MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2025/0948	**Your Ref:**	P/2025/0948
Date:	31/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMRYWIO AMODAU 2, 3, 4, 6, 7, 8, 9, 11, 13, 14, 15, 18 A 22 CANIATÂD CYNLLUNIO P/2023/0095 I DIWYGIO CYNLLUNIAU CYMERADWY – AMNEWID MATHAU TAI A DIWYGIO GEIRIAD AMOD / VARIATION OF CONDITIONS 2, 3, 4, 6, 7, 8, 9, 11, 13, 14, 15, 18 AND 22 OF PLANNING PERMISSION P/2023/0095 TO AMEND APPROVED PLANS – SUBSITUTION OF HOUSE TYPES AND AMEND WORDING OF CONDITION

LOCATION: MORETON INN, RUABON ROAD, RUABON, WREXHAM, LL14 6PU

I refer to your consultation / emails dated 15/07/2026 and 18/12/2025 in respect of the above.

From a highways perspective the amended site plan reflects the previously submitted layout and raises no highway concern.

Condition 18 -

Relates to a deterrent to unauthorised parking in the turning head. A scheme of road marking hatching and signage should be submitted for approval and incorporated in the works on completion of the wearing course to safeguard access for refuse collection and emergency services.
This should be provided for approval and implemented prior to final occupation.

Condition 22

Refers to the Construction Traffic Management Plan. The CEMP submitted has been reviewed and the Local Highway Authority comment as follows:-

1) Contact details including emergency contacts are included
2) Plan showing parking, welfare storage and wheel wash is included
3) The hours of operation on site are defined in condition 21 and are referred to in the CEMP
4) The planning condition refers to Stonebrow Road should the contractor refer to avoiding parking in Moreton Avenue and Brandy Broo?

The Local Highway Authority have no further comments to make regarding condition 22.

All other conditions referred to do not relate to highway matters.

The highway construction details appear satisfactory subject to a minor comment on the crossovers that should have a straight gradient from kerb to edging.

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.