MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2025/0176 Response 2	**Your Ref:**	P/2025/0176
Date:	18/08/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O DDOSBARTH B1 (BUSNES) I DDOSBARTH B8 (STORFA A DOSBARTHU) A NEWIDIADAU ALLANOL CYSYLLTIEDIG / CHANGE OF USE OF BUILDING FROM CLASS B1 (BUSINESS) TO CLASS B8 (STORAGE OR DISTRIBUTION) AND ASSOCIATED EXTERNAL ALTERATIONS
LOCATION: UNITS 4-6, WYNNSTAY INDUSTRIAL ESTATE, RUABON, LL14 6EN

I refer to your re-consultation / email dated 01/07/2025 in respect of the above.

To enable the LHA to support this proposal from a highway perspective, the following was requested in the LHA's previous response 02/05/2025 to allow a full highways consultation response. I have updated the LHA response in bold font below also.

1. Details of how HGV's will be offloaded and loaded within the premises. The plan appears tight for articulated HGV access, and offloading on the highway would not be supported. Assuming articulated HGV's will not be able to access the site, the LHA would request a condition be placed restricting the use of the same, in favour of rigid bodied HGV's only. – **The applicant has provided a proposal to permit 16.5m articulated HGV access onto the site. To avoid reversing on or off the site, and parking on road, the applicant has provided swept path analysis that requires access over car parking spaces 7, 20, 25 & 26, as marked on Car Parking Plan 10543-203B. Spaces 20, 25 & 26 will require landlord support/confirmation, to ensure that any proposed tenancy of the 2nd unit also includes this provision.**
2. Can swept path analyses be provided for rigid HGV's, to be able to demonstrate safe access into the parking area and unloading bay. **– Response included in the above comment .**
3. Provision of cycle parking in accordance with LPG16 should be shown on a scaled site plan. **– Confirmation of cycle parking provision confirmed and accepted.**
4. Provision of bin stores and refuse collection points, not on the public highway.**- The applicant has confirmed that the Screwfix delivery vehicles will collect pre-segregated waste from site at the same time as making deliveries, thereby negating the need for a separate waste refuse collection. Again, this would be a specific agreement relating to this site regardless of current or future tenancies. The alternative would be providing the refuse collection space.**

Conclusion

The Local Highway Authority would only be willing to remove any objections to this proposal if:

1. The provisions for arranging HGV deliveries and waste removal are maintained and secured via an appropriately worded condition referencing the SDM Plan, and this will remain in place for all tenants on his site.
2. The landlord's written agreement of the above

Should the tenant change, any new tenant would be requested to comply with the same procedure for HGV access.

The LHA request private Waste Management facilities be conditioned also, in the absence of Refuse collection facilities that would permit WCBC refuse collection.

As noted previously, The provision of 6nr spaces for B8 use is more than adequate for 388.3 sq.m (1 per 100sq.m) and the anticipated trip generation of 3nr HGV's is per week. Visibility splays were accepted at planning approval stage.

Should the LPA be minded to support this approval, the applicant is requested to take note of the Appendix below explaining how to implement works on or adjacent to the public highway.



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.