

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/MZ/P/2024/0332	Your Ref:	P/2024/0332
Date:	21/06/24		

TOWN AND COUNTRY PLANNING ACT 1990

GWAITH ADFER YN DILYN TIRLITHRIAD / LANDSLIP REINSTATEMENT WORKS

LAND OFF NEWBRIDGE ROAD NEWBRIDGE WREXHAM

Grid Ref: E 329020.54 N 341636.25

I refer to your consultation / email dated 10/05/2024 in respect of the above.

It is the LHA's understanding that the proposals are landslip reinstatement works. The proposed works are located alongside Newbridge Road, the B5605 and affect the retaining wall and footway width to the top of the highway. The existing footway is proposed to be reduced in width as part of the proposals but a 2m wide footway will be maintained and lighting columns are proposed to be re-instated as part of the works which is acceptable on highways grounds.

The submitted location plan states that an existing track is to be used as the access route during construction. The applicant has confirmed that material deliveries will be made from Newbridge Road and that the road is closed at present and will remain closed until the works are completed.

It is also noted in other plans and within the construction method statement submitted that there will be a proposed haul / access road constructed to connect from the top to the existing fishermans path on the river bank. The proposed access road is stated to have good visibility and a passing place to allow plant to pass. There will be edge bunds on each side of the track.

The applicant has advised that the contractors compound is on the B5605 at the former Pen Y Bont landfill site, east of the landslip. All materials will be coming in from that side which is off the A5 Holyhead Road. Beyond the Pen Y Bont entrance there are no properties and the road is completely closed including for pedestrians.

Whilst there are no objections in principle to the proposals, the LHA would request that this information is included within a construction management plan to ensure that staff parking and materials are delivered from the compound stated. It is felt this could be secured by condition.

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