MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1560 Res(2)	**Your Ref:**	P/2024/1560
Date:	11/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: RHYDDHAU AMOD 3 (CYNLLUN CADWRAETH), 5 (HALOGIAD), 6 (ADRODDIAD DILYSU), 7 (CYNLLUN MONITRO), 10 (DRAENIO), 11 (DRAENIO), 16 (MYNEDIAD) A 17 (CYNLLUN RHEOLI TRAFFIG ADEILADU) CANIATÂD CYNLLUNIO P/2022/0057 / DISCHARGE OF CONDITIONS 3 (CONSERVATION PLAN), 5 (CONTAMINATION), 6 (VALIDATION REPORT), 7 (MONITORING PLAN), 10 (DRAINAGE), 11 (DRAINAGE), 16 (ACCESS) AND 17 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) OF PLANNING PERMISSION P/2022/0057

LOCATION: LAND SOUTH OF, BRIDGE ROAD NORTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9PS

I refer to your consultation / email dated 26/03/2025 in respect of the above.

Condition 16 (ACCESS)

Access Location & Construction Details (Construction Phase) Drg. No. 315341 RC006

- Key showing New Footpath states 100mm thick GSB1 material and 60mm thick binder course which conflicts with Footway Cross Section Details which indicates 150mm GSB1 material and 40mm thick binder course. **The LHA recommend this detail is amended to 150mm thick GSB1 material, and 60mm thick binder course.**

  The applicant will be required to apply for s.184 consent with the Council to construct the access.

- The LHA recommend that both construction and operational accesses are surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway for the operational access and a minimum distance equivalent to the maximum length of construction related vehicle likely to visit the site. Any gates should be setback a minimum distance of 10m behind the adjoining highway for the operational access. Any gates proposed for the temporary access will need to be managed so they are always opened in advance of any construction related vehicles arriving (needs stating in a revised CTMP).**The LHA recommend the above detail is indicated / annotated on a revised layout plan and detailed in a revised CTMP.**

Footway Crossing Construction

Binder Course
See comment above.

Sub-base
See comment above

Access Location & Construction Details (Post Construction) Drg. No. 315341_RC002_Rev 3

- Key showing New Footpath states 100mm thick GSB1 material and 60mm thick binder course which conflicts with Footway Cross Section Details which indicates 150mm GSB1 material and 40mm thick binder course. **The LHA recommend this detail is amended to 150mm thick GSB1 material, and 60mm thick binder course.**

  The applicant will be required to apply for s.184 consent with the Council to construct the access.

- The LHA recommend that both construction and operational accesses are surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway for the operational access and a minimum distance equivalent to the maximum length of construction related vehicle likely to visit the site. Any gates should be setback a minimum distance of 10m behind the adjoining highway for the operational access. Any gates proposed for the temporary access will need to be managed so they are always opened in advance of any construction related vehicles arriving (needs stating in a revised CTMP). **The LHA recommend the above detail is indicated / annotated on a revised layout plan and detailed in a revised CTMP.**

  Footway Crossing Construction

  Binder Course
  See comment above.

  Sub-base
  See comment above

Visibility Splay Drg. No. 315341_RC005

- The development site is located on Bridge Road North which is an unclassified road subject to a 40mph speed limit.

  Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. The revised plans indicate the required splays.

  The submitted plan indicates proposed splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway which is considered adequate. **The LHA recommend that these splays are provided for both the construction access and operational access with these splays also being stipulated within a revised CTMP. A revised CTMP does not appear to have been submitted.**

Swept Paths

Swept Path details of the largest vehicles likely to visit the site during the construction / phase and once operational will need to be provided. These details will need to indicate such vehicles accessing / parking / turning and exiting the site in both directions via the proposed temporary construction access (width to be determined by the swept paths) and for a reduced width operational access (width to be determined by the swept paths).

Swept Paths (Construction Phase) Drg No. 315341 RC007

The submitted details show a 16.5m HGV entering the site from the south west, parking, turning and exiting the site in the north easterly direction only**. The LHA recommend the submission of a revised plan indicating the above requirements (ie/ both directions in & out).**

Swept Paths (Operational Phase) Drg No. 315341 RC008

The submitted details show a 7.2m rigid vehicle entering the site from the south west, parking, turning and exiting the site in the north easterly direction only**. The LHA recommend the submission of a revised plan indicating the above requirements (ie/ both directions in & out).**

Condition 17 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN - CTMP)

Previous comments from WCBC Traffic Section :-

The road is relatively wide (7.5 meters) and well used by class 1 HGV's so no major concerns. Further information is required relating to any potential requirement of any unusually large HGV's / specialist equipment that will need access during construction and details of their size and swept paths.

Swept path details of all larger construction related vehicles **entering / parking / turning and exiting the site in both directions** via the proposed temporary construction access will need to be submitted. ***This detail has not been provided. The LHA recommend the submission of a revised plan indicating the above requirements (ie/ both directions in & out).***

A suitably scaled layout plan indicating the parking and turning arrangements for the proposed contractor vehicles will be required. ***This detail has not been provided. The LHA recommend the submission of a revised plan indicating the above requirements.***

A statement stipulating the maximum number of contractor vehicles that will be on site at any one time (with plan indicating the proposed parking spaces) and that no vehicles associated with the development shall wait / park on the adjoining highway will need to be included in a revised CTMP. *This detail has not been provided*.

A statement stating that any proposed gates will be opened in advance of any contractor vehicles arriving on site during the construction period will need to be included in a revised CTMP. ***This detail has not been provided.***

Placing signage on the highway has been mentioned. **A detailed plan and signage (Chapter 8) schedule. (all signage Welsh over English) will need to be submitted and included in a revised CTMP. *This detail has not been provided.***

The LHA await the requested information highlighted above.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.