MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0430	**Your Ref:**	P/2025/0430
Date:	21/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: UNED GYFLOGAETH ARFAETHEDIG A MYNEDIAD NEWYDD I GERBYDAU, PARCIO AR GYFER CEIR A CHERBYDAU NWYDDAU TRWM, ARDAL WASANAETHU A STORIO, TIRLUNIO A GWAITH DATBLYGU ATEGOL / PROPOSED EMPLOYMENT UNIT AND NEW VEHICULAR ACCESS, CAR AND HGV PARKING, SERVICING AND STORAGE AREA,LANDSCAPING AND ANCILLARY DEVELOPMENT

LOCATION: LAND AT, OAK ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9RG

I refer to your consultation / email dated 03/06/2025 in respect of the above.

General

The proposed development site comprises the construction of a Class B2 / B8 Industrial Unit with a gross floor area of 7339m^2 . Access into the site is proposed via an inbound two-lane access towards the eastern edge of the site frontage with Oak Road and an outbound two-lane egress to the west of Abbey Road South. It is understood that the separate entry & exit approach has been agreed with HIAB and suits their operational requirements by improving circulation through the site.

Access

The proposed development site is located on Oak Road which is an unclassified road subject to a 40mph.

Any proposed / existing accesses in this location would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18 / DMRB Standards.

There is an existing 3.6m wide access currently serving the site which currently has inadequate visibility ie/ approximately 2.4 x 35m to the west and 50m to the east measured to the nearside edge. Visibility is impeded by the existing vegetation along the site frontage. This access will need to be closed up if the application is supported.

It is understood a speed survey / ATC survey was carried out over a 7 day period from Tuesday 20/02/24 to Monday 26/02/24 along this section of Oak Road. This determined 85th percentile

speeds of 40.0mph for vehicles travelling eastbound and 39.7mph for vehicles travelling westbound confirming that the both 85th percentile speeds are in line with the prevailing speed limit. No raw survey details appear to have been submitted with the application. **The LHA recommend that this detail is provided (both speed survey data and traffic counts, including classification of vehicles in order that the % of HGVs can be ascertained). Once this data is available, the LHA will be able to ascertain any additional needs there may be to ensure crossings and transitions to/from the proposed shared use path to allow for coherence of a route.**

Submitted layout plan (Drg.No. P24012-001 Rev P10) indicates visibility splays of 4.5 m x 120m from the proposed westerly access which is considered acceptable. The applicant will be required to maintain any land over which these splays cross in perpetuity.

Adequate forward visibility will be required for vehicles approaching from the east to vehicles turning into the proposed access providing a stopping sight distance of 120m. This detail has not been indicated on the submitted layout plan. **The LHA recommend that this detail is indicated on a suitably scaled layout plan.**

Proposed Site Plan Drg.No. P24012-001 Rev P10

Access

Two new access points will be provided from Oak Road however the eastern access will be reserved for inbound movements only, while all outbound movements will be concentrated to the western exit. It is understood that the separate in and out arrangement has been agreed with HIAB and suits their operational requirements by improving circulation through the site. Security gates are to be provided at both the access and egress. **It is required that these gates be set back from the highway sufficiently that a waiting articulated vehicle will not obstruct or impeded highway operation**.

Eastern Access

The inbound eastern access will be located approximately 50m east of the Abbey Road S junction. The eastern access will consist of an 8.5m wide carriageway including two inbound lanes, 15.0m radii and 2m footways, with the western footway extending into the site and through the car park. **The LHA will require the applicant to provide a 3m wide shared use footway and cycle way along the length of the proposed new footway so that in future the length of Oak Road could be provided with off-carriageway walking and cycling infrastructure. There should be compliant transition from the carriageway to the shared-use path for those travelling from the east. The LHA recommend this detail is indicated on a revised layout plan.**

The proposed gates are only setback a distance of approximately 15m behind the adjoining highway which is unacceptable. Any gates would need to be setback a minimum of 20m behind the adjoining highway. It is not clear whether these gates will be left open during operational hours. **The LHA recommend that the applicant submits further details on how such a gated access arrangement would be operated so as to avoid any backing up of vehicles onto the adjoining highway.**

A suitable dropped kerb / tactile crossing point for the proposed cycleway / footway will be required to cross the new access at a suitable location (not shown) ie/ towards the narrowest section of the access. The width of crossing must be at least as wide as the path either side, 3m in this case. **The LHA recommend this detail is indicated on a revised layout plan.** This crossing will form the new limit of highway adoption. The applicant will need to enter into a s.38 / 278 agreement with the Council to construct the proposed access.

