

# MEMORANDUM

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|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Sharon Holman                    |
| <b>Our Ref:</b> | ET/DC/DB/P/2024/0123 Reconsult 2       | <b>Your Ref:</b> | P/2027/0123                      |
| <b>Date:</b>    | 12/03/2025                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

**NEWID DEFNYDD ADEILAD AMAETHYDDOL I DDOSBARTH B2 (DIWYDIANNOL CYFFREDINOL) / CHANGE OF USE OF AGRICULTURAL BUILDING TO CLASS B2 (GENERAL INDUSTRIAL)**

**PEN Y PALMANT FARM OLD ROAD MINERA WREXHAM**

**Grid Ref: E 327352.8 N 352233.4**

The Local Highway Authority (LHA) acknowledge receipt of updated proposals via email 26<sup>th</sup> Feb 2025. The additional information includes an updated site plan, entrance plan and response to Reconsult 1 dated 29<sup>th</sup> Nov 2025

The LHA's updated response is as follows:

1. The change in use classification to B1 is noted and accepted as an improvement for this site significantly reducing the probability and potential frequency of articulated HGV use.
2. The separation of the existing agricultural access on Penypalmant Rd from this industrial use has been confirmed with provision of a fence added to the drawing. Can the agreement of this fence be agreed prior to first occupation?
3. By relocating the mobility spaces access for turning for HGV's is improved, reducing the risk of reversing HGV's. We envisage that the HGV's will typically be business deliveries and collections, refuse collection and emergency services. We have assumed that the applicant will be arranging private refuse collection, therefore this falls outside the interests of the LHA/Environmental review.
4. Pedestrian access from the site entrance and from parking areas has now been provided and corrected. It's not uncommon for pedestrian access from the car parking not to be separately demarked for what is a relatively small scale B1 site. The access from the entrance has been included. Can the PIR lighting referred to on the site plan extend to cover pedestrians crossing the site access. Can details of the lighting and provision of the crossing be subject to a suitably worded condition prior to first occupation? Any lighting should not dazzle drivers of vehicles on the highway. We would suggest the footpath surface considers mobility needs, and be hard surfaced, however accept that this falls outside the LHA remit and is therefore an observation/recommendation.
5. We acknowledge the site entrance is existing and that there was considerable previous traffic flow through this. By separating the agricultural use from the industrial use, this reduces agricultural through traffic from using this entrance as a shortcut. Any future use of the adjacent factory building will probably be subject to separate application, and we accept there was previous recent high usage that can't be measured now.

6. Visibility splays are assured via confirmation that landscaping either side of the drawing will be maintained below 1m high. The 2.4m x 43m splays in both directions have been shown on the drawing and are accepted.
7. 10% mobility spaces & cycle storage spaces have been added to the drawing. Can the applicant confirm the cycle stores will be lockable and in accordance with LPG16 by email?

## Conclusion

The additional information provided allows the LHA to support the proposal subject to suitably worded conditions requesting:

1. Details of the separating fence between the agricultural access and B1 industrial use.
2. Lighting and pedestrian crossing details at the site entrance.



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](mailto: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 asked 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 from 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.*