

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Matthew Phillips
Our Ref:	ET/DC/P/2023/0247	Your Ref:	P/2023/0247
Date:	19 th Feb 2024		

TOWN AND COUNTRY PLANNING ACT 1990

RHYDDHAU AMOD 5 (CYNLLUN RHEOLI ADEILADU) , 6 (HALOGIAD) A 10 (PLANNU PYST) CANIATAD CYNLLUNIO P/2022/0725 / DISCHARGE OF CONDITIONS 5 (CONSTRUCTION MANAGEMENT PLAN), 6 (CONTAMINATION) AND 10 (PILING) OF PLANNING PERMISSION P/2022/0725

THE RACECOURSE MOLD ROAD WREXHAM
Grid Ref: E 332779.19 N 350947.35

I refer to your consultation / email dated 24/05/2023 in respect of the above.

With reference to the Construction Traffic Management Plan provided and additional information of operatives numbers as before, we confirm that **we have no objection to the proposals subject to adequate parking**, ideally within the university grounds or Football Club boundary being available.

Staff and operatives vehicle parking within the train station and Premier Inn car parks (unless residing there), is not accepted as adequate provision within the CTMP. Alternatively, agreement with other local car parks or private facilities would be accepted or demonstration of car sharing/offsite traffic management plan. We need something that demonstrates that during the peak period of the rate of build, Mold Rd, Crispin Lane and the immediate neighbourhood won't be congested with contractors vans.

The following elements of the CTMP were discussed and we have no concerns over the proposals:

- In addition to the CTMP submitted, the applicant has presented confirmation of experience and use of the system of delivery management that ensures no queueing on Mold Rd at the entrance, competent management of the entrance and exit. (previously used at Old Tafford cricket ground works)
- Entry and exit of articulated vehicles such as steel deliveries and heavy plant will be controlled on and off Mold Rd, thus avoiding issues at the Crispin Lane, Mold Rd T junction.
- Timing of deliveries can be controlled to avoid peak hour traffic on Mold Rd.

For information only, for any works within or immediately adjacent to the public highway, we refer to our standard Highways Guidance Note appended to this response below.

Conclusion:

Subject to demonstrating adequate contractors parking arrangements are available for the peak construction periods when there may be over 70nr operatives on site, highways have no further comment to make regarding the CTMP submitted.



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.