MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/AC/P/2025/0143	**Your Ref:**	P/2025/0143
Date:	31/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

DEMOLITION OF EXISTING STRUCTURES AND ERECTION OF EMPLOYMENT FACILITIES (CLASS B2/B8) WITH ANCILLARY OFFICE ACCOMMODATION (CLASS B1A) INCLUDING LANDSCAPING, PARKING, ACCESS AND OTHER ASSOCIATED WORKS / DYMCHWEL ADEILADAU PRESENNOL A CHODI CYFLEUSTERAU CYFLOGAETH (DOSBARTH B2/B8) GYDA SWYDDFA ATODOL (DOSBARTH B1A) GAN GYNNWYS TIRWEDDU, PARCIO, MYNEDIAD A GWAITH CYSYLLTIEDIG ERAILL

LAND SOUTH OF BRYN LANE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9US

I refer to your consultation / email in respect of the above.

General

The proposed development at Land South of Bryn Lane, Wrexham Industrial Estate comprises a total of 14,564m² gross internal area (GIA), primarily for B2 (general industrial) and B8 (storage and distribution) uses, with a portion allocated to ancillary B1a office space.

Access to the site is proposed via a new priority junction on Bryn Lane. Bryn Lane is a single carriageway road with a speed limit which has recently been reduced from 40mph to 30mph and one lane in each direction. It connects the Industrial Estate Road / Bryn Lane / Ash Road North / Abenbury Way roundabout and continues through the Ridley Wood Road / Bryn Lane priority junction.

A shared pedestrian and cycleway is located on the southern side of Bryn Lane, this is of substandard width.

Development Proposals

The proposed development comprises a large employment facility within Wrexham Industrial Estate, designed to accommodate flexible B2 (General Industrial) and B8 (Storage and Distribution) uses alongside ancillary office space.

Key elements include:

- Floorspace:
  - Total: 14,564 m² GIA
  - Breakdown: Warehouse (11,130 m²), Office (1,375 m²), Ancillary and circulation areas.

- Parking Provision:
    - 146 car spaces, including 15 disabled bays.
    - 30 cycle spaces in a secure, covered store with showers and changing facilities.
    - Taxi/delivery layby near the car park entrance.
- Access and Layout:
    - Vehicular access via an improved Bryn Lane
    - Direct pedestrian and cycle link from the Bryn Lane shared path.

Site Access

Visibility Splays
To inform the Transport Assessment and access design, the applicant undertook Automatic Traffic Counts (ATCs) in March 2023. These are presented in Appendix A of the TA. The
LHA has reviewed the ATC data, and a summary is provided in the table below:

Direction	No Vehicles	HGV's	Average Speed (mph)	85th Percentile speed (mph)
Eastbound	1,975	166 (8.4%)	42.9	49.2
Westbound	2,089	168 (8.0%)	41.4	47.3
Total	4,064	334 (8.2%)	-	-

It appears that the ATC was positioned approximately 205 metres west of the Industrial Estate Road / Bryn Lane / Ash Road North / Abenbury Way roundabout, and around 200 metres west of the proposed site access. Given this location, vehicles will be accelerating away from or decelerating towards the roundabout. Therefore, the recorded speeds are not considered representative of vehicle speeds within the visibility splays of the proposed junction – which are likely to be higher than in the survey location. Given this, the LHA cannot be confident that the visibility splays presented in the Transport Assessment are appropriate or reflective of actual conditions at the proposed access point. **The LHA therefore requires that a new ATC or speed survey be undertaken in closer proximity to the proposed junction to accurately inform visibility assessments. The LHA also recognises that the use of more up to date data may be beneficial given the recent changes to the speed limit on Bryn Lane.**

In accordance with Annex B of Technical Advice Note 18 (TAN18), visibility splays must be designed to ensure that drivers emerging from the minor arm have sufficient sight distance to observe and react to vehicles on the major road. Visibility splays should be based on the actual observed speeds of traffic, not simply the posted speed limit, and must comply with national design standards.

Given that the 85th percentile speeds recorded on Bryn Lane exceed 37 mph, the appropriate design standard is the Design Manual for Roads and Bridges (DMRB). Under DMRB CD 109, the required Stopping Sight Distance (SSD) for a design speed of 50 mph is 120 metres, which should be used as the Y-distance in visibility splay design. The X-distance, which is the setback from the edge of the carriageway to the driver's eye position, should be a minimum of 2.4 metres, as generally accepted for standard junctions. This distance allows drivers to position their vehicle safely while maintaining adequate visibility of approaching traffic.

