MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/AC/P/2025/0773	**Your Ref:**	P/2025/0773
Date:	07/01/2026		

Town and Country Planning Act, 1990

PROPSAL: ERECTION OF GLASS REINFORCED PLASTIC STRUCTURE AND ASSOCIATED CONCRETE SLAB TO HOUSE AIR HANDLING UNIT / CODI STRWYTHUR PLASTIG WEDI'I ATGYFNERTHU Â GWYDR A SLAB CONCRIT CYSYLLTIEDIG I DŴR UNED TRIN AER

LOCATION: PLAS GORORAU, ELLICE WAY, WREXHAM TECHNOLOGY PARK, WREXHAM, LL13 7Y

Following a review of the application in October 2025, the Local Highway Authority (LHA) provided comments and additional information to be provided via a consultation response dated 4th November 2025. In response the applicant has provided additional amended proposed site plan (drawing ref: PGP2-TACP-PB-00-DR-A-PL-0004 Rev PL2).

The initial response from the LHA requested the following clarifications:

- Details of the maximum number of vehicles typically parked on site at any one time.
- Confirmation of the previously approved car parking and turning arrangements, including the original consent and layout plan.
- Details of the gross floor area of the site by land use and its approved LPGN 16 class use.
- Show cycle parking and shelters on a scaled plan with annotated dimensions, in compliance with LPGN 16 and Active Travel Guidance.

The LHA previously requested clarification on the previously approved car parking and turning arrangements, including a copy of the original consent and the approved layout plan. While this information has not been provided, the amended site plan indicates that the proposed parking provision is broadly in line with the maximum standards set out in LPGN 16. Having considered the overall parking details and the context set out in the paragraphs below, the LHA is satisfied that the proposals will not adversely impact highway safety or site operation. On this basis, the LHA does not raise an objection on this point.

The amended site plan identifies a total gross internal floor area of 4,848m², comprising 1,403m² of B1 use and 3,445m² of D1 use. Under LPGN 16 standards, B1 development requires 1 space per 30m², equating to approximately 47 spaces, while D1 development requires 1 space per 25m², equating to approximately 138 spaces, giving a combined requirement of 185 spaces, of which a minimum of 10% should be accessible. The revised plan proposes 161 standard spaces and 18 accessible spaces (179 in total), meeting the accessibility requirement but falling short of the overall

LPGN 16 standard by six spaces or 3.2%. The LHA consider this to be immaterial and are happy in this instance that appropriate parking is provided onsite.

The LHA previously requested details of the maximum number of vehicles typically parked on site at any one time to assess whether the proposed reduction in parking spaces would result in overspill onto the adjoining highway. While this information has not been provided, the amended plan demonstrates that the proposed parking provision of 179 spaces is very close to the LPGN 16 requirement of 185 spaces, representing only a 3.2% shortfall. Given this minimal variance and the inclusion of 18 accessible spaces meeting the 10% requirement, the LHA is satisfied that the proposed provision is broadly in line with policy standards. On this basis, the LHA does not intend to raise an objection on this point.

Regarding cycle parking, the LHA previously requested confirmation of cycle parking provision, including shelter details and annotated dimensions, to ensure compliance with LPGN 16 and Active Travel Guidance. Based on the gross floor area of 4,848m² (comprising 1,403m² of B1 use and 3,445m² of D1 use), LPGN 16 requires a minimum of 18 cycle spaces for a development of this scale. The amended plan indicates the retention of the existing cycle store and provides 20 cycle bays, which exceeds the minimum requirement. While detailed shelter specifications and dimensions have not been provided, the proposed provision is considered adequate given the ancillary nature of the development and the absence of any indication that the scheme will intensify trips to the site. On this basis, the LHA is satisfied with the information provided and does not intend to raise an objection on this point.

Summary
The LHA has reviewed the amended site plan and the information provided in response to its previous comments. While some requested details, such as evidence of previously approved parking arrangements and cycle shelter specifications, have not been submitted, the proposed parking provision is broadly in line with LPGN 16 standards and includes the required proportion of accessible spaces. Cycle parking provision also meets the minimum requirement for a development of this scale. Given the ancillary nature of the proposal and the absence of any indication that it will intensify trips to the site, the LHA is satisfied that the development will not adversely impact highway safety or operation. On this basis, the LHA does not raise an objection to the application.

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

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.