

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/PP/P/2024/0303	Your Ref:	P/2024/0303
Date:	22/05/2024		

TOWN AND COUNTRY PLANNING ACT 1990

RHYDDHAU AMOD 3 (HALOGIAD), 5 (BIOAMRYWIAETH), 6 (DATGANIAD O DDULLIAU COEDYDDIAETH), 7 (DATGANIAD DULL AMGYLCHEDD ADEILADU) A 8 (DEUNYDDIAU) CANIATÂD CYNLLUNIO P/2022/0914 / DISCHARGE OF CONDITIONS 3 (CONTAMINATION), 5 (BIODIVERSITY), 6 (ARBORICULTURAL METHOD STATEMENT), 7 (CONSTRUCTION ENVIRONMENT METHOD STATEMENT) AND 8 (MATERIALS) OF PLANNING PERMISSION P/2022/0914

CWRT PENTWMPATH LLAY WREXHAM

Grid Ref: E 333514.74 N 355720.41

I refer to your consultation / email dated 07/05/2024 in respect of the above.

Condition 7 (Construction Environment Method Statement)

Comments from our Traffic section as follows:-

The submitted statement includes the following information:

“At this stage, there will be limited space for on-site parking. We will approach local businesses, pubs, churches and community clubs in an effort to secure use of land or car park spaces for contractor parking. If this is not available, all staff, contractors and visitors will have to use roadside and public car-park areas local to site. All personnel will be encouraged to vehicle share where possible and will be advised at site induction of the need for considerate parking to avoid disruption to neighbours, businesses and visitors to the area”.

The use of the adopted highway and public car park areas local to the site for staff, contractors and visitors is not acceptable. Any proposed contractor parking must be either be within the site curtilage or in a car park that is not currently in use (by agreement). No details of the alternative parking locations eg/ churches, community clubs have been provided. This detail needs to be provided.

No details of the maximum number of vehicles in respect of contractors, staff and visitors that will be on site at any one time has been provided. This information needs to be included in a revised

Construction Environment Method Statement along with a site compound plan indicating the number / dimensions of the spaces to be provided.

I would recommend that a statement indicating that no contractor, staff and visitor vehicles will park on the adjoining highway is included in a revised Construction Environment Method Statement.

“All drivers of large delivery vehicles will be advised to contact the Site Manager in advance of arrival to coordinate delivery times. Delivery vehicles will be guided to a designated area, materials and plant will be off-loaded and the vehicle marshalled back onto Eighth Avenue to continue its onward journey. Materials will then be moved to the allocated storage areas or the point-of-use with mechanical handle”.

I would recommend that further details are provided indicating the maximum size / length of construction / delivery vehicle likely to visit the site and how such a vehicle will enter, park, turn and exit the site in a forward gear. I would recommend that swept path details of such a vehicle are submitted for further approval

“Clean, stoned up roads and hardstanding areas will be maintained at all times, and vehicles will generally not be permitted beyond these areas. In the event that this is required, a wheel-wash area will be set-up to clean wheels before vehicles rejoin the highway. Wheel washing will be by a petrol powered 2000psi pressure washer with integral water bowser, carefully sited to avoid the risk of sediment run-off into the drainage network, or beyond the site boundaries”.

The above details are considered acceptable.

A suitably scaled plan indicating the proposed Chapter 8 – Signing & Guarding measures proposed during the construction period have not been provided. I would recommend that a statement is included in a revised Construction Environment Method Statement indicating that the developer will liaise with our Traffic Section on any Chapter 8 requirements prior to commencement of construction.

Can you please ask the applicant to provide this information along with the anticipated time period over which the scheme will take to complete.

I await the requested information.

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 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.



Chief Officer, Environment & Technical