MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/AC/P/2025/0952	**Your Ref:**	P/2025/0952
Date:	09/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ERECTION OF INDUSTRIAL BUILDING (WASHDOWN BAY) / CODI ADEILAD DIWYDIANNOL (BAE GOLCHI I LAWR)

LOCATION: PRYSMIAN CABLES, OAK ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9PH

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

The application seeks full planning permission for the installation of a new vehicle washdown bay within the established Prysmian Cables site on Oak Road, Wrexham Industrial Estate. The Proposed Site Plan identifies a 15m (L) × 6m (W) × 6m (H) washdown structure together with a 10,000-litre below-ground wastewater storage tank as the principal operational components of the scheme. The application form also confirms the introduction of 90 m² of new B8 floorspace associated with the structure.

Site Context and Access Arrangement
The site is located within an established industrial complex and is currently accessed via internal private roads connected to both Oak Road and Bryn Lane. The proposal does not introduce any new or amended accesses to the public highway, nor does it necessitate the creation, diversion, or alteration of any public roads or rights of way. The LHA considers the existing access arrangements to be suitable for a development of this scale and nature.

Highway Impact Considerations
As the development is wholly contained within the existing industrial boundary and does not change the access or is unlikely to result in the intensification of vehicle movements to the public highway, the LHA is satisfied that the scheme is unlikely to result in any adverse impacts on highway safety or network operation.

Summary
In light of the above, the Local Highway Authority raises no objection to the proposed development. The LHA would, however, support the inclusion of standard construction-phase and drainage-related conditions, should the planning authority deem them necessary.

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.