MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2025/0509	**Your Ref:**	P/2025/0509
Date:	27/08/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TYNNU AMOD 5 AC AMRYWIAD 2, 4 A 7 CANIATÂD CYNLLUNIO P/2024/1585 I AMEND FLOOR PLANS A DIWYGIO GEIRIAD AMOD / REMOVAL OF CONDITION 5 AND VARIATION OF CONDITIONS 2, 4 AND 7 OF PLANNING PERMISSION P/2024/1585 TO DIWYGIO CYNLLUNIAU LLAWR AND AMEND WORDING OF CONDITION
LOCATION: COLLIERS ARMS, CHAPEL STREET, PONCIAU, WREXHAM, LL14 1SE

We refer to your consultation / email dated 04/07/2025 in respect of the above.

The application seeks to:

- Remove Cond 5 relating to working hours, as the business/commercial use requirement is omitted, and the property is now for domestic residential use only. **The LHA have no objection to this removal of condition.**
- Vary the following conditions:

  Cond 2: Amended plans removing the need for a commercial parking space. The parking therefore refers to existing residential provision only. **The LHA recommended a kerbing adjustment in the response to P/2024/1585 to improve vehicular visibility, therefore improving safety for the residents.**

  Cond 4: Noise Mitigation. **The LHA have no comment to make regarding this condition**.

  Cond 7: Construction Management Statement: The LHA have reviewed the statement submitted and comment as follows:

  Managing the construction phase without disrupting or obstructing the highway is undoubtedly a challenge in the narrow residential lane of Chapel St. The submitted proposal does identify the main potential areas of conflict and commits to minimising disruption accordingly, but the LHA do request the following amendments prior to being able to support the discharge of this condition

  a. **The restricted delivery times should be adjusted to 3pm onwards from 4pm onwards during weekdays**, due to the increased traffic commencing for school pickups at that time.
  b. Managing deliveries by **providing subcontractors & suppliers with a notification appended to each order that directs vehicles along a preferred route, and ensures**

restrictions on vehicle sizes are implemented, in addition to the hours of delivery noted.

c. The commitment to ensure a "responsible workman"/banksman is present to manage deliveries, parking etc is noted and key to the success of the CMP. **Can the applicant amend Section 3 to include *"The applicant and their contractor will contact the Highway Authority's area surveyor on highwayroadworks@wrexham.gov.uk to arrange a prestart meeting to agree and reinforce the finer details of managing the works, and arrange scaffold permits etc."***

d. It is important that the access for rear and side parking arrangements are maintained throughout the construction phase. Depending on the extent of works to the front and side elevations, it may be considered beneficial to carry out the internal and rear construction works independent of these, and perhaps pre deliver materials in advance of any scaffold erection to the front and sides. **Can the applicant expand on the extent of works proposed to the front, side and even the roof**? Can scaffolding be erected along the side, whilst still maintaining some van access below to the side/rear by spanning over the access?

Within the Highway consultation response to P/2024/1585, reference was made to the now redundant basement access for barrel deliveries, which sits within the adopted highway. The LHA would like to remind the applicant that the rusting steel cover and access is linked to the Colliers Arms, and as such the maintenance and liability for the hatch lies with the owner or landlord of the property. As the need for the access has expired with the change of use, the applicant should remove and reinstate the footpath, in consultation with the area surveyor. This item could be managed/enforced under the Highways Act, and after the appropriate notices are served, be carried out by the Highway Authority, who then seek reimbursement for the reinstatement, but this would then cost more for the applicant ultimately.

Summary:
We look forward to receiving the amended CMP allowing the LHA to finalise their consultation response.

Further guidance on implementing works immediately on or adjacent to the highway works 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 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.