Appropriate signage will be required at the access eg/ In only / No entry (Any signage shall be Bilingual ie/ Welsh / English) located in private land. Any signage details will need to be agreed with our Traffic Section

Western Access

The western outbound exit will be positioned circa 50m to the west of Abbey Road S and circa 100m to the east of Dunster Road. The western egress will consist of an 8.5m wide carriageway including two outbound lanes, 15.0m radii and 3m shared footway / cycleways which provide a crossing over the egress.

Drawing P24012-001D in Appendix C indicates 4.5m x 120m visibility splays in accordance with TAN 18 for a 40mph are deliverable within the adopted highway from the western exit. The existing vegetation along the site frontage which falls within the visibility splays will be cutback/ removed to ensure a suitable level of visibility can be achieved.

A suitable dropped kerb / tactile crossing point for the proposed cycleway / footway will be required to cross the new access at a suitable location (not shown) ie/ towards the narrowest section of the access. The width of crossing to be at least as wide as the path either side. On shared use paths, 3m min. There should be compliant transition from the shared-use path to the carriageway for those travelling to the west. **The LHA recommend this detail is indicated on a revised layout plan.** This crossing will form the new limit of highway adoption. The applicant will need to enter into a s.38 / 278 agreement with the Council to construct the proposed access.

Appropriate signage will be required at the access eg/ No entry/ Exit only (Any signage shall be Bilingual ie/ Welsh / English) located in private land. Any signage details will need to be agreed with our Traffic Section.

Proposed Access off Oak Road to West of Westerly Access

There appears to be a new access proposed onto Oak Road located a short distance west of the westerly access. However, it is not clear what purpose this access serves and what size/ frequency of vehicles will be using this access. **The LHA request clarification on this detail.** The LHA would not support an additional access in this location which is likely to conflict with vehicles accessing the proposed main access.

Transport Statement (ref: P24012/TS) – Dated May 2025

General

The proposed development site comprises the construction of a Class B2 / B8 Industrial Unit with a gross floor area of 7339m^2 . The submitted TS (para 6.1.12) refers to the document “Guidance on Transport Statements (GTA). Even though this document was produced in 2007 and has been withdrawn, it does refer to a table detailing thresholds based on size or scale of land use.

This indicates that Class B2 Use requires a Transport Assessment where the gross floor area exceeds 4000m^2 or Class B8 Use exceeds 5000m^2. TAN 18 also indicates that an industrial development would require a TA where the gross floor area exceeds 5,000m^2.

It is the LHA’s understanding that previously submitted information indicated a proposed B2 / B8 Unit that would comprise approximately 80% B2 manufacturing floorspace and 20% B8 warehouse floorspace and some ancillary office space.

On this basis, the proposed development would require the submission of a Transport Assessment This was previously requested in previous correspondence / letter ref: PE/2024/015 – Dated 29/08/2024. **The LHA recommend that a detailed Transport Assessment is provided with this application.**

Collision Records

Throughout the 5yr study period (2019 – 2023) only one collision occurred along Oak Road with this collision resulting in slight injuries. The TS concludes that there are no deficiencies in the highway network that would be exacerbated by the proposed development.

Proposed Pedestrian / Cycle Access

The submitted Transport Statement indicates the following:-

The existing footway along the site frontage will be widened to a 3m combined footway/cycleway, with a pedestrian/ cycle connection into the site provided between the two vehicular access points. The proposed cycleway will meander through landscaping and the proposed car park, providing access to the proposed cycle store and main entrance. It is noted that the proposed 3m wide cycleway / footway does not extend into and across the easterly access to the end of the site frontage. **The LHA recommend that any proposed cycleway / footway is provided across the whole site frontage and indicated on a revised layout plan.**

