

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0006 Res(2)	Your Ref:	P/2024/0006
Date:	19/08/2024		

TOWN AND COUNTRY PLANNING ACT 1990

GOSOD OSCSIDYDD / INSTALLATION OF AN OXIDISER

TRANS CONTINENTAL FACTORY ASH ROAD NORTH WREXHAM INDUSTRIAL ESTATE WREXHAM

Grid Ref: E 338028.84 N 350637.27

I refer to your consultation / email dated 30/07/2024 in respect of the above.

The proposed development site is located on Ash Road North which is an unclassified road subject to a 40mph speed limit. However, the Local Highway Authority (LHA) estimate typical speeds at being around 30mph given the geometry of the road.

Based on typical speeds of 30mph, adequate forward visibility around the bend on Ash Road North (for vehicles travelling in a north easterly direction or to stationary vehicles waiting to turn right onto Abbey Road North) would normally be required to provide a stopping sight distance (ssd) of 43m in accordance with Manual for Streets.

The previously submitted plan (Drg. No. 27518-HYD-XX-XX-DR-TP-0006 Rev P02) demonstrated that adequate forward visibility will be provided / maintained in this location.

The LHA recommend a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking prior to commencement to ensure the proposed installation of the oxidizer does not have any negative impact on the adjoining highway.

The LHA therefore have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

NONSTD FORWARD VISIBILITY

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Nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the nearside edge of the adjoining carriageway as indicated

on submitted Forward Visibility Assessment Plan (Drg. No. 27518-HYD-XX-XX-DR-TP-0006 Rev P02). The required 43m forward visibility splay shall be provided prior to first use of the development and shall thereafter be retained clear of any such obstruction.

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CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

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.

A handwritten signature in black ink on a yellow rectangular background. The signature appears to be 'P. Palmer' written in a cursive, slightly slanted script.

On behalf of Chief Officer, Environment & Technical