MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/DB/P/2024/1618 Response 2	**Your Ref:**	P/2024/1618
Date:	20/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI 8 UNED DDIWYDIANNOL YSGAFN - DOSBARTH B1 (BUSNES) A B8 (STORIO A DOSBARTHU) / ERECTION OF 5 NO LIGHT INDUSTRIAL UNITS - CLASS B1 (BUSINESS) AND B8 (STORAGE AND DISTRIBUTION)
LOCATION: THE COOPