MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/DB/P/2025/0833 Response 6	**Your Ref:**	P/2025/0833
Date:	27/07/2026		

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

The LHA acknowledge receipt of an email 08/06/2026 and advise as follows using the same numbers as the email.

2) The requirement for 60 parking spaces has been assessed against the provisions of LPG16. Whilst no on-site parking is proposed, the parking numbers referenced by the LHA are intended as a measure to mitigate and compensate for the absence of dedicated vehicular parking provision and contribute towards demonstrating that the development can operate in a sustainable manner.
The LHA's comments should be understood as recommendations to the Local Planning Authority (LPA), made having regard to relevant national planning policy, guidance and highway-related legislation.

3) The LHA notes the applicant's confirmation that the proposed bin store located to the rear of the theatre building falls within land under the applicant's ownership and control. The positioning of the bin store immediately adjacent to the rear elevation of the theatre building is not a highway matter but the support from this department is subject to the bin store being valid.
Notwithstanding this, the applicant was requested to submit an updated site layout plan that:

- Clearly identifies residential and commercial waste storage areas;
- Confirms ownership and management responsibility for each area;
- Demonstrates the route between the bin store and the collection point;

- Identifies any gated or controlled access arrangements; and
- Confirms that adequate manoeuvring space is available for refuse operatives.
- The applicant should also confirm that the bin storage areas will be secured against unauthorised access through an appropriate management regime, including details of any key, fob or card-controlled access systems. The submitted details should demonstrate that the storage compounds are not publicly accessible and will not result in uncontrolled pedestrian movements within the service area.

Reference the email from M1 Invest 22 July 2026: It is acknowledged that the applicant/their agent have submitted further information regarding the segregation, size and number of bins, which the LHA will appraise with the Environmental section and respond accordingly.

4) The LHA notes that its previous request regarding the ability of refuse collection vehicles and emergency service vehicles to pass one another within the shared private access drive has not been fully addressed.
In order for the LHA to be satisfied that a safe and suitable means of access can be maintained, additional evidence is required demonstrating how the shared private access can be managed to ensure that vehicular access remains available at all times.
Where pedestrian and vehicular rights of access exist over the shared drive, the applicant should demonstrate that the route is capable of accommodating refuse collection vehicles and emergency service vehicles, including fire appliances, at all times, without obstruction.
The information submitted should clearly demonstrate:

- The ability for vehicles to pass at the site entrance without obstructing the highway;
- The ability for vehicles to travel safely along the shared private access road;
- The ability for vehicles to manoeuvre and turn within the site in accordance with the submitted swept path analysis, so they can enter and leave the development in a forward gear; and
- How parking and other obstructions will be controlled on private land to maintain access at all times.

The LHA would expect any additional swept path assessment and supporting evidence to demonstrate that adequate access for servicing, waste collection and emergency response purposes can be achieved on a consistent basis.

Entrance Detailing:
The LHA considers that the proposed access arrangement would benefit from minor amendments to improve pedestrian priority and visibility at the site entrance.
A raised continuous footway, enhanced crossing treatment, or similar design solution should be considered to reinforce pedestrian priority across the vehicle crossover.
The applicant should also consider the provision of a bollard or similar pedestrian guidance feature positioned to encourage pedestrians to walk further from the building corner and closer to the centre of the footway crossing point. This would improve intervisibility between pedestrians and vehicles entering and exiting the site by reducing the potential for pedestrians to emerge from behind the building frontage with limited forward visibility.
Should planning permission be granted, the LHA would support the imposition of a suitably worded planning condition requiring the submission, approval and

implementation of detailed access drawings prior to the commencement of development.

Conclusion

The absence of dedicated resident parking provision is consistent with other city-centre residential developments where suitable sustainable transport alternatives can be demonstrated. The site's proximity to the bus station, local services and the provision of cycle parking weighs positively in this assessment.

However, the following concerns or requirement for further information remain:

- Submission of details demonstrating security of the bin stores on an updated plan. The LHA will appraise the information emailed 22/07/2026 including sizes and capacities of the proposed.

- **Robust evidence demonstrating that safe and unobstructed access can be maintained for refuse collection vehicles, emergency service vehicles, servicing vehicles and deliveries via the shared private access route.**

- Submission of details for minor improvements at the site entrance to reinforce pedestrian priority and reduce the potential for conflict between pedestrians and vehicles. This could be managed by a suitably worded prior to commencement condition.

Subject to the above matters being satisfactorily addressed, the LHA would be in a position to review its recommendation further and provide updated advice to the Local Planning Authority.

Suggested Condition as an Option:

ZJ38 026R	**PAVEMENT CROSSING** Prior to first use of the development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

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.