

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/DB/P/2024/0105 Reconsult 3	Your Ref:	P/2024/0105
Date:	02/04/2025		

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

This response should be read in conjunction with LHA Reconsult 2 dated 3/02/2025

Following a team meeting to review the details and subsequent submission on the 12/02/2025 the LHA's updates consultation comments are as follows:

We are satisfied with the proposals from a highway safety perspective subject to the following items being conditioned prior to occupation:

1. Demonstration that maintenance access to the underside of the bridge is available for the Local Highway Authority.
2. Upgrading of the bridge balustrading at the applicant's expense to safeguard those accessing below. The details of this work should be agreed with the LHA Engineer. All costs associated with checking a design submission would be borne by the applicant. This work would need to be carried out in consultation with the Highway Roadworks department. We refer to separate dialogue between The County's structures engineer Mr R Davies, and representatives of the applicant's team regarding the specification and loading of the proposed rail replacement to achieve current standards

The LHA request the following amendments be provided prior to commencement of the works:

1. Aligning the perimeter red line drawing of the site with the boundary of the adopted highway.
2. Tactile paving should be provided in accordance with the relevant mobility standards and shown on the proposed construction drawings to be approved prior to commencement of the works.
3. A footpath should be added that enables bus/coach drivers to walk to and from the facilities without crossing the coach parking and turning area.
3. Entrance detailing including streetlighting should be carried out to LHA standards.

Conclusion

We have no further comment to make regarding the above application subject to the following comments:

1. Provision of access to the bridge for highway maintenance has been which can be conditioned prior to first use.
2. Details and implementation of the balustrading upgrade to the LHA's satisfaction can be conditioned for completion prior to first use of the access below Mill Lane Bridge.
3. Additional footpath access within the coach parking bay for drivers/pedestrian access along the front of the coach bays should be provided.
4. Aligning the red line perimeter drawing with the adoptable highway records
5. Amendment to the tactile paving across the entrance in accordance with mobility standards

Should the application be approved, then we ask that the contractor coordinates 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 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.