MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/AC/P/2025/0638	**Your Ref:**	P/2025/0638
Date:	05/01/2026		

Town and Country Planning Act, 1990

PROPSAL: ERECTION OF REPLACEMENT INDUSTRIAL BUILDING / CODI ADEILAD DIWYDIANNOL YN LLE

LOCATION: R AND R ENGINEERING WORKSHOP, OAK ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9RG

With reference to the above planning application. Based on the submitted plans including the swept path drawings, parking layout, and block plan the Local Highway Authority offers the following comments:

Proposal Summary
The application seeks full planning permission for the replacement of an existing industrial building at R & R Engineering Workshop, Oak Road, Wrexham Industrial Estate (LL13 9RG). The development involves demolition of the current 700 m² workshop and construction of a new fabrication building with a gross internal floor area of approximately 958 m², resulting in a net increase of 258 m². The proposed use remains B2 – General Industrial, with associated on-site parking and servicing areas. Existing cabins and containers are shown to remain, and the site will continue to operate as a fabrication workshop. No new public roads or rights of way are proposed, and the existing access point from Oak Road is retained. Swept path drawings have been submitted for a 16.5 m articulated HGV.

Parking Provision and Compliance with Wrexham Standards
Wrexham Local Planning Guidance Note No. 16 sets a maximum parking standard for B2 (general industry) at 1 car parking space per 50 m² gross floor area with 10% of these being provided to mobility standard (minimum width 3.6m), plus cycle parking at 1 space per 500 m². For the 958 m² proposed, this equates to 20 car spaces (inclusive of 2 mobility standard spaces and 2 cycle spaces. The block plan indicates 22 permeable car parking spaces including 2 disabled bays which is an over provision of 2 spaces. No dimensions are provided on the block plan so it is not possible for the LHA to determine their width of the parking spaces. The proposals do not show any cycle parking spaces provided. The applicant is required to:

- Update the proposals so that they comply with the maximum parking standards and detail the width of the parking spaces. The two mobility spaces are required to be 3.6m in width.
- Confirm compliance with Wrexham standards for cycle parking.

Parking Bay Conflicts with Swept Paths
The swept path drawings indicate potential clashes between HGV manoeuvres and existing areas of parking onsite. These conflicts may render the existing bays unusable or obstruct circulation.

Please clarify:
- If any parking spaces will be affected and whether they will be removed.
- How parking capacity will be maintained if bays are lost.
- Should the bays remain, how there use will be managed to minimise conflict between HGVs accessing the site and parked vehicles.

Swept Path and Manoeuvring Issues
The submitted tracking raises several concerns:
- HGV ingress appears to start on the footway rather than the carriageway, which is unacceptable.
- Internal manoeuvres show jack-knifing, suggesting insufficient geometry.
- No egress tracking is provided, so safe exit cannot be verified.
- Swept paths overlap with cabins/containers, creating collision risks. This is despite the vehicle tracking drawing stating that the existing contains / cabins to remain.

Please provide:
- Revised ingress and egress swept paths for the largest design vehicle.
- Tracking that begins and ends fully within the carriageway.
- Confirm there is no conflict with the existing cabins / containers with a HGV and car accessing the site.

Encroachment into Hedgerow and Third-Party Land
Tracking shows encroachment into a hedge and possibly beyond the site boundary. Please confirm:
- Whether hedgerow removal is proposed and provide mitigation details.
- If third-party land is required, supply evidence of control or revise the layout.

Access Geometry and Suitability for HGV Movements
No improvements to the site access are shown and the current dimensions appear constrained for articulated vehicles.

Please provide:
- A dimensioned access plan showing width, kerb radii, and visibility splays to ensure appropriate access can be achieved.

Summary
Further information is required before the application can be supported. This includes

- Update of parking layout and numbers.
- Revised swept paths for ingress and egress.
- Confirmation regarding existing cabin relocation or mitigation.
- Dimensioned access layout and visibility splays.
- Clarification on hedgerow removal and third-party land.

Until these matters are addressed, the Local Highway Authority is minded to object or hold the application pending satisfactory revisions.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.