MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0068	**Your Ref:**	P/2026/0068
Date:	19/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: GOSOD HYB STRYD BT GLOBAL / INSTALLATION OF BT GLOBAL STREET HUB

LOCATION: LAND OUTSIDE 17-19, REGENT STREET, WREXHAM, LL11 1RY

I refer to your consultation / email dated 16/02/2026 in respect of the above.

General

The proposed development comprises the removal of the existing telephone kiosk and installation of a digital street hub.

Access

The proposed development site is located on Regent Street which is a classified road subject to a 20mph speed limit. The proposed hub is located in the footway where there are several other items of street furniture.

The LHA understand that a significant Active Travel Improvement Scheme is proposed to commence along this section of Regent Street in the summer (2026) which includes alterations to the existing carriageway / footway / cycleway and street furniture in this location. **The LHA recommends the applicant liaises with our Active Travel Section (contact: gwen.thomas @wrexham.gov.uk) to discuss these proposals and any impact this may have on the proposed development.**

The submitted plans indicate a gap of approximately 1m between the double sided hub and the existing raised flower bed. **The LHA recommends this gap is increased to a minimum of 2m to facilitate pedestrian / wheelchair access and indicated on a revised layout plan (including annotated dimensions).**

In order to install such a facility in this location (ie/ adopted highway), the applicant would typically be required to enter into a Section 115 Agreement of The Highways Act. The applicant will need to

ensure that appropriate measures are taken to ensure that the hub is stable / secure and will not have any adverse affects for users of the adjoining highway including pedestrians. The applicant will need to ensure that the siting of the hub does not interfere / compromise any buried services that may exist within the existing footway.

The applicant will need to provide public liability insurance for the digital street hub should permission be granted.

The above agreement will need to include the requirement for the applicant to reinstate the highway in this location to its original condition should the hub no longer be required.

Any necessary footway closures / traffic management measures required to install the hub will need prior approval from our Traffic Section (contact: Jamie.edge@wrexham.gov.uk).

The proposed display screen must not provide any disabling glare / distraction to drivers on the adjoining highway.

The LHA understand the two sided screen will display content at 10 second intervals. It is assumed that during these 10 second intervals, the image will remain static so as not to cause a distraction to users of the adjoining highway. On this basis, the LHA have no objections to the proposed development.

Conclusion

The LHA have no objections in principle to the proposed development but request the following additional information:-

- The submitted plans indicate a gap of approximately 1m between the double sided hub and the existing raised flower bed. **The LHA recommends this gap is increased to a minimum of 2m to facilitate pedestrian / wheelchair access and indicated on a revised layout plan (including annotated dimensions).**

- Having consulted with our Legal Section, they have advised that it would be helpful for the applicant to confirm the statutory basis upon which they are proposing to erect and retain the kiosk on the highway land.

  They need to clarify whether they are:-

  - Relying on Section 115E of the Highways Act, or
  - Asserting rights under the electronic communications code, or
  - Relying on alternative mechanisms

  The LHA request clarification on the above detail.

Supplementary Notes

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

Note to Applicant

The applicant is required to enter into a Section115 Agreement under the Highways Act 1980 whereby permission for the siting / construction of such a development is granted but maintenance remains the responsibility of the applicant. Should the hub no longer be

required in the future, then the applicant will be required to remove it and reinstate the area of the highway to its original layout.

KW Edwards

Contracts & Engineering Manager

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 / 171 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.