The LHA has reviewed the proposed visibility arrangements for the new site access onto Bryn Lane. The TA states that these are contained in Appendix B of the document. That drawing does not show the full visibility splays and only contains a label stating 4.5m x 120m visibility splay with the visibility splays cut off. No dimensions are contained on the drawing. Appendix D does contain a plan (Drawing: 2042.P.004(E)) which does show the full visibility splays, however, the visibility splays are labelled as 2.4m x 120m. **Clarification is required by the applicant and a scaled drawings shown the achievable visibility splay along with the specific dimensions for each distance must be provided.**

The submitted drawings show inconsistencies in how visibility splays are represented. The eastern splay appears to be drawn to the centreline of the carriageway, rather than to the nearside edge,

which is the correct reference point under DMRB guidance. This may overstate the available visibility and does not reflect the actual line of sight required for safe junction operation.
The western splay, while showing the line between the X and Y distances, omits the additional tangent area that should be included to ensure unobstructed visibility across the full envelope of the splay. This is particularly important given the proposed location of the substation, which may impede visibility if not carefully positioned outside the splay envelope. DMRB guidance requires that visibility splays be clear of obstructions between 0.6m and 2.0m in height, and that the full SSD is achieved without encroachment.

The LHA request the following:

- Visibility splays be redrawn to reflect DMRB standards, with Y-distances based on the recorded 85th percentile speeds (e.g. 120m for 50 mph).
- Splays be measured to the nearside edge of the carriageway, not the centreline.
- The X-distance be set at 2.4 metres, in accordance with standard practice and TAN18 Annex B.
- The full tangent area of the splay be shown, and any potential obstructions (e.g. substations, signage, landscaping) be assessed and relocated if necessary.
- A new ATC survey be undertaken closer to the proposed site access to confirm actual vehicle speeds within the visibility envelope.

Sweptpath Assessments
The tracking diagrams presented in Appendix C of the Transport Assessment highlight significant operational and safety shortcomings:

- **Grass Verge Overruns on Entry:** The swept paths show encroachment onto the verge at the Bryn Lane access point. This raises concerns regarding long-term maintenance, damage to landscaping, and the potential for debris being dragged onto the carriageway. Furthermore, the proposed development at Land North of Bryn Lane includes a new shared pedestrian/footway along the northern side of Bryn Lane. Should this come forward, any vehicle overrun—including chassis encroachment—would present an unacceptable safety risk to pedestrians.
- **Crossing into Oncoming Lane on Exit:** The exit manoeuvre for larger vehicles clearly demonstrates a requirement for partial encroachment into the opposing traffic lane on Bryn Lane. This introduces a highway safety risk, particularly given the high speeds and traffic flows during peak periods. Such conflicts are unacceptable and indicate that the current design does not adequately mitigate these risks through geometry or segregation.

These issues suggest that the proposed access arrangement does not meet best practice design guidance for industrial sites handling frequent HGV movements. **Additional widening, realignment, or increased junction radii should be considered. The applicant should provide an updated design with revised tracking and a Stage 1 Road Safety Audit (RSA1) to confirm that safe access can be achieved.**

Car parking Provision
The application proposes 146 car parking spaces, including 15 disabled bays, alongside 30 cycle spaces.

Under Wrexham County Borough Council Parking Standards, the maximum car parking provision is:

- B2 (General Industry): 1 space per 50m² GFA → 292 spaces
- B8 (Storage/Distribution): 1 space per 100m² GFA → 146 spaces

The proposed development comprises 14,564m² GFA, including ancillary office floorspace (Use Class B1a). However, the TA does not appear to fully consider the B1 element, which typically requires 1 space per 30m².

The proposed 146 spaces is significantly below the maximum requirement for B2 use and only meets the maximum for B8 use. While the standards are expressed as maximum, if **provision falls below these levels, the LHA must be satisfied that there will be no adverse impact on the highway network.**

Currently, there are no parking restrictions on Bryn Lane, and overspill parking is therefore likely to occur on-street if demand exceeds supply. This could lead to operational and safety concerns on the local highway network.

Accordingly, **the LHA requires that parking provision be brought in line with the maximum standards to mitigate the risk of overspill and ensure the development does not adversely impact highway safety or efficiency.**

Internal Site Circulation

The internal layout raises significant concerns regarding heavy goods vehicle (HGV) access and circulation. HGV access is primarily routed via the eastern side of the building into the service yard at the rear; however, swept path analysis shows that when one HGV is positioned in the service yard, there is insufficient space for another to enter without conflict. This constraint is also evident at the north-east corner of the building, where give-way markings and vehicle movement measures are shown, and the applicant should confirm what visibility is available at this point and how conflicts will be managed operationally to avoid queuing or reversing into circulation areas.

Car parking arrangements further compound these issues, as spaces numbered 111 to 146 appear to be accessed via the main HGV access route, creating potential conflicts between heavy goods vehicles and private cars during peak periods. The applicant should clarify how these conflicts will be addressed. Parking spaces 95 to 110 are accessed via the western access route, which terminates in an 8m x 8m turning head and appears to be physically segregated from the service yard by a barrier; swept path assessments should be provided to confirm that this turning head is appropriate.

Overall, the internal layout does not provide adequate clearance for HGV movements without encroachment into landscaping, and the eastern access route lacks sufficient space for simultaneous HGV operations. The applicant should provide revised swept path analysis demonstrating that all vehicle movements remain within hardstanding, confirmation of visibility at the north-east corner, and an operational plan for HGV scheduling to prevent queuing and reversing conflicts. Until these matters are addressed, the Local Highway Authority cannot confirm that the internal layout is acceptable in terms of safety and efficiency.

Pedestrian and Cycle Access

The site is located within Wrexham Industrial Estate, where very few areas can realistically be considered accessible by walking. While there is a shared pedestrian and cycleway along Bryn Lane, connectivity beyond this is fragmented and limited. The wider walking catchment includes roads without footways, such as Industrial Estate Road and Bryn Estyn Road, which makes pedestrian access impractical and unsafe. As the quality of a walking/cycling route has as much bearing on possible use as distance, these conditions significantly reduce the likelihood of walking being a viable mode of travel for staff or visitors.

Cycling provision is similarly constrained. Although the area is relatively flat and short trips of up to 5 km could theoretically be made by bicycle, there are no official cycle routes within the vicinity of the site. The surrounding highway network is dominated by high-speed roads with a high proportion of HGV movements, which further reduces the attractiveness and safety of cycling. While the development will provide secure cycle parking and shower facilities, these measures alone are unlikely to overcome the fundamental limitations of the external network.

In summary, the relatively poor accessibility of the site by walking and cycling means that active travel is unlikely to form a significant mode share. This will result in increased car trips to and from the development, providing greater weight to the argument that the maximum parking standards should apply to ensure sufficient on-site provision and avoid overspill parking issues.

Public Transport Accessibility

The nearest bus stops to the site are located on Abbey Road, approximately 850 metres away, which equates to a 13-minute walk. This distance is generally considered beyond the threshold for

convenient access, particularly for employees or visitors who may have mobility constraints or time-sensitive journeys. The facilities at this stop are limited, comprising of a flag and pole only.

The stop is severed by the 41 bus service, which operates two services per hour during the morning peak (06:00–09:00) and one service per hour thereafter. This route connects to Wrexham City Centre and a limited number of destinations, but the frequency and coverage are modest. Rail access is also limited, with Wrexham Central Station located approximately 6.2 km away, requiring a bus link for onward travel.

While the TA notes the presence of public transport, the level of provision is insufficient to support a meaningful modal shift away from private car use. The **850 m walk to the nearest bus stop is not considered accessible under best practice guidance**, such CIHT Planning for Public Transport in Development, which emphasizes siting developments where they can be easily accessed by sustainable modes without reliance on a car. Furthermore, the single bus route and its limited frequency do not provide a robust alternative for commuting, especially for shift workers or those traveling outside peak hours. There is no evidence of bus priority measures, shelters, or infrastructure improvements to enhance attractiveness p[proposed as part of meaningful mitigation strategy. Rail connectivity is similarly constrained, with no direct access and reliance on infrequent bus links.

Overall, the site's public transport accessibility is poor. This limitation reinforces car dependency and supports the case for applying maximum parking standards, as the lack of viable alternatives will inevitably result in higher car trip generation.

Personal Collision Analysis

Data from Crashmap (2018–2022) indicates that there was one slight collision on Bryn Lane near the site and two slight collisions plus one serious collision at the adjacent Industrial Estate Road roundabout. Notably, all recorded collisions involved cyclists.

The TA concludes that the low frequency of collisions suggests no recurring highway safety pattern. On this basis, no further detailed collision analysis was undertaken. However, given that all recorded collisions involved cyclists, and considering the presence of shared pedestrian/cycle facilities on Bryn Lane and on a short section of the Industrial Estate Road, **it would be prudent for the applicant to undertake further investigation into causation factors.**

Traffic Impact Assessment

Background Traffic Flows

The assessment uses classified turning counts at six key junctions on Wednesday, 22nd March 2023, and an Automatic Traffic Count (ATC) on Bryn Lane over a one-week period in March 2023.

The junctions surveyed were:

- B5130 / Ridley Wood Road Priority Junction
- Bryn Lane / Ridley Wood Road Priority Junction
- Industrial Estate Road / Abenbury Way / Ash Road North / Bryn Lane Roundabout
- Industrial Estate Road / A534 / Borras Hall Lane / Sandy Lane Roundabout
- A5156 / A534 / Wrexham Golf Club Access Roundabout
- A483 / A5153 & B5445 Chester Road / Blue Bell Lane Roundabout (Gresford Roundabout)

The peak hours were identified as 08:00–09:00 (AM) and 16:30–17:30 (PM).

Background Growth

Background growth was derived using TEMPRO and NTM datasets, applying 1.0587 for 2023–2030 and 1.1194 for 2023–2037 across AM and PM peaks. These factors were used to forecast future traffic scenarios for 2030 and 2037.

The application of TEMPRO growth factors is appropriate and aligns with standard practice. However, no TEMPRO outputs be provided for review to confirm what assumptions (if any) have been applied. **The applicant should provide the TEMPRO outputs to the LHA for review**

Committed Development

The assessment identifies and includes the following committed-developments / development allocations within the vicinity of the proposed site:

- **Land North of Bryn Lane (Hybrid Application):**
  - Phase 1: 61,423 m² employment use (B2/B8), 592 car spaces, 138 HGV spaces.
  - Phase 2: 45,510 m² employment use, hotel (100 rooms), drive-thrus, local centre, and additional parking.
- **Kingsmoor Development:**
  - 62.8-acre logistics site with up to 1,001,250 ft² of warehouse and office space.
- **Unit 6, Pacific Park (Bridge Road North):**
  - Two new industrial units (P/2020/0603).
- **Land off Ash Road South:**
  - Industrial unit development (P/2015/0843).
- **KSS2 Residential Allocation:**
  - 1,580 homes plus associated infrastructure improvements.

While the inclusion of committed developments is generally appropriate, the inclusion of Land North of Bryn Lane and KSS2 is inappropriate as these are Local Plan allocations rather than consented schemes. Accordingly, these sites may not come forward or may appear over a longer period of time than suggested. Whilst there is validity in assessing a scenario with these allocation sites included, **the LHA requires an alternative scenario without these allocation sites included**.

Trip Generation

The trip generation methodology presented within the Transport Assessment raises significant concerns regarding its compliance with industry best practice and the robustness of its outputs. The most notable issue is the exclusion of the ancillary B1 office floorspace, which represents nearly 10% of the total development area. This omission is critical because office uses typically generate higher trip rates than B2 or B8 uses. TRICS Good Practice Guide (December 2024) clearly states that all material land uses within a development should be accounted for when calculating trip generation (see *Mixed Use Sites and TRICS*, page 37). By excluding this element, the assessment underestimates traffic impact and fails to reflect the operational characteristics of the proposed development.

Further concerns relate to the application of TRICS best practice in site selection. The TA asserts that sites in Ireland and Scotland have been excluded; however, the TRICS outputs provided in the appendices include sites from these regions. This inconsistency undermines confidence in the methodology and suggests that the filtering process has not been applied correctly or transparently. TRICS guidance (see *Site Selection by Region, Location Type and Other Data Fields*, page 10) emphasises that exclusions must be justified and documented to avoid biased or misleading trip rates. The presence of these sites contradicts the stated methodology and raises questions about compliance with this principle.

