MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0690	**Your Ref:**	P/2025/0690
Date:	08/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD O 'GYNNYRCH LLAETH YN UNIG' I DDEFNYDD CYMYSG DOSBARTH B2 (DIWYDIANNOL CYFFREDINOL) A B8 (STORIO A DOSBARTHU) / CHANGE OF USE OF BUILDING FROM 'DAIRY ONLY' TO MIXED USE CLASS B2 (GENERAL INDUSTRIAL) AND B8 (STORAGE AND DISTRIBUTION)

LOCATION: TOMLINSONS DAIRY, FIVE CROSSES INDUSTRIAL ESTATE, MINERA, WREXHAM, LL11 3RD

I refer to your consultation / email dated 11/09/2025 in respect of the above.

General

The proposed development appears to comprise the re-location of Minera Roof Trusses and sister company Ty Eco (a new timber frame company) to the former Tomlinsons Dairy Site. The site contains a number of substantial buildings and hardstanding storage areas and parking areas. However, it is not clear from the submitted plans whether the existing buildings are being used or whether they will be modified or demolished. This may require the need for a Construction Traffic Management Plan (CTMP) to be included as a condition. **The LHA recommend a suitably scaled plan is provided indicating this detail.**

Access

The proposed development site is located on the A525 Ruthin Road which is a busy classified road subject to a 30mph speed limit.

Based on typical speeds of 30mph any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility onto the A525 from the existing access serving the industrial estate is adequate providing splays in excess of 2.4 x 43m in both directions.

The existing access road / junction serving the industrial estate is 7.3m wide with large splayed radii suitable to serve articulated HGVs.

The industrial estate roads are unadopted. The access roads leading to the development site off the A525 are have previously been used to serve a significant number of vehicles including articulated HGVs and are considered adequate to serve the proposed development.

Footway provision leading to the site is relatively poor but improvements to these footways may not be considered justified and is a private matter for the owners of the industrial estate.

Access onto Gwernygaseg Road

There would appear to be an existing access onto Gwernygaseg Road at the rear of the site. Gwernygaseg Road is an unclassified, rural road subject to a 40mph speed limit.

Any proposed / existing access in this location would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge in accordance with TAN 18.

Visibility from this access is currently inadequate providing splays of approximately 2.4 x 43m to the south and 2.4 x 33m to the north measured to the nearside edge. Visibility is impeded in both directions by the existing vegetation.

This access is 6m wide and is gated at 6m behind the edge of carriageway. It is not clear from the submitted information whether this access will remain closed or brought into use and for what purpose ie/ cars or HGV deliveries. It appears as if it was previously used for access to a large car parking area which is currently overgrown. **The LHA recommend that the applicant clarifies the intended use of this access and provides further details in respect of types of vehicles that will use it, daily vehicle movements and proposed visibility splays**.

Parking & Turning Provision

No details of the existing and proposed parking & turning arrangements at the site appear to have been provided. **The LHA recommend that a suitably scaled plan is provided** indicating this detail along with existing and proposed staff numbers that are employed for both re-located businesses.

No details of the gross floor areas for both the proposed Class B2 & B8 uses have been provided to assess the required parking provision. **The LHA recommend that this detail is provided.**

No details of the proposed number and size / length of HGVs & delivery vehicle that will be visiting the site ie/ daily vehicle movements and through which access. **The LHA recommend that this detail is provided.** Daily vehicle movements / traffic generation figures are typically obtained using TRICs data.

Details of the staff numbers employed at the proposed development site will need to be provided along with the likely parking demand overall ie/ maximum number of staff and visitors likely to require parking on site at any one time. **The LHA recommend that this detail is provided.**

Cycle Parking / Shelters

Adequate cycle parking / shelters will need to be provided in accordance with LPGN 16 & Active Travel Guidance. A suitably scaled plan will need to be provided indicting these details ie/ Sheffield stands with adequate spacing / suitable shelter. **The LHA recommend that this detail is provided.**

Public Transport

The LHA recommend that details of nearest bus stops and frequency of buses and destinations will need to be provided.

Traffic Generation

Details of the existing daily vehicle movements generated by the former Dairy Site and through which access will be required. Details of the proposed daily vehicle movements generated by the proposed development will be required. As indicate above, Daily vehicle movements / traffic generation figures are typically obtained using TRICs data. This information will allow a comparison in existing / proposed traffic generation. **The LHA recommend that this detail is provided.**

The above details need to be included in a more detailed Transport Statement for clarification.

Conclusion

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

- **General**

  The proposed development appears to comprise the re-location of Minera Roof Trusses and sister company Ty Eco (a new timber frame company) to the former Tomlinsons Dairy Site. The site contains a number of substantial buildings and hardstanding storage areas and parking areas.
  However, it is not clear from the submitted plans whether the existing buildings are being used or whether they will be modified or demolished. This may require the need for a Construction Traffic Management Plan (CTMP) to be included as a condition. **The LHA recommend a suitably scaled plan is provided indicating this detail.**

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KW Edwards

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.