MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/DB/P/2026/0483 Response 2	**Your Ref:**	P/2026/0483
Date:	7 Sep 2026		

PROPOSAL: RHYDDHAU AMOD 5 (CYFLEUSTERAU SBWRIEL/AILGYLCHU) A 6 (CYNLLUN RHEOLI TRAFFIG ADEILADU) CANIATÂD CYNLLUNIO P/2026/0301 / DISCHARGE OF CONDITIONS 5 (REFUSE/RECYCLING FACILITIES) AND 6 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) OF PLANNING PERMISSION P/2026/0301

LOCATION: 55 CHESTER STREET, WREXHAM, LL13 8BA

The LHA acknowledge receipt of the amended CTMP with plan

The CTMP makes the commitments required to keep the highway clear, and acknowledges that the deliveries will, wherever possible be from the rear car parking/service area. It confirms the alleyway will be kept clear, and that if a skip or similar is required, they will contact the LHA for a permit.

The proposed plan shows vehicle parking to the front of the building, which as a pedestrianized street is not acceptable, unless a permit is arranged directly with highwayroadworks, but it is a last resort for short term parking and subject to charges. This should be removed. The plan lacks clarity and is confusing as it suggests there are 2 alleyways. Unless this can be presented as an accurate clear plan, it should be rescinded and the LHA are comfortable with the commitments made in the CTMP.

Supplementary Notes

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

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.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical