MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/DB/P/2026/0313	**Your Ref:**	P/2026/0313
Date:	19/08/26		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH B2 (DIWYDIANNOL CYFFREDINOL) I DDOSBARTH DEFNYDD CYMYSG B2/B8 (WARWS A CHYNHYRCHU) / CHANGE OF USE OF BUILDING FROM CLASS B2 (GENERAL INDUSTRIAL) TO MIXED USE CLASS B2/B8 (WAREHOUSE AND PRODUCTION)
LOCATION: ARDAGH METAL BEVERAGE, BRIDGE ROAD NORTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9PS

I refer to your consultation / email dated 03/06/2026 in respect of the above.

To enable the LHA to fully appraise this application, the applicant is required to confirm:

- Total proposed area assigned for each use, B2 and B8
- Proposed staffing levels, and if shiftwork is proposed, are there adequate spaces to accommodate the overlap parking.
- Number of vehicle parking spaces available for operatives, staff and visitors.
- Likely trip generation for HGV's
- Provision of cycle spaces and any proposals to encourage staff to use sustainable methods to get to work and back.

Upon receipt of the above, the Local Highway Authority (LHA) will be in a position to fully appraise the proposal regarding compliance with the relevant highway standards.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.