The TA also utilises trip rates agreed for the KSS3 development, which is not appropriate given the significant differences in scale and operational characteristics between the KSS3 application site and this current proposal. Applying rates from a much larger scheme may introduce bias and does not reflect the specific detail of the proposed development. TRICS best practice discourages reliance on unrelated developments without clear justification and recommends using representative sample sizes and cross-testing (see page 27).

In addition, the assessment does not consider the trip generation on a **multimodal basis.** This omission undermines the ability to assess the development's true impact on the transport network.

Given these issues, **the applicant should undertake a bespoke TRICS assessment which considers all modes.** This should include all material land uses, applies transparent and justified site selection, and provides multimodal trip generation in line with TAN 18 requirements. This will ensure that trip generation forecasts are robust, defensible, and aligned with both TRICS and Welsh Government guidance. Until this work is completed, the LHA cannot accept the current trip

generation assessment as robust and cannot confirm that the development's traffic impact has been accurately assessed.

Trip Distribution and Assignment
The assessment has distributed and assigned development traffic using observed turning count data from key junctions within the Wrexham Industrial Estate and surrounding network. Trips were proportionally allocated to each approach arm based on existing traffic patterns.

The LHA consider this methodology appropriate given the nature of the proposals.

Traffic Impact Assessment
The LHA will provide full comments on the traffic impact assessments once the trip generation associated with the site has been refined. However, at this stage the LHA has reviewed the methodology and conclusions presented in the TA. The methodology used by the applicant does not fully align with the expectations set out in Technical Advice Note 18 (TAN18), which requires sufficient detail to understand the transport implications of a development and to identify where junction capacity assessments are necessary.

A key concern relates to the approach taken to assess junction impacts and the determination of which junctions should be assessed. The TA aggregates traffic flows across all arms of each junction when considering percentage increases. This method dilutes the impact of development traffic and risks underrepresenting the true effect on specific arms, particularly those directly serving the site.

Furthermore, while the TA includes cumulative impacts from committed developments, it also incorporates uncommitted Local Plan allocations, specifically Land to the North of Bryn Lane and KSS2, within its baseline traffic flows. These sites do not currently benefit from planning permission and should not be treated as committed developments. Sensitivity testing can be undertaken using these flows; however they should not be included in scenarios where the outputs are used to dismiss the need for detailed assessment work or mitigation. Their inclusion artificially inflates background traffic levels and can obscure the true impact of the proposed development when assessing percentage increases. **This approach undermines the reliability of the cumulative impact assessment.**

The TA concludes than the aggregate impact at each junction is minimal concluding that the proposed development will not have a 'severe' impact on the highway network. The threshold of 'severe' is set out in the National Planning Policy Framework, this is an English Government Guidance document and therefore does not carry material weight in considering this application and its impact from a highway perspective.

The LHA recommends that the applicant revises the TA to include:

- **Arm-specific junction impact assessments**, with detailed junction modelling undertaken at any junction where flows on an individual arm increase by **5% or more** as a result of the development;
- **Exclusion of uncommitted Local Plan allocations** from baseline traffic scenarios;

Site Access Junction Assessment
The applicant has undertaken a PICADY assessment using **Junctions 10** software, which is considered industry-standard and an appropriate tool for assessing the proposed site access junction. However, this assessment will need to be updated once the trip generation figures have been revised and agreed with the Local Highway Authority (LHA).

Notwithstanding this, the LHA has reviewed the current PICADY outputs and identified discrepancies in the geometric parameters used within the model. Specifically, the major arm width appears to be overstated at **10 metres**, and a **3-metre right-turn storage pocket** has been included, which is not shown on the submitted drawings.

The applicant should update the model to reflect the correct geometry and provide scaled drawings clearly showing the dimensions used in the assessment. These drawings must correspond to the inputs in the PICADY model so that the LHA can verify the accuracy of the outputs.

Mitigation

The TA references several nearby schemes which already include highway improvements that will indirectly benefit this development:

- **KSS2 (Land south of Holt Road)**
  - Adds a fifth arm to the A534/A5156 Holt Road roundabout for a spine road.
  - Widening northern/eastern approaches to three lanes.
  - Minor realignments and improved pedestrian crossings at Greyhound Roundabout.
- **Utopia City**
  - Fifth arm off Industrial Estate Road/Bryn Lane/Ash Road North/Abenbury Way roundabout.
  - Enlarged roundabout diameter and realigned arms.
- **Kingsmoor Development**
  - Lane allocation and signage improvements at A483/Gresford Interchange.
  - £25,000 contribution for signal upgrades.
  - Extended two-lane approaches at A534/Sandy Lane and Abenbury Way/Bryn Lane roundabouts.

The applicant has used these schemes as justification for not proposing any mitigation. The applicant should note that the mitigation measures associated with Utopia City and KSS2 (Land South of Holt Road) schemes are **not currently committed as detailed in subsequent sections** and therefore **cannot be considered as part of the mitigation strategy for this application**.

As such, the applicant will need to engage in further discussions with the LHA regarding appropriate mitigation measures once appropriate traffic impact assessments have been undertaken. developments.

Framework Travel Plan

The Framework Travel Plan submitted with the planning application sets out a range of measures aimed at reducing single occupancy car trips and includes some aspirational targets with the overall of reducing single occupancy car trips by 10% over a three-year period.

The LHA supports the plan's objectives but at this stage there is little detail in how the targets will be achieved, especially due to the sites' minimal public transport opportunities. Notwithstanding, the LHA welcome the implementation of the Travel Plan and recommends the following.

- Submission of a full Travel Plan within six months of occupation. The measures and targets will be required to be agreed with LHA.
- Engagement with operators to improve bus services.
- Increased cycle parking and supporting facilities if required. The future operators of site will be required to undertake surveys of cycle parking demand.
- Stronger customer travel measures and incentives.

Subject to these conditions, the Interim Travel Plan is acceptable in principle.

Summary

The Local Highway Authority (LHA) has identified several critical issues that must be addressed before the proposed development can be considered acceptable and supported by the LHA:

Visibility and Access Design

- New ATC Survey: Conduct a fresh Automatic Traffic Count near the proposed junction to capture actual speeds for visibility splay design.
- Visibility Splays:
    - Redraw splays to comply with DMRB CD 109 standards:
        - Y-distance: 120m (based on 85th percentile speed ~50 mph).
        - X-distance: 2.4m minimum.
    - Measure splays to the nearside edge of the carriageway.
    - Show full tangent area and ensure no obstructions (e.g., substations, signage, landscaping) within 0.6m–2.0m height.
    - Provide scaled drawings with accurate dimensions.

Swept Path and Junction Geometry

- Revise access design to prevent:
    - Grass verge overruns on entry.
    - Encroachment into oncoming lane on exit.
- Update swept path analysis and submit a Stage 1 Road Safety Audit (RSA1).

Parking Provision

- Increase car parking to align with maximum standards:
    - B2: 1 space per 50m² GFA.
    - B8: 1 space per 100m² GFA.
    - Include B1 office floorspace in calculations.

Internal Layout

- Provide revised swept path analysis ensuring:
    - No HGV encroachment into landscaping.
    - Adequate clearance for simultaneous HGV operations.
- Submit an operational plan for HGV scheduling and visibility checks at conflict points.

Trip Generation and Transport Assessment

- Undertake a bespoke TRICS assessment:
    - Include all land uses (B2, B8, B1).
    - Apply transparent site selection and multimodal trip generation.
- Revise TA to:
    - Exclude uncommitted Local Plan allocations.
    - Provide arm-specific junction assessments and capacity modelling where flows increase by ≥5%.
- Update PICADY model with correct geometry and scaled drawings.

Mitigation

- Mitigation discussions to be undertaken with LHA following updated traffic impact assessments.

Framework Travel Plan

- Submit a full Travel Plan within six months of occupation, including:
    - Detailed measures and targets.
    - Engagement with bus operators.
    - Cycle parking demand surveys.
    - Customer travel incentives.

Conclusion

The application cannot be supported by the LHA in its current form. The applicant must:

- Provide revised visibility splays and access design as per DMRB standards.
- Address swept path and safety concerns through design changes and RSA1.
- Increase parking provision to meet maximum standards.
- Redesign internal layout for safe HGV and car circulation.
- Submit a robust Transport Impact Assessment and undertaken capacity assessment where the increase in development traffic increases a particular movement by 5%.
- Propose an appropriate mitigation strategy.
- Secure necessary highway agreements and permits before commencement.

Until these requirements are met, the LHA cannot confirm that the development is acceptable in terms of highway safety, operational efficiency, and compliance with planning policy.

KWEdwards
Contracts & 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.