed is in the region of 35mph to 40mph. It is noted also that there are proposals to reduce the speed limit across the Wrexham Industrial Estate to 30mph, in which case, the visibility splay will comfortably exceed that currently available.
On balance, even though the visibility splay is below that required technically, if traffic onto Ash Rd South is reduced, where there have been recorded incidents, then this would be acceptable.

Summary
If the applicant confirms that the traffic flow using the proposed new access is simply diverting existing traffic from Ash Rd South, then we have no objection to the proposal, subject to construction detailing, CTMP and a Service Delivery Management Plan
If this proposal is to accommodate a significant increase in traffic flow over existing trip generation, then we will need to consider the effect of this increase on the Second Avenue junction with Bridge Road N in addition.



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 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.