MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1464 Res(2)	**Your Ref:**	P/2024/1464
Date:	22/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I GADW CERBYDAU (SUI GENERIS) / CHANGE OF USE OF LAND FOR VEHICLE STORAGE (SUI GENERIS)

LOCATION: THE BRIDGEWAY CENTRE, BRIDGE ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9QS

I refer to your consultation / email dated 10/03/2025 including Highways Note (Dated: 03/03/2025) in respect of the above.

General

The proposed development site is located on the south western side of The Bridgeway Centre based on Wrexham Industrial Estate. Although very limited information has been provided with this application, the applicant has submitted the following details:-

This is a retrospective application on behalf of FI Real Estate Management (FIREM) for change of use of land at the Bridgeway Centre for temporary use as vehicle storage (sui generis) for up to 2-years. The retrospective part to the application relates to storage of vehicles in support of Days Rental, a vehicle rental company with a base in Wrexham Industrial Estate, and the non-retrospective part to proposed storage of vehicles in support of the adjacent operator, Hydro Aluminium. To clarify on Days Rentals, it is not operating the space as rental depot and it is only used for storage of vehicles between rentals.

In terms of **Days Rentals**, the land at the Bridgeway Centre is solely a storage compound for vehicles and has / will have no public access.

In terms of **Hydro**, they have approached FIREM as its existing site has limited yard space which is operating over capacity and affecting the efficiency of its operations. It plans to rent the space at Bridgeway Centre for HGV parking (it may be a mix of cabs and trailers) to improve its operation on the main site. It also proposes to use a portable weigh machine on the site but we are informed this is not permanent fixture.

The area for Days Rental has previously been in use for storage of vehicles even when the former units were operating in the vicinity of the Hydro Aluminium area. The former units at Bridgeway Centre had been in use for a variety of commercial / industrial uses that cover Use Classes B1, B2 and B8. Potentially it might have been the case the Days Rental area was in a sui generis use for vehicle storage but as stated above we have insufficient evidence to confirm this. 3 The Local Development Plan (LDP), 2023, allocates the land as part the industrial estate with no constraints applied to the site. Policy SP9 provides general support and primary focus for employment uses in the estate across the range of Class B1, B2 and B8 uses, but this does not preclude other uses appropriate to the location. The storage of vehicles is clearly an activity and land use that is appropriate in the locale and is often an ancillary use within larger-scale plots.

Access

The proposed development site is accessed off Bridge Road which is a classified road subject to a 30mph speed limit.

Any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility from the existing access onto Bridge Road is adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The existing / proposed access onto Bridge Road is 7.3m wide with 2m wide footways both sides for the first 35m into the site. The existing access road is only adopted up to the back of footway across the access. The access is paved with hard bound materials. The access serves a significant number of existing small industrial units and previously served additional units that have since been demolished.

The internal estate road (unadopted) leading to the application site reduces in width and lacks footways. Given its limited width internally, it would be difficult for any large HGVs to access out of the main access simultaneously with other vehicles.

It was not previously clear if any larger HGVs relating to the application are intending to use the main access. The submitted Highways Note includes the following information:-

Hydro Aluminium typically have around 17 HGV deliveries to their site on each day during the week (mon-fri) with around 10 HGVs departing the site carrying manufactured goods. No further HGV movements are anticipated following the implementation of the additional storage area, with the application purely to free up space internally within their existing site.

It is understood that Hydro Aluminium have confirmed there is no intention for HGVs associated with the operation of the business to access the site or exit the site via the Bridgewater Centre access onto Bridge Road. Given the sub-standard layout of the internal access road into the development site via the Bridgewater access, it would not currently be possible for HGVs to pass simultaneously along the whole section of the internal road. **If the application is supported, then the LHA recommend that no vehicles associated with the site (including HGVs) are permitted to enter / access the Hydro Aluminium storage / parking site via the Bridgewater access and the internal access is removed. It would be considered acceptable for the same delivery vehicles to utilise the 2 no. existing Hydro Aluminium accesses further along Bridge Road. This should be stated in a Service Delivery Management Plan (SDMP) and included as a condition.**

The submitted Highway Note includes a plan – Improvements to Internal Road (Drg. No.P20030-102) which appears to offer improvements to carriageway widths and kerb radii. Although such improvements would be beneficial, they do not indicate how 2 no. HGVs would pass simultaneously along the whole length of the internal road. It is noted that improvements to this access / road were proposed as part of previous planning application P/2022/0065. **However, the LHA request clarification on what improvements are proposed as part of this application and how 2 HGVs**

will be able to pass simultaneously along the whole length of the internal access road. Any revised swept paths details will also need to show HGVS entering and exiting off / into Bridge Road in both directions.

There would appear to be 2 no. internal access points leading into the fenced off areas proposed for Hydro vehicle storage and one for that proposed for Days Rental vehicle storage.

Days Rental – Storage Area
This site would appear to provide access only through the existing main access onto Bridge Road (Bridgewater Access).

Hydro Aluminium – Storage Area
If the application is supported, then the LHA recommend that no vehicles associated with the site (including HGVs) are permitted to enter / access the Hydro Aluminium storage / parking site via the Bridgewater access and the internal access is removed. It would be considered acceptable for the same delivery vehicles to utilise the 2 no. existing Hydro Aluminium accesees further along Bridge Road. This should be stated in a Service Delivery Management Plan (SDMP) and included as a condition.

