MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/DB/P/2025/0393	**Your Ref:**	P/2025/0393
Date:	8 August 2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWIDIADAU I'R IARD WASANAETH BRESENNOL I DDARPARU GARDD GWRW / ALTERATIONS TO EXISTING SERVICE YARD TO PROVIDE BEER GARDEN

LOCATION: 44-46 REGENT STREET, WREXHAM, LL11 1RR

I refer to your consultation / email dated 21/05/2025 in respect of the above, and emailed feedback 5/08/2025.

The LHAs main focus of this application relates primarily to the change in use of the rear yard, that provides service access maintenance access, fire escape routes & service vehicle parking into a beer garden. This includes the construction of permanent glazed perimeter screens, and gates in the service yard off Lord St on the North elevation of JDW's building.

To enable the LHA to finalise a consultation response, confirmation of the following queries is required:

- The extent of the 3rd party access to the rear of the neighbouring buildings. There is currently room for maintenance vehicles to access in a forward gear, turn within and leave in forward gear. The LA are not comfortable with changing this access as drawn, resulting in the loss of turning, given the substandard pedestrian visibility between the alleyway and footpath.
- Has emergency fire access, substation access (often needing fork lift/lifting equipment access), roof and building/plant maintenance and service access been assessed?
- Is it intended to use the gates within the proposed glazed fence for customer access into and out of the beer garden along the service alley? Is it within the gift of the applicant to use this access for public access? Lighting proposals, surfacing proposals, and consideration for the interface with neighbours using the alley for maintenance would be required

Whilst these considerations in the rear yard may be outside the highways authority's direct control, the potential for reversing vehicles exiting the alley, or maintenance vehicles parking and obstructing the footpath would become a highway matter, and therefore creates a valid cause for concern.

Subject to the above, should the application succeed, the LHA request an appropriately worded condition seeking provision of a Construction Traffic Management Plan for LHA approval prior to commencement of the works.

We look forward to the applicant's response.



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.