# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Sharon Holman |
| **Our Ref:** | ET/DC/AO/P/2025/0110 | **Your Ref:** | P/2025/0110 |
| **Date:** | 22/01/2026 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: CODI CYFLEUSTER DIWYDIANNOL (DOSBARTH B2) / ERECTION OF INDUSTRIAL FACILITY (CLASS B2)**

**LOCATION: NET WORLD SPORTS, BRYN LANE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UT**

The following comments are in response to the Additional Information submitted by the applicant in July and August 2025, following Local Highway Authority comments (23/05/25).

The previous LHA response identified a number of areas where further information and / or clarification was required, namely:

- Waste Management
- Trip Generation
- Servicing
- Car and Cycle Parking

The further information provided, addresses and satisfies the issues relating to Waste Management and Trip Generation.

**Servicing**
Swept-paths are shown for HGVs manoeuvring within the site. The 'Amended Proposed Block Plan' drawing (2011A.P.005) shows what appears to be an Articulated HGV turning left from Bryn Lane to enter the site, before then travelling to the application location and then turning. Much of this swept-path is obscured by the red line also shown on the plan, so the LHA cannot verify the acceptability of this. **It is requested therefore that this drawing be resubmitted without the red and blue lines.** Notwithstanding this, it is noted that on turning into the site the HGV appears to be in contact with and potentially over-running the kerb. At the point of turn by the application area, the HGV travels in very close proximity to an existing building. However, there appears to be sufficient area to show a more efficient turn at this location.

**For the avoidance of doubt a revised swept-path should be provided for this internal manoeuvre. The swept-path for a HGV turning left into the site, as shown is not acceptable and should be re-provided.**

**Car / Cycle Parking**
Information has been provided to demonstrate that there is sufficient spare parking capacity to meet the needs of this extension, for both vehicles and cycles. Whilst this meets current demands, the Travel Plan linked to the original planning application for the site (and which will cover this new element also) will monitor this usage and demand for parking as part of the ongoing Travel Surveys.

**Wider Issue**
Notwithstanding the above points of detail, as set out in the first LHA response and as discussed with the Applicant on the parallel Section-278 application, the Highway Authority cannot support any application that increases vehicle movements through the site access junction (Bryn Lane), until and unless the issues identified in the first LHA response to this application and those identified in separate meetings and correspondence in relation to the Section-278 application, have been fully rectified to the satisfaction of the Highway Authority.

**Summary**
Whilst the outstanding points of detail have been largely addressed, subject to updated details being required in relation to swept-paths, the Highway Authority cannot support this application until and unless the issues identified in relation to the site access junction have been fully rectified to the satisfaction of the Highway Authority. **Until that time, the Highway Authority therefore have no choice but object to the planning application and recommend refusal on highway Safety grounds**.

*KWEdwards*
Contracts & Engineering Manager

On behalf of the Chief Officer, Environment & Technical