MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/AO/P/2025/0430/R3	**Your Ref:**	P/2025/0430
Date:	04/02/2026		

Town and Country Planning Act 1990 (as amended)

PROPOSAL: UNED GYFLOGAETH ARFAETHEDIG A MYNEDIAD NEWYDD I GERBYDAU, PARCIO AR GYFER CEIR A CHERBYDAU NWYDDAU TRWM, ARDAL WASANAETHU A STORIO, TIRLUNIO A GWAITH DATBLYGU ATEGOL / PROPOSED EMPLOYMENT UNIT AND NEW VEHICULAR ACCESS, CAR AND HGV PARKING, SERVICING AND STORAGE AREA, LANDSCAPING AND ANCILLARY DEVELOPMENT
LOCATION: LAND AT, OAK ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9RG

Following previous comments issued by the LHA (11/11/25) additional information has been submitted in response to these comments and to matters discussed in a meeting between the LHA and the applicant's consultants.

This additional information addresses the following points:

Swept-Path Analysis
Updated swept-path drawings with an updated carriageway base have been provided and demonstrate suitable turning movements into and out of the application site. These swept-paths in places offer limited tolerances to kerbs (off-highway) but given vehicles will be turning at low speed, this is considered acceptable.

Site Access Plans
Further to the above, the site access plan has been updated to show compliant cycle transition onto the proposed 3m shared footway/cycleway along the frontage. Whilst such shared provision is not the preferable solution for cyclists and pedestrians, it is consistent with provision around the industrial estate.

The revised access plan also shows proposed signage at the entry and exit points to make clear to drivers unfamiliar with the access arrangements and which junction is for entry, which for exit.

Parking Provision
Parking proposals have been updated to provide a total of 124 parking spaces, which brings provision to c.84% of the maximum set out in the LPG16 Parking Standards. With the recommended inclusion of a condition to require a Travel Plan and a Car Park

Management Plan to encourage sustainable trip making to the site, this level of parking is considered acceptable.

Details of cycle parking will be required (by condition), demonstrating quantity and standard of parking as required by the Councils' parking standards and the Welsh Government Active Travel Act Guidance.

Traffic Impact Assessment:
The revised assumptions as requested by the LHA, have been incorporated in an updated assessment. This analysis includes assessment of adjacent junctions and concludes that the impact of the scheme on junction operation will be minimal. Traffic flow increases are not predicted to exceed the commonly used threshold of 30 two-way trips and will be largely in keeping with the more robust 5% increase threshold set out in TAN-18.

This assessment is based on a predicted traffic generation of 50 additional two-way trips in the AM peak period and 37 additional two-way trips in the PM peak period. Trip rates used in this assessment are consistent with those accepted elsewhere on the Industrial Estate. It should be noted that the development generated traffic flows set out above are based on B2 use which typically generates higher traffic volumes than B8 use and can therefore be considered reasonably robust.

Construction Traffic Management Plan
An outline Construction Traffic Management Plan (CTMP) has been submitted. The outline CTMP identifies routes for HGVs that will facilitate construction and those specified are acceptable. The LHA will require (by condition) a final CTMP to be submitted when final details are available of construction traffic volumes. The outline CTMP makes reference to contractor / staff parking within the construction site. For the avoidance of doubt the LHA will not accept contractor parking on the adjacent highway. The LHA will require the CTMP to be updated to state that site induction rules will explicitly state all parking must be within the construction site. It will be the developer's responsibility to ensure no parking takes place on the highway. The LHA will also require the CTMP to be updated to show a plan indicating where and what quantum of on-site parking is to be provided. At Section 7 the outline CTMP identifies possible walking routes to the site. This plan indicates that Oak Road to the east of the built-up area of the industrial estate is a walking route. The LHA note that there are no footways present to the east of the eastern most edge of the industrial estate on Oak Road and this section of Oak Road should not be identified as a walking route. At Section 11, the outline CTMP sets out details of loading/unloading. For the avoidance of doubt no loading / unloading will be permitted on highway (other than at the initial site establishment stage). The LHA will require this to be stated in the CTMP.

Summary
Following previous consultation responses, additional information has been provided by the applicant to address previously raised issues.
The Local Highway Authority are content that these updates, supported with a number of conditions as set out below, will result in an acceptable scheme proposal. The LHA therefore offer no objection to the proposals.

On behalf of Chief Officer, Environment & Technical



Conditions

Access Arrangement: Prior to first use of the development, the proposed vehicular access shall be laid out in strict accordance with approved plan no. P24012-001G. The visibility splays shall thereafter be permanently retained free of all obstruction in excess of 0.6m in height. *Reason: To ensure that adequate visibility is provided at the proposed point of access to the highway.*

Traffic Regulation Orders (TROs): To try and prevent over-spill parking it is required that a scheme to modify existing TROs and introduce new TROs be submitted to and agreed by the local highway authority and implemented on Oak Road prior to occupation. This scheme should introduce no parking at any time, double yellow lines along the southern kerb of Oak Road from a point opposite the junction with Dunster Road to the current double yellow lines c.300 to the east of the application site. *Reason: In the interest of safety and the free flow of traffic on the adjoining highway.*

Travel Plan: A Final Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development. *Reason: To support the Council's approved Integrated Transport Strategy and to reduce dependency on the motor vehicle.*

Construction Traffic Management Plan: No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented. *Reason: In the interest of safety and the free flow of traffic on the adjoining highway.*

Car Park Management Plan: No part of the development shall commence until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented. *Reason: In the interest of safety and the free flow of traffic on the adjoining highway.*

Private Surface Water Run Off: No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development. *Reason: In the interest of safety and the free flow of traffic on the adjoining highway.*

Provision of Vehicular Cycle Parking Facilities
Prior to first use of the development on-site cycle parking facilities shall be provided in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of cycles. *Reason: To support the Council's approved Integrated Transport Strategy and to reduce dependency on the motor vehicle.*