

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Gwyn Humphreys
Our Ref:	ET/DC/P/2024/0105	Your Ref:	P/2024/0105
Date:	8 th July 2024		

TOWN AND COUNTRY PLANNING ACT 1990

PWYNT CYRRAEDD NEWYDD AR GYFER SAFLE TREFTADAETH Y BYD TRAPHONT DDWR PONTCYSYLLTE, YN CYNNWYS LLE PARCIO. TIRLUNIO. LLWYBRAU TROED, ARWYDDION, PYLLAU DRAENIO A FFENSIO YCHWANEGOL / NEW ARRIVAL POINT TO PONTCYSYLLTE AQUEDUCT WORLD HERITAGE SITE, INCLUDING PARKING, LANDSCAPING, PATHWAYS, SIGNAGE, DRAINAGE PONDS AND ADDITIONAL FENCING

CAR PARK QUEEN STREET CEFN MAWR WREXHAM

Grid Ref: E 327675.57 N 342606.9

I refer to your consultation / email dated 27/02/2024 in respect of the above, and understand the application has now been validated.

This application relates to providing additional vehicle parking for visitors to the Trevor Basin tourist attractions, and associated works including provision of a pedestrian link. The pedestrian link utilises the existing access route below the highway owned Mill Lane Bridge. **The Highway authority require access to inspect and maintain the bridge and we request this be referred to in any approval and any tenant advised accordingly. This access may require the bridge to be closed at times to carry out such works, and we would also require access to and from the underside of the bridge along the approach access from the car park access on Queen St.**

This site has been derelict for over 10yrs with no access below the bridge. Previously, the access was only used for industrial purposes. If public access is to be introduced below, then we would request the applicant upgrades the balustrading to current standards to ensure public safety below is assured.

Height restrictions for any vehicles using the access road below the bridge should be clearly signposted by the applicant to avoid damage to the bridge.

Access and local road network

The proposed site entrance is an existing access with adequate visibility and radii for vehicular access both in and out of the entrance.

Consideration should be given to pedestrians crossing the access, given the distance between kerbs. Tactile paving and drop kerbs should be provided. Given the width of the crossing, perhaps a central pedestrian refuge may be appropriate.

The applicant is requested to provide drainage facilities that ensure no rainwater run off enters the public highway. A scheme showing proposed road marking and directional arrows should be provided in and around the access, to ensure any congestion and queuing into the highway is

avoided. The entrance road markings on the exit carriageway should be refreshed as part of the scheme

Proposals for bilingual directional signs to and from the car parking facilities should be provided for approval prior to commencement.

Traffic Flow

Given the previous traffic flows to and from the historic industrial use of this site, and the fact that this proposed facility reduces potential congestion close to the Trevor Basin and adjacent roads, we have no concerns relating to traffic generation and flows. The existing uncontrolled junctions onto the A539 are both adequate links accessible via the Queen St.

Active Travel:

We assume cycle facilities and bus links will be maintained at the existing facility, closer to the Trevor Basin.

On site layout and arrangements for carrying out the works:

Given the history of contamination relating to this site, we would request a construction traffic management plan be provided that includes proposals to ensure that no contaminated spoil is deposited on the highway. This includes airborne dust suppression and surface water run off.

There appears to be more than ample space for turning within the car parking and coach parking areas.

Can the applicant confirm if access onto and off the coaches will be at a drop off point, or within the coach spaces area? If the latter, then pedestrian access along the SE boundary to each of the spaces should be provided along the south east barrier.

Conclusion

We look forward to receipt of the following information to finalise our highway appraisal of the proposal:

1. Confirmation of provision of access arrangements for bridge maintenance, and formalising the same.
2. Proposed details for balustrading upgrading to Mill Lane Bridge
3. Amended entrance proposals catering for pedestrians and elements listed above

Should the application be approved, then we ask that the contractor to coordinate with highway roadworks to coordinate any works impacting on the highway. Guidance on this is appended below.



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 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 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.