MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/DB/P/2025/0832 Res 3	**Your Ref:**	P/2024/0832
Date:	27/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: GWEITHREDIADAU PEIRIANNEG I OSOD SYSTEM DDRAENIO NEWYDD A GOSOD CYNWYSYDDION LLONGAU A GWAITH TIRLUNIO / ENGINEERING OPERATIONS TO INSTALL NEW DRAINAGE SYSTEM AND THE SITING OF SHIPPING CONTAINERS AND LANDSCAPING WORKS

LOCATION: DARLAND SCHOOL AND SPORTS CENTRE, CHESTER ROAD, ROSSETT, WREXHAM, LL12 0DL

I refer to your consultation / email dated 22/12/2025, and applicant's emails 24 Feb 26 & 20 March 2026 responding to LHA comments in respect of the above.

The applicant's latest response is as follows for ease of reference:

"The initial read suggests the breadth of feedback is outside the scope of the Planning Application.

The Planning Application is for:

> *"ENGINEERING OPERATIONS TO INSTALL NEW DRAINAGE SYSTEM AND THE SITING OF SHIPPING CONTAINERS AND LANDSCAPING WORKS"*

The area for comment from Highways on this matter would only relate to the construction activities (i.e. to ensure safe arrangements are in place) and we note the suggested Condition re CTMP. The Highways scope does not relate to operational matters (i.e. the site has been a school playing field and its use has not changed)."

Local Highway Authority- Response 3:

With respect, the LHA understand that their duty is to highlight how the implementation of the above may impact upon highway safety, and unobstructed use, and therefore consider the response 2 relevant. We would stress that the authority aren't objecting to the principle of the proposal but do need to consider operational matters that may affect matters of highway safety. It may be that a decision can be conditioned for a CTMP, but it is safer to ensure that all parties understand that the entrance is adequate at this stage.

To summarise, all the Highway Authority require to provide support for the scheme is:

1. An entrance detail that can accommodate the traffic proposed to carry out the construction, referring to the vehicles that are needed to deliver and collect containers and plant. This must be designed to prevent mud, gravel and water from discharging onto the road and include adequate turning space within to avoid delivery vehicles reversing onto the highway.
2. From memory, the applicant has confirmed the entrance will continue to be used for maintenance and emergency use. For this to operate as such, it simply needs to be designed accordingly. It is more than an occasionally used agricultural farm gate access. For example, an ambulance requires a decent surface over which to run, if it were to use this entrance.
3. During construction, the LHA would be looking at the CTMP to explain how the contractor provides safe management of the entrance with a competent banksperson capable of directing traffic, some safety signage, warnings and ensuring vehicles leaving do not allow mud onto the road, with roadsweepers available etc.

The 2nd response is left in below, Appendix A, again for ease of reference to details requested. Appendix B includes advise for the applicant on communicating with the LHA to form the access safely.

On behalf of Chief Officer, Environment & Technical

Appendix A:

Response 2:

The LHA have reviewed other related applications namely P/2024/1293 and P/2025/0767, but all information relevant to this application should be submitted referenced to this application also for the planning system records.

The applicant has confirmed that the Gamford Lane access will be used for construction and emergency access only. Can an updated plan of the Gamford Lane access be provided that shows:

1. *Swept path analysis for appropriate construction vehicles, maintenance vehicles, and emergency vehicles (ambulance?)*
2. *Gate set back as per other related applications.*
3. *Bound surfacing that avoids mud or debris getting tracked onto Gamford Lane. Suggested hard surfacing length should relate to the length of the largest vehicle.*
4. *Drainage consideration, with channel or Aco discharging into a lower soakaway or basin to one side. Reason: to avoid surface water drainage discharging onto the highway. This does relate to Highways support, nor SAB officer's separate application.*
5. *Adequate turning via a swept path for the largest proposed vehicle within the compound. Reason: All vehicles must be able to enter and leave in a forward gear both during construction and after.*
6. *Is there any lighting of the entrance access proposed? If not, can any approval restrict the use of the access outside of daylight hours by condition?*

A Construction Traffic Management Plan (CTMP) and Traffic Access Management Plan should be provided referenced to this application that specifically advises on:

a. *Measures to avoid mud or debris on the road (wheelwash, road sweepers, banksman attending)*
b. *Supervised entrance and exit of construction traffic with a competent banksman.(The applicant has confirmed this via email, but the LHA request this be included in a CTMP to be referred to in any approval.*
c. *Road signage warning of temporary site entrance.*
d. *Traffic management whilst carrying out the works coordinated with WCBC (see guidance notes below)*

Further comments:

Once the works are complete can the applicant demonstrate how they will prevent users of the pitches from accessing via this entrance, or parking on Gamford Lane. How is the entrance secured, and managed just for emergency use?

Due to the close proximity of the football pitches to Gamford Lane, the LHA request the applicant considers netting to prevent balls causing a hazard and distracting motorists. Are there accepted guidelines & distances for sports facilities available that should be applied here? In the absence of established guidelines can the applicant's designer provide a proposal for consideration?

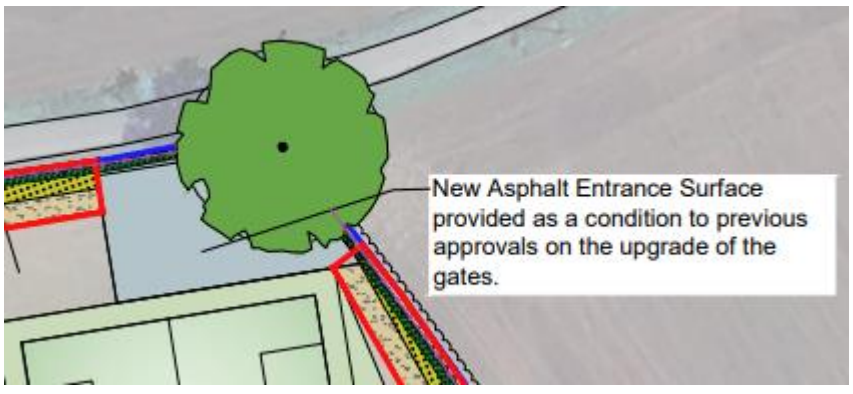
It is noted that the principle of this access is already approved via separate applications on the site, but it is just the safe management of the access that is being reviewed. Reference is made on the site plan to a new asphalt entrance. (The LHA accept the paving may need to be porous to safeguard roots to the adjacent mature tree.)

Conclusion

The LHA have no concern over the principles of the use of what is existing access, but the design needs to be provided for both construction use and permanent safe emergency access prior to the LHA being able to support the application.

1. *Agreement of an appropriate entrance detail and procedure for use of the Gamford Rd access.*
2. *Provision of a CTMP for approval, or a suitably worded condition requesting the same prior to commencement of the works.*
3. *Agreement on an appropriate safety fence to prevent balls creating a hazard on the highway (or assessment demonstrating it is of sufficiently low risk).*

Some of the above information is required for other applications also but should be submitted referenced to this application for planning records.



Suggested conditions in the absence of referring to an approved layout, construction details and a CTMP:

ZJ08 ***ACCESS SURFACE (10 metres)***

043R *Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.*

ZJ40 ***CLEANING OF WHEELS***

026R *Cleaning facilities for the wheels of vehicles prior to leaving the site and entering the public highway shall be installed prior to first use of the*

development in strict accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

All vehicles leaving the site shall use these facilities which shall thereafter be permanently retained in an effective condition.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Appendix B

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.