MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2025/0634	**Your Ref:**	P/2025/0634
Date:	29/08/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: RHYDDHAU AMOD 6 (CYNLLUN RHEOLI TRAFFIG ADEILADU) A 8 (BIOAMRYWIAETH) CANIATÂD CYNLLUNIO P/2024/1703 / DISCHARGE OF CONDITIONS 6 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) AND 8 (BIODIVERSITY) OF PLANNING PERMISSION P/2024/1703
LOCATION: BRYN ALYN SCHOOL, CHURCH STREET, GWERSYLLT, WREXHAM, LL11 4HB

I refer to your consultation / email dated 19/08/2025 in respect of the above.

Having reviewed the Construction Traffic Management Plan (CTMP) provided by Blakedown Sport and Play, the LHA comment as follows:

1. The CTMP states the important principles of the CTMP, and acknowledges the commitments made to avoid any construction vehicles parking in the highway or designated school user parking spaces. Provision should be made, and added to the document for appropriate signage in the front access directing construction traffic, imposing 5 or 10mph speed limit, and restricting access to construction traffic and staff carparking to the right. No construction traffic signage into the main school entrance and bus/drop off turning area should also be provided. This should be bilingual, Welsh above English.
2. A Banksman should be provided to direct deliveries, and vehicles at the entrance, that also polices and ensures the highway remains clear of debris. The banksman will also be required to assist vehicles reversing & turning within the site compound area. No construction traffic should reverse out of the entrance, and the banksman should enforce this.
3. Provision of a wheelwash facility and roadsweeper should be made available.
4. Deliveries should be scheduled and managed to avoid any queuing onto the highway or school entrance.
5. Some idea of the compound layout and quantity of spaces for vehicles should be provided that demonstrates there is adequate turn around and drop off for HGV's in particular.
6. Confirmation that suppliers and subcontractors will receive a plan with purchase orders directing vehicles on arrival.
7. A duration/programme period could be added, coordinated around any school functions of note, however, this is only relevant to the LHA if congestion spills out onto the highway (target/worst case subject to weather).

It is noted that the contractors will liaise with the school for ensuring segregation of contractors and students is maintained at all times.

Should there be any works on the highway or immediately adjacent to the highway, the applicant should coordinate with the contact details provided in the standard guidance notes appended below.

Summary

The CTMP provided commits to managing the main risks, enabling the LHA to support the principles, subject to more detail as listed above being added to the CTMP. Can any revision be dated please?



On behalf of 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.