MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/MZ/P/2025/0110	**Your Ref:**	P/2025/0110
Date:	23/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI CYFLEUSTER DIWYDIANNOL (DOSBARTH B2) / ERECTION OF INDUSTRIAL FACILITY (CLASS B2)

LOCATION: NET WORLD SPORTS, BRYN LANE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UT

We refer to your consultation / email dated 31/03/2025 in respect of the above.

It is the LHA's understanding that the proposals are for the erection of a B2 Industrial facility on the existing site of the Net World Sports site on Bryn Lane. It is noted that the proposals are retrospective and that the previous use of the land was as open hardstanding used as yard space and temporary open storage ancillary to the use of the wider site by Net World Sports.

The proposed industrial unit is stated to be B2 use and will house machinery and would facilitate the fabrication of sports equipment. The machinery will allow the applicant to produce the materials that support their operations increasing business resilience and reducing reliance on third parties and the importing of pre-fabricated goods. It is detailed as a plastic process unit which will create plastic products to fit onto sports equipment.

The submitted information states that there are no proposed amendments to pedestrian and vehicular access to the site, that there are no new roads, no new Public Rights Of Way and no additional vehicle parking.

Waste Management

No details are provided in relation to the waste storage for the building, however, it is considered reasonable that this will be amalgamated within the existing waste management arrangements at the site.

Trip Generation

No details have been provided in relation to trip generation in relation to the use, clarification is required to ensure that an assessment is made as to the impact of the proposals on the local highway network.

Servicing

No details of servicing have been provided in relation to the proposals, clarification is required to ensure there are acceptable arrangements in place and that large vehicles have space to manoeuvre within the yard area to enable vehicles to exit in forward gear.

Car and Cycle Parking

The submitted application details a proposed B2 floorspace of 990 sqm. The WCBC standards set out in LPGN16 state that 20 car parking spaces should be provided for the proposed floorspace. The submission states that no car parking is proposed as part of the development. On this basis the LHA requests clarification over the current level of usage of the existing car park for Net World Sports and the safe pedestrian access routes to the car park is required to be demonstrated.

The provision of two cycle parking spaces are required to comply with the standards set out in LPGN16. No details have been provided and therefore clarification is required in regards to the existing provision at the site and current levels of usage. LGPN16 states that long stay secure covered cycle parking provision should be provided. Showers, lockers and a drying room would also be beneficial to ensure staff to cycle to work.

Outstanding issues at the site

The LHA is concerned that there are outstanding issues in regards to the existing access arrangements to the site. The S278/S38 was never completed on the previous scheme. Concerns remain with the arrangements delivered at the site. These have not been delivered to WCBC adoptable construction standards and there are lining / markings on the public highway that do not comply with The Traffic Signs Regulations And General Directions. The LHA has re-reviewed the submitted information and reflected on the installation on site and it is clear that there is further work to be done to resolve the outstanding issues. Issues noted with the current works include:

- The Kerbline is falling away, solid highway construction to WCBC highway adoption standards is required behind the kerbline in the service margin to ensure the construction is robust
- The straight on and left turn lane markings are not appropriate for a site access and should be removed
- The existing crash barrier infront of the substations appears substandard
- Issues with the hatched markings north of the site access junction on Bryn Lane, there is a taper missing after the ghost island.
- There are issues with the lining at the site access, the double white line needs to be cut back to allow vehicles to turn right out of the site access without contravening the highway code
- The hatched markings to the north of the centre turning pocket for the site access junction need amending, a review of page 56 of Sign Manual Chapter 5 should be undertaken for guidance
- There is a solid white line at the site access which vehicles turning right into the site are passing which needs to be changed to a diagram 1004 lining arrangement
- The lining on the west side of the hatched markings located to the south of the site access junction is incorrect and should be replaced with a diagram 1004 lining arrangement. As per diagram 5-8 in Sign Manual Chapter 5 (page 56)
- Planting to the north of the dropped kerb and tactile paving is required to be cut back or removed as it obscures visibility of pedestrians wishing to cross on the pedestrian refuge island
- There is a lack of radius on the southern kerb line to tie into the existing / original kerbline, at present there is an abrupt alignment change when the taper ends
- WCBC's Street Lighting Engineer requests information on any street lighting installed for review
- The site does not benefit from SAB approval, therefore the WCBC requires additional information in regards to the arrangements installed to review

- The location of gullies and the camber of the highway appear incompatible and are not draining efficiently
- There is an unapproved access which has been installed on Ridley Wood Road

The LHA requests that the applicant engages to resolve and address these issues and either enters into a Section 278/38 agreement with WCBC or enters into a deed of dedication.

Conclusion

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective, therefore the LHA requests that further information relating to:

- Waste Management
- Trip Generation
- Details of existing car and cycle parking at the site and levels of accumulation / useage.
- Details of servicing arrangements for the proposed unit
- Pedestrian links to the building from the wider site, cycle parking and car parking proposed.
- Clarification and a resolution of the outstanding issues at the site access.



On behalf of Chief Officer, Environment & Technical