

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Emma Bailey
Our Ref:	ET/DC/DB/P/2024/0105 Reconsult 2	Your Ref:	P/2024/0105
Date:	03/02/2025		

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

I refer to your consultation / email dated 27/02/2024, the LHA response dated 8th July 2024, and the applicant's amended proposals submitted via email 17th December 2024 in respect of the above,

The LHA have the following comments to make further to receipt of the emails dated 3rd December 2024, and 17th December 2024 with updated drawings.

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

1. Provision of documented access for the highway authority to access the bridge from below. WCBC legal department can agree the nature of any required confirmation on behalf of the LHA, given that WCBC are leasing the land.
2. Upgrading 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 via an appropriate Sectional agreement.
3. A Section 184 agreement should be entered into for carrying out any minor adjustments to the entrance such as tactile paving, roadmarkings etc.
4. Any upgrades to the streetlighting required for the entrance should be agreed with Mr P. Rogers WCBC's streetlighting manager.

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. 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.

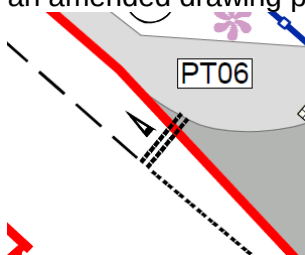
Access and local road network

The proposed site entrance is an existing access with adequate visibility and radii for vehicular access.

Consideration has been given to pedestrians and tactile paving and a crossing point provided at the narrowest point.

Gulleys have been added at the entrance to prevent surface water runoff into the highway.

Road marking and directional arrows have been added, although the give way markings in the entrance slip lane can be omitted to avoid confusion on the right of way. This can be incorporated in an amended drawing prior to commencement of the works. See extract below:



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.

Site layout: Coach parking Bay

The following query remains from the original highway response, which can be conditioned prior to construction:

Pedestrian access along the frontage (South East side) of the coach bays should be incorporated for both drivers and coach passengers.

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 confirmed, and it is simply a case of recording this legally. This 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. The applicant's agent has confirmed approval in principle that this work will be completed. Design of the solution by the application should be coordinated with the LHA.
3. Completion of the entrance modifications including road markings, gulleys, tactile crossings and, if required, street lighting prior to first use.
4. Additional footpath access within the coach parking bay for pedestrian access along the frontage of the coach bays should be provided.

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 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 from 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.