Parking and Turning Provision

The applicant has indicated the following:-

Days Rental Storage Area

The submitted Highways note indicates that around 150 vehicles / cars could be accommodated in the Days Rental storage area. However, a plan showing marked out parking spaces along with adequate turning has not been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

Days Rental will be around 5 movements per day as a working average. Because this is a storage area rather than the rental site, the more popular vehicles may not return to the storage area between rentals, whereas the lesser are more likely to. Again, not a precise science, but pretty limited movements.

Hydro Aluminium HGV Parking / Storage Area

The submitted Highways note indicates a plan showing the additional storage area for Hydro Aluminium. However, a plan showing marked out parking spaces for HGVs along with adequate turning has not been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

Traffic Generation

The applicant has indicated the following:-

Hydro Aluminium are not using the storage area yet so there is no data at all for this. But because they've approached FIREM on the basis of providing more yard space it is likely to lead to no net increase in vehicles / movements to/from the premises but perhaps we can say one or two intra-movements per day once in use.

Hydro Aluminium typically have around 17 HGV deliveries to their site on each day during the week (mon-fri) with around 10 HGVs departing the site carrying manufactured goods. No further HGV movements are anticipated following the implementation of the additional storage area, with the application purely to free up space internally within their existing site.

It is understood that Hydro Aluminium have confirmed there is no intention for HGVs associated with the operation of the business to access the site or exit the site via the Bridgewater Centre access onto Bridge Road. Given the sub-standard layout of the internal access road into the development site via the Bridgewater access, it would not currently be possible for HGVs to pass simultaneously along the whole section of the internal road. **If the application is supported, then the LHA recommend that no vehicles associated with the site (including HGVs) are permitted to enter / access the Hydro Aluminium storage / parking site via the Bridgewater access and the internal access is removed. It would be considered acceptable for the same delivery vehicles to utilise the 2 no. existing Hydro Aluminium accesees further along Bridge Road. This should be stated in a Service Delivery Management Plan (SDMP) and included as a condition.**

Days Rental will be around 5 movements per day as a working average. Because this is a storage area rather than the rental site, the more popular vehicles may not return to the storage area between rentals, whereas the lesser are more likely to. Again, not a precise science, but pretty limited movements. **The LHA would not raise any concerns in terms of proposed level of vehicle movements indicated above for the Days Rental Storage Area.**

Construction Traffic Management Plan (CTMP)

Given the limited information provided with this application, it is unclear if the application will require the submission of a CTMP. **The LHA request that the applicant clarifies what construction activities will be taking place at the site (including duration) that could potentially impact on the adjoining highway and require the submission of a Construction Traffic Management Plan.**

The submitted Highways Note indicates that all pre-existing units have already been demolished and construction activity cleared. The only proposed construction related activities relate to minor internal highway improvements. **The LHA recommend that the applicant liaises with our Traffic section to establish whether a CTMP along with any Chapter 8 signing & guarding will be required.**

Conclusion

In conclusion, the LHA request further details as follows:-

- It is understood that Hydro Aluminium have confirmed there is no intention for HGVs associated with the operation of the business to access the site or exit the site via the Bridgewater Centre access onto Bridge Road. Given the sub-standard layout of the internal access road into the development site via the Bridgewater access, it would not currently be possible for HGVs to pass simultaneously along the whole section of the internal road. **If the application is supported, then the LHA recommend that no vehicles associated with the site (including HGVs) are permitted to enter / access the Hydro Aluminium storage / parking site via the Bridgewater access and the internal access is removed (need to indicate this detail on a revised plan). It would be considered acceptable for the same delivery vehicles to utilise the 2 no. existing Hydro Aluminium accesses further along Bridge Road. This should be stated in a Service Delivery Management Plan (SDMP) and included as a condition.**

- **However, the LHA request clarification on what improvements are proposed as part of this application and how 2 HGVs will be able to pass simultaneously along the whole length of the internal access road. Any revised swept paths details will also need to show HGVS entering and exiting off / into Bridge Road in both directions.**

- Days Rental Storage Area

  The submitted Highways note indicates that around 150 vehicles / cars could be accommodated in the Days Rental storage area. However, a plan showing marked out parking spaces along with adequate turning has not been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

- Hydro Aluminium HGV Parking / Storage Area

  The submitted Highways note indicates a plan showing the additional storage area for Hydro Aluminium. However, a plan showing marked out parking spaces for HGVs along with adequate turning has not been provided. **The LHA recommend that this detail is provided and indicated on a revised suitably scaled layout plan.**

- Construction Traffic Management Plan

  Given the limited information provided with this application, it is unclear if the application will require the submission of a CTMP. **The LHA request that the applicant clarifies what construction activities will be taking place at the site (including duration) that could potentially impact on the adjoining highway and require the submission of a Construction Traffic Management Plan.**

  The submitted Highways Note indicates that all pre-existing units have already been demolished and construction activity cleared. The only proposed construction related activities relate to minor internal highway improvements. **The LHA recommend that the applicant liaises with our Traffic section to establish whether a CTMP along with any Chapter 8 signing & guarding will be required.**

P. Palmer

On behalf of Chief Officer, Environment & Technical

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 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.