MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/DB/P/2025/0833 Response 5	**Your Ref:**	P/2025/0833
Date:	27/05/2026		

PROPOSAL: NEWID DEFNYDD AIL A THRYDYDD LLAWR YR ADEILAD O DDOSBARTH B1 (SWYDDFEYDD) I GREU 30 O FFLATIAU (DOSBARTH C3) GAN GYNNWYS CREU MANNAU PARCIO YCHWANEGOL, STORFA AR GYFER BINIAU, STORFA AR GYFER BEICIAU A DIHANGFEYDD / CHANGE OF USE OF SECOND AND THIRD FLOOR OF BUILDING FROM CLASS B1 (OFFICES) TO CREATE 30 NO APARTMENTS (CLASS C3) INCLUDING CREATION OF ADDITIONAL PARKING SPACES, BIN STORE, CYCLE STORAGE AND MEANS OF ESCAPE
LOCATION: ROXBURGH HOUSE, 12 HILL STREET, WREXHAM, LL11 1SN

In response to your email dated 22 May 2026, the Local Highway Authority's updated consultation response is as follows:

1) Regarding the loss of parking provision for residents, the Local Highway Authority raise no objection. This site is in a sustainable location and objection on these grounds would be inconsistent with current policy and numerous other examples locally.

2) Provision of 60 nr secure bicycle spaces is acceptable in number. The LHA request they be covered and demonstrate that they are secure/lockable as defined in LPG16. Location to be shown on a plan.

3) The applicant has shown bins stored up against a third-party structure. The applicant is required to demonstrate the consent of the building owner. (as maintenance access is restricted). Fire Risk Assessor for the building owner may also be invited to comment.

4) With respect to the quantity and size of bin provision, we have consulted with colleagues in Waste Management and note as follows: There are currently 3 WCBC waste contracts, and numerous other privately managed waste contracts. WCBC would envisage space for 12nr 1100ltr bins including general, paper, glass & plastics recycling would be required for the 30 apartments proposed. The applicant is required to submit a plan showing an

assessment has been carried out to the existing and proposed requirements and demonstrate adequate space is available by numbering or naming dedicated bin storage space.

5) **With regards to refuse collection, given the proposed use as residential, it is important that safe service vehicle and emergency vehicle access is secured for this proposal. This includes the ability for appropriately sized service vehicles to:**

    a. **Be able to pass in opposite directions at the entrance, without obstructing the highway and pedestrian flow;**
    b. **Be able to turn and reverse into the service yard, serving not only this proposed development but existing retail and commercial units with shared access. The visibility splays provided demonstrate the area that should be kept free of parked vehicles.**

    If Roxburgh House and other users enjoy a right of way across Grove Park Theatre owned land, this needs to be a safe access for service & emergency vehicles. Grove Park Theatres' intent to provide safe access at the entrance is demonstrated by the presence of double yellow lines, however, on visiting the site on a few occasions, this is not enforced. The LHA would suggest the Local Planning Authority would seek to be assured the passing point and turning heads can be kept clear on private land, with provision of a secure mechanism. Proof of any Agreement would be required.

The Local Highway Authority also has concern regarding the apparent presence of fire escapes opening into the access route along the side wall of the theatre building. Whilst this is an existing situation, and it is not on adopted highway, we would suggest that the applicant and Grove Park Theatre carry out a safety audit linked to their proposed access route passing these accesses.

Conclusion:

The Local Highway Authority's primary concern remains unchanged and ensuring the right of access for safe and adequate servicing and emergency access includes provision of passing at the entrance and turning by the gates. The refuse collection vehicles at 11.5m along with other HGV's/delivery vans should be able to access at all times. We note there are ongoing discussions and look forward to an updated response.
Setting out of bins for all parties, and secure cycle parking appear to be within the applicant's control to amend plans and resubmit.

KWEdwards

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.