MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/AC/P/2025/1560	**Your Ref:**	P/2024/1560
Date:	18/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL : RHYDDHAU AMOD 3 (CYNLLUN CADWRAETH), 5 (HALOGIAD), 10 (DRAENIO), 11 (DRAENIO), 16 (MYNEDIAD) A 17 (CYNLLUN RHEOLI TRAFFIG ADEILADU) CANIATÂD CYNLLUNIO P/2022/0057 / DISCHARGE OF CONDITIONS 3 (GCN CONSERVATION PLAN), 5 (CONTAMINATION), 10 AND 11 (DRAINAGE), 16 (ACCESS) AND 17 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) OF PLANNING PERMISSION P/2022/0057

LOCATION: LAND SOUTH OF BRIDGE ROAD NORTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9PS

With reference to the above planning application.

The applicant is seeking to discharge the following conditions of Planning Permission P/20222/0057, relating to the development of a Battery Energy Storage Centre on Land South of Bridge Road North, Wrexham Industrial Estate.

- Condition 17 - Construction Traffic Management Plan

The Local Highway Authority (LHA) has previously provided comments on the applicant's submissions to discharge Conditions 16 and 17 in memorandums dated 21/02/2025, 11/04/2025, 10/06/2025, 05/08/2025, 23/09/2025, and most recently on 14/01/2026.

Following the LHA's comments dated 14/01/2026, the applicant has now submitted an updated Construction Transport Management Plan (CTMP), prepared by Arthian and dated 23/01/2026, Revision 01 (Rev E). This latest CTMP seeks to address the outstanding issues and provide sufficient information to allow for the discharge of Condition 17.

The following section provides the LHA's comments on the latest CTMP revision, specifically assessing whether the issues raised in our previous response have now been satisfactorily addressed. For ease of reference, the comments from our earlier response are reproduced in italics, followed by the LHA's updated assessment.

1. ***Swept Paths (Construction Phase)*** - *Indicate location of the lorry park on a suitable plan and provide confirmation from the landowner that the facility can be used for the duration of works. Include this detail in a revised CTMP, or confirm why the lorry park is no longer required.*

   The revised CTMP states that the previously referenced layby/lorry park has been removed. Instead, it introduces a management-based logistics protocol that prioritises origin/depot holding and delivery rescheduling. It also states that, prior to the commencement of works, the Principal Contractor will undertake a detailed review to determine whether any off-site facility is required.

   The CTMP confirms that all deliveries will be fully scheduled to avoid peak network periods, ensuring vehicles can access and leave the site without stopping or waiting on the public highway. It also states explicitly that:

   - No vehicle shall wait, park, or hold on Bridge Road North or surrounding public highways.
   - If a vehicle arrives early or is unscheduled, it will either:
     - remain at its origin or supplier depot;
     - have its delivery rescheduled; or
     - be directed to a contractor-controlled off-highway location , which would be agreed in advance.

   In terms of the contractor-controlled off-highway location, the CTMP states that before the works start, the Principal Contractor will undertake a detailed review to determine whether such a facility is required and that it will:

   - be off the public highway;
   - have landowner consent;
   - be suitable only for short-term, attended HGV holding;
   - not require permanent signage or highway alterations; and
   - be appended to the CTMP prior to first use.

   If followed, the procedures set out in the revised CTMP are considered robust and sufficient to remove the need for a lorry park, at this stage, and to prevent vehicles waiting on the public highway.

   This item is therefore considered satisfactorily addressed.

2. ***Swept Paths (Operational Phase)*** - *Submit the full revised plan (RC009 Rev A) – not just an unclear extract.*

   A clearly legible copy of Drawing RC009 Rev B for the operational phase is now included in Appendix A, along with the construction-phase swept-path drawings RC007 and RC008 Rev B. The swept-path analysis is now clear and acceptable.

This item is considered addressed.

3. ***Drawings*** *- Include clear, full-size drawings of all the drawings referred to in the CTMP in an appendices (not unclear extracts).*

   All drawings referenced in the CTMP (RC005, RC007, RC008, RC009 and RC010) are now included in full, clear, readable format in Appendix A.

   This item is considered addressed.

4. ***Signage*** *- The signage proposed and its locations should be made clear within a revised version of the CTMP.*

   Bilingual signage specifications, sign faces, advance distances and exact locations are now set out in Section 9 of the CTMP and illustrated on Drawing RC010 Rev A in Appendix A.

   Drawing RC010 Rev A shows Sign A (Caution Site traffic) and Sign B (Caution Site Access) located 100m and 40m respectively away from the centre line of the site access. The proposals are considered to be acceptable.

   This item is considered addressed.

5. ***Overspill Parking*** *- Show the location of the layby referred to, provide landowner confirmation for use during the works, and include in a revised CTMP.*

   The overspill/layby parking proposal has been removed from the CTMP. The revised document states that six car/van parking bays will be provided within the site compound and that no parking will be allowed on Bridge Road North or surrounding highways.

   This item is considered satisfactorily addressed.

6. ***Holding point*** *- Show its location on a suitable plan, provide landowner confirmation for use during works, and include in revised CTMP.*

   References to the previously proposed off-site "Holding Point" have been removed. As with Item 1, this has been replaced with the management-based logistics protocol prioritising depot holding and delivery rescheduling, with conditions for any future off-site area.

   If followed, these procedures are considered sufficiently robust.

   This item is considered satisfactorily addressed.

7. ***Page 16, para 4.3:*** *Complete the incomplete sentence and provide details of where additional parking requirements will be provided to prevent overspill on the road network.*

   The revised CTMP removes references to remote/additional parking. However, concerns raised in Item 5 remain relevant. The CTMP only confirms the presence of six bays within the compound, with no additional measures provided. It is understood that this was previously considered acceptable in comments raised by WBC.

   This item is considered satisfactorily addressed.

8. ***Visibility Splays*** *– The revised CTMP should reference visibility splays at the exit as was included within previous versions of the CTMP.*

Visibility splays of 2.4m x 120m in both directions are shown on Drawing RC005 Rev B. The drawing states that the splays fall within public verge/footpath or land controlled by the applicant. This appears to be the case and is therefore considered to be acceptable.

This item is considered addressed.

9. ***Unexpected Delivery Vehicles*** *- The revised CTMP should clearly state how and where unexpected delivery vehicles will be managed.*

The revised CTMP now includes clear management procedures for unexpected deliveries, reiterating that:

- all deliveries must be scheduled to avoid peak periods; and
- vehicles must not stop or wait on public highways.

As noted in Item 1, the proposed protocols are robust and minimise the risk of vehicles waiting on the network.

This item is considered satisfactorily addressed.

Summary and Conclusions

CTMP Revision E represents a significant improvement, addressing nearly all issues previously raised by the Local Highway Authority. The applicant has clarified:

1. swept-path assessments
2. signage proposals and locations
3. visibility splays
4. drawing quality
5. management of unexpected and early deliveries

The removal of reliance on off-site laybys, overspill parking, and holding areas is offset by strengthened management protocols that, if followed, provide a robust framework preventing construction vehicles from waiting on or obstructing the surrounding highway network.

Subject to adherence, the CTMP offers acceptable measures to manage both construction and operational traffic safely while minimising impacts on Bridge Road North and the wider network. Therefore the LPA can discharge Conditions 16 and 17.

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.