A crossing point will need to be provided across Oak Road to reach the nearby bus stops on Oak Road and Abbey Road South. The crossing facility to be provided will depend on the traffic data and should align with the most recent Active Travel Act Guidance (2021 at the time of writing). This will need to be reviewed in the required Transport Assessment. **The LHA recommend that this detail is indicated on a revised layout plan.**

No specific details of the proposed cycle stands, secure storage, shelters appear to have been provided. **The LHA recommend that this detail is indicated on a suitably scaled plan (including annotated dimensions). LPGN 16 (Class B2 Use) requires 1 cycle space per 500m² gross floor space equating to a minimum of 15 spaces.**

The Transport Statement references an outdated Wrexham cycle map. The LHA stipulate that the Active Travel Network Map (ATNM) for Wrexham should be used instead and reviewed in the required Transport Assessment. The ATNM shows that the southern section of the route along Bryn Lane is not currently suitable though a future route for walking and cycling is proposed, along with the full length of Oak Road.

Swept Path Details

The submitted TS indicates the following:-

"*To demonstrate that the above mentioned access/egress will be safe to serve the site for HIAB's intended purposes, a swept path analysis using the industry approved AutoTrack software package has been undertaken. Whilst it is anticipated smaller articulated HGVs and rigid trucks are likely to be the largest vehicles that will regularly require access to the site, the site access and egress has been assessed with a 16.5m articulated HGV to represent a worst case. Drawing P24012-002A contained in Appendix C demonstrates that this vehicle can safely access and egress the site in forward gear using the proposed in/out access arrangement".*

Swept path details of a large car and 16.5m HGVs have been demonstrated as capable of safely accessing the site through the 2 access points. **However, if various sized rigid HGVs are intended to be used then such vehicles need to be specified with their associated swept path details being provided. The LHA also recommend that additional swept path details of all HGVs (articulated and rigid of various lengths) intended to be accommodated at the site are provided indicating how they will park in their intended spaces and reverse out of them to exit the site.**

The LHA recommend the applicant clarifies why the proposed HGV spaces are only 12m long when 16.5m articulated vehicles may visit the site and require parking.

Parking & Turning Provision

The proposed parking provision at the site is as follows:-

Category	**Number of Spaces Provided**	**LPGN 16 Max Requirements (Total 7339m^2 GFA)**
Car spaces	67	
Mobility Spaces	5	
EV Charging Spaces	10	
Total Spaces	**82**	**147 Max***
Lorry Spaces	70	--

*Assuming 100% Class B2 Use

Assuming the proposed use to be entirely Class B2 Use (1 space per 50m^2 gfa), would equate to the maximum requirement of 147 spaces. However, it is not clear as to precisely what proportion of Class B8 Use is intended. **The LHA recommend the applicant provides this detail.**

The LHA understand that 140 staff will be employed at the site.

There would appear to be a significant shortfall in parking provision at the site compared with maximum LPGN 16 requirements. This may well be exacerbated by the provision of 10 no. EV charging spaces should these be for exclusive use by those owning electric cars. It may be considered possible to manage the use of these spaces to maximize parking at the site by a suitable condition eg/ Car Parking Management Plan. **If the application is supported, the LHA would recommend a condition is included requiring a suitable car parking management plan.**

No details appear to have been submitted in respect of staff working patterns ie/ do staff work shifts. **Details of the maximum number of cars anticipated on site at any one time requiring parking should be provided (including staff and visitors). The LHA recommend the above information is provided.**

The submitted TS indicates the following:-

Should it be deemed necessary to provide additional parking in the future for a different end user, two areas have been identified which can be converted to parking if required: one via the extension of the northern car park aisle; and another via the extension of the eastern aisle down the eastern side of the proposed building, resulting in a slight reduction of trailer parking bays. The combined areas identified are large enough to accommodate an additional 66 spaces, resulting in a total of 148 car parking spaces, with this level of parking aligning with WCBC's 'Local Planning Guidance Note No.16' maximum parking standards for a 100% B2 unit. This has been indicated on submitted plan (Drg. No. P.02-00-003 Rev P1).

Any future change to the parking provision of a consented site would require a separate planning application. It cannot therefore be assumed that further parking capacity could be delivered. Therefore any parking provision necessary for this site, whether for current or future users should be provided as part of this application.

In order to determine whether the proposed level of parking provision is acceptable, the LHA request an appropriate parking survey is carried out which is relevant to the proposed development site.

The LHA recommend that covered Sheffield stands are positioned as close as possible to the building entrance. There may be a need to consider separate locations for staff and visitors if entrances are different for these two user groups. Stands must allow at least 1m between stands, however 10% of the stands should be accessible for people using adapted and cargo cycles and allow 1.5m spacing (specifically adapted stands should be clearly marked to prioritise users of adapted cycles who may not be able to use the standard layout). Cycle storage should be in an area which is well-lit when natural light is poor or after dark, as well as being overlooked to ensure natural surveillance. CCTV should also be considered to provide cycle users with maximum feelings of security. **The LHA request a suitably scaled, detailed plan of the cycle parking for the site is submitted.**

If the application is supported, it may be considered appropriate that any consent is personal ie/ specific to the applicant only. Another option may be to include a statement in a Travel Plan / condition that requires a parking survey to be carried out after a given time period to ascertain whether additional parking is required at the site with a requirement to provide further parking.

Vehicular Trip Generation

The submitted TS includes TRICs data that has been used to forecast the likely number of vehicular trips (HGVs included) that the development will generate. Whilst the unit will be predominantly manufacturing led (B2) with some warehouse space (B8), average trip rates have been derived for a solely B2 unit in order to provide a robust assessment.

These trip rates have then been applied to the proposed gross floor area (GFA) of 7,340 sqm. The TRICS reports that contain details of the sample selection process is provided in Appendix E.

In terms of the selected sites, the LHA comment as follows:-

-	Out of the 14 selected sites, 13 no. sites are classed as “Edge of Town” so are not considered relevant. The remaining 1 no. site is classed as freestanding which is considered relevant. However, the gross floor area for this site is not comparable to the proposed site ie/ example – 175m2, proposed 7339m2 gfa. **The LHA recommend that further information is provided that is relevant to the proposed site**.
-	Out of the 14 selected sites, 5 no. sites are over 8 years old (survey date). **The LHA recommend that further information is provided that is relevant to the proposed site**.
-	Out of the 14 selected sites, only 2 of the selected sites have broadly similar gross floor areas but have irrelevant locations (ie/ edge of town). **The LHA recommend that further information is provided that is relevant to the proposed site**.
	In conclusion, none of the 14 sites would appear comparable to the proposed development site.

The LHA therefore request that the trip generation estimates be re-worked based on sites of a comparable type, size and location.

<u>Safety Audits</u>

It was previously recommended that any proposed new accesses in this location will require Stage 1, 2 & 3 Safety Audits. The LHA recommended that Stage 1 & 2 Safety Audits are submitted as part of any planning application to ensure a safe and satisfactory access can be provided. A Stage 1 & 2 Safety Audit has not been submitted with the application. **The LHA recommend that this information is provided.**

Footpath links

I understand that it is proposed to provide footpath links from the development site to Oak Road and to the existing public footpath (PROW No. 19 – Abenbury). We would strongly recommend that you liaise with our Public Rights of Way Section on this matter – contact: Sean Hanratty on Tel: 01978 729761. **Any proposed footpath links will need to be clearly indicated on a suitable layout plan.**

Public Transport Provision

Current public transport provision serving the industrial estate is poor. The LHA strongly recommend that you discuss the proposed development including potential funding for an improved bus service with our Public Transport Officer – Andrew Mytton on Tel: 01978 729760.

Our Public Transport Section have commented as follows:-

If the application is supported, a payment of £8046 per annum (for 3 yrs) per annum is requested for the development at Oak Road which would fund a contribution to peak time only (a.m./p.m.) additional bus journeys (Mon-Fri) to this part of the Industrial Estate.

This may take the form of negotiation with the incumbent bus operator currently providing an hourly service to the central parts of Wrexham Industrial Estate, but deemed to be of excessive walking distance from the current route served. There is existing infrastructure within close proximity of the proposed site that has previously seen a bus serve this part of the industrial estate, prior to the bus company ceasing trading.

Travel Plan

The submitted Travel Plan is broadly acceptable, however there are some elements to re-consider and the future use of the travel plan is to be strengthened.

The North Wales Joint Local Transport Plan 2015 is now out of date and the **LHA recommends that the North Wales Regional Transport Plan be considered instead.**

An outdated cycle map of Wrexham is used, however the **LHA requires that the Active Travel Network Map (ATNM) should be used as the definitive map of active travel infrastructure**. The ATNM shows that the southern section of the cycle route noted on the cycle map is not suitable and does not achieve the minimum standards for a cycle route.

The LHA recommends that the Welcome Pack is available to applicants when researching the role for which they are interested.

Once a baseline survey is complete**, it is recommended by the LHA that a target is set to reduce the number of employees driving in single occupancy motor vehicles to the site.**

If HiAB have staff travel to work data for similar sites, **the LHA recommend that this be utilized to propose targets for the site.**

The LHA will require that the Travel Plan is updated annually and monitored for at least the first 10 years of the site being in operation, with recommendations for improvements year-on-year in the number of staff and visitors travelling to the site sustainably.

The LHA recommend that a revised Travel Plan is submitted incorporating the above details.

Surface Water Drainage

A suitable scheme to dispose of highway surface water run-off within the site will need to be submitted and approved. This will need to be assessed / approved by our SABs Section.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar shall be provided across the access to intercept such run-off.

Details of the how the new section of highway forming the access / bellmouth will be drained will need to be provided. **The LHA recommend that this detail is indicated on a revised layout plan (including existing / proposed gullies).**

Proposed Lighting

Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This could be controlled by a suitable planning condition. The proposed development may well require additional lighting columns to illuminate the adoptable section of the new access. **The LHA recommend that the applicant indicates this detail on a revised layout plan.The LHA recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673 on this matter and confirms the outcome of these discussions with the LHA.**

This could be included as a planning condition should the application be supported.

Service and Delivery Management Plan (SDMP)

I would recommend that any proposed planning application includes a suitable Service and Delivery Management Plan including the following details:-

- Details of staff numbers employed, number of visitors per day, number of HGVs visiting site per day, maximum number of HGVs permitted on site at any one time.

- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or HGVs) shall occur on the public highway. Details of how deliveries will be managed to avoid the above will need to be included in a SDMP.

This could be included as a planning condition should an application be supported.

Construction Traffic Management Plan - including details of contractor parking

In order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval.

This could be included as a planning condition should the application be supported.

Conclusion

In conclusion, the LHA request the following additional information:-

-	<u>Speed Survey / ATC survey</u> It is understood a speed survey / ATC survey was carried out over a 7 day period from Tuesday 20/02/24 to Monday 26/02/24 along this section of Oak Road. This determined 85th percentile speeds of 40.0mph for vehicles travelling eastbound and 39.7mph for vehicles travelling westbound confirming that the both 85th percentile speeds are in line with the prevailing speed limit. No raw survey details appear to have been submitted with the application. **The LHA recommend that this detail is provided (both speed survey data and traffic counts, including classification of vehicles in order that the % of HGVs can be ascertained). Once this data is available, the LHA will be able to ascertain any additional needs there may be to ensure crossings and transitions to/from the proposed shared use path to allow for coherence of a route.**
-	<u>Forward Visibility</u> Adequate forward visibility will be required for vehicles approaching from the east to vehicles turning into the proposed access providing a stopping sight distance of 120m. This detail has not been indicated on the submitted layout plan. **The LHA recommend that this detail is indicated on a suitably scaled layout plan.**
-	<u>Eastern Access</u> The inbound eastern access will be located approximately 50m east of the Abbey Road S junction. The eastern access will consist of an 8.5m wide carriageway including two inbound lanes, 15.0m radii and 2m footways, with the western footway extending into the site and through the car park. **The LHA will require the applicant to provide a 3m wide shared use footway and cycle way along the length of the proposed new footway so that in future the length of Oak Road could be provided with off-carriageway walking and cycling infrastructure. There should be compliant transition from the carriageway to the shared-use path for those travelling from the east. The LHA recommend this detail is indicated on a revised layout plan.** The proposed gates are only setback a distance of approximately 15m behind the adjoining highway which is unacceptable. Any gates would need to be setback a minimum of 20m behind the adjoining highway. It is not clear whether these gates will be left open during operational hours. **The LHA recommend that the applicant submits further details on how such a gated access arrangement would be operated so as to avoid any backing up of vehicles onto the adjoining highway.** **A suitable dropped kerb / tactile crossing point for the proposed cycleway / footway will be required to cross the new access at a suitable location (not shown) ie/ towards the narrowest section of the access.** The width of crossing must be at least as wide as the path either side, 3m in this case. **The LHA recommend this detail is indicated on a revised layout plan.**
-	<u>Western Access</u> **A suitable dropped kerb / tactile crossing point for the proposed cycleway / footway will be required to cross the new access at a suitable location (not shown) ie/ towards the narrowest section of the access.** The width of crossing to be at least as wide as the path either side. On shared use paths, 3m min. There should be compliant transition from the shared-use path to the carriageway for those travelling to the west. **The LHA recommend this detail is indicated on a revised layout plan.**
-	There appears to be a new access proposed onto Oak Road located a short distance west of the westerly access. However, it is not clear what purpose this access serves and what size/

	frequency of vehicles will be using this access. **The LHA request clarification on this detail.** The LHA would not support an additional access in this location which is likely to conflict with vehicles accessing the proposed main access.
-	**The LHA recommend that a detailed Transport Assessment is provided with this application.**
-	<u>Proposed Pedestrian / Cycle Access</u> The submitted Transport Statement indicates the following:- The existing footway along the site frontage will be widened to a 3m combined footway/cycleway, with a pedestrian/ cycle connection into the site provided between the two vehicular access points. The proposed cycleway will meander through landscaping and the proposed car park, providing access to the proposed cycle store and main entrance. It is noted that the proposed 3m wide cycleway / footway does not extend into and across the easterly access to the end of the site frontage. **The LHA recommend that any proposed cycleway / footway is provided across the whole site frontage and indicated on a revised layout plan.** A crossing point will need to be provided across Oak Road to reach the nearby bus stops on Oak Road and Abbey Road South. The crossing facility to be provided will depend on the traffic data and should align with the most recent Active Travel Act Guidance (2021 at the time of writing). This will need to be reviewed in the required Transport Assessment. **The LHA recommend that this detail is indicated on a revised layout plan.** No specific details of the proposed cycle stands, secure storage, shelters appear to have been provided. **The LHA recommend that this detail is indicated on a suitably scaled plan (including annotated dimensions). LPGN 16 (Class B2 Use) requires 1 cycle space per 500m² gross floor space equating to a minimum of 15 spaces.** The Transport Statement references an outdated Wrexham cycle map. The LHA stipulate that the Active Travel Network Map (ATNM) for Wrexham should be used instead and reviewed in the required Transport Assessment. The ATNM shows that the southern section of the route along Bryn Lane is not currently suitable though a future route for walking and cycling is proposed, along with the full length of Oak Road.
-	<u>Swept Path Details</u> Swept path details of a large car and 16.5m HGVs have been demonstrated as capable of safely accessing the site through the 2 access points. **However, if various sized rigid HGVs are intended to be used then such vehicles need to be specified with their associated swept path details being provided. The LHA also recommend that additional swept path details of all HGVs (articulated and rigid of various lengths) intended to be accommodated at the site are provided indicating how they will park in their intended spaces and reverse out of them to exit the site.** **The LHA recommend the applicant clarifies why the proposed HGV spaces are only 12m long when 16.5m articulated vehicles may visit the site and require parking.**
-	**Parking & Turning Provision** Assuming the proposed use to be entirely Class B2 Use (1 space per 50m² gfa), would equate to the maximum requirement of 147 spaces. However, it is not clear as to precisely what proportion of Class B8 Use is intended. **The LHA recommend the applicant provides this detail.** No details appear to have been submitted in respect of staff working patterns ie/ do staff

	work shifts. **Details of the maximum number of cars anticipated on site at any one time requiring parking should be provided (including staff and visitors). The LHA recommend the above information is provided.** **In order to determine whether the proposed level of parking provision is acceptable, the LHA request an appropriate parking survey is carried out which is relevant to the proposed development site.** **The LHA recommend that covered Sheffield stands are positioned as close as possible to the building entrance.** There may be a need to consider separate locations for staff and visitors if entrances are different for these two user groups. Stands must allow at least 1m between stands, however 10% of the stands should be accessible for people using adapted and cargo cycles and allow 1.5m spacing (specifically adapted stands should be clearly marked to prioritise users of adapted cycles who may not be able to use the standard layout). Cycle storage should be in an area which is well-lit when natural light is poor or after dark, as well as being overlooked to ensure natural surveillance. CCTV should also be considered to provide cycle users with maximum feelings of security. **The LHA request a suitably scaled, detailed plan of the cycle parking for the site is submitted.**
-	<u>Vehicular Trip Generation</u> In terms of the selected sites, the LHA comment as follows:- - Out of the 14 selected sites, 13 no. sites are classed as “Edge of Town” so are not considered relevant. The remaining 1 no. site is classed as freestanding which is considered relevant. However, the gross floor area for this site is not comparable to the proposed site ie/ example – 175m2, proposed 7339m2 gfa. **The LHA recommend that further information is provided that is relevant to the proposed site**. - Out of the 14 selected sites, 5 no. sites are over 8 years old (survey date). **The LHA recommend that further information is provided that is relevant to the proposed site**. - Out of the 14 selected sites, only 2 of the selected sites have broadly similar gross floor areas but have irrelevant locations (ie/ edge of town). **The LHA recommend that further information is provided that is relevant to the proposed site**. In conclusion, none of the 14 sites would appear comparable to the proposed development site.
-	<u>Safety Audits</u> It was previously recommended that any proposed new accesses in this location will require Stage 1, 2 & 3 Safety Audits. The LHA recommended that Stage 1 & 2 Safety Audits are submitted as part of any planning application to ensure a safe and satisfactory access can be provided. A Stage 1 & 2 Safety Audit has not been submitted with the application. **The LHA recommend that this information is provided.**
-	<u>Footpath links</u> I understand that it is proposed to provide footpath links from the development site to Oak Road and to the existing public footpath (PROW No. 19 – Abenbury). I would strongly

	recommend that you liaise with our Public Rights of Way Section on this matter – contact: Sean Hanratty on Tel: 01978 729761. **Any proposed footpath links will need to be clearly indicated on a suitable layout plan.**
-	<u>Travel Plan</u> The submitted Travel Plan is broadly acceptable, however there are some elements to re-consider and the future use of the travel plan is to be strengthened. The North Wales Joint Local Transport Plan 2015 is now out of date and the **LHA recommends that the North Wales Regional Transport Plan be considered instead.** An outdated cycle map of Wrexham is used, however the **LHA requires that the Active Travel Network Map (ATNM) should be used as the definitive map of active travel infrastructure**. The ATNM shows that the southern section of the cycle route noted on the cycle map is not suitable and does not achieve the minimum standards for a cycle route. **The LHA recommends that the Welcome Pack is available to applicants when researching the role for which they are interested.** Once a baseline survey is complete**, it is recommended by the LHA that a target is set to reduce the number of employees driving in single occupancy motor vehicles to the site.** If HiAB have staff travel to work data for similar sites, **the LHA recommend that this be utilized to propose targets for the site.** The LHA will require that the Travel Plan is updated annually and monitored for at least the first 10 years of the site being in operation, with recommendations for improvements year-on-year in the number of staff and visitors travelling to the site sustainably. **The LHA recommend that a revised Travel Plan is submitted incorporating the above details.**
	<u>Surface Water Drainage</u> Details of the how the new section of highway forming the access / bellmouth will be drained will need to be provided. **The LHA recommend that this detail is indicated on a revised layout plan (including existing / proposed gullies).**
-	<u>Proposed Lighting</u> Any proposed internal lighting scheme must not provide any disabling glare / distraction to drivers on the adjoining highway. This could be controlled by a suitable planning condition. The proposed development may well require additional lighting columns to illuminate the adoptable section of the new access. **The LHA recommend that the applicant indicates this detail on a revised layout plan. The LHA recommend that the applicant liaises with our Street Lighting Section – contact Paul Rogers on Tel: 01978 729673 on this matter and confirms the outcome of these discussions with the LHA.**

KWEdwards

Contracts and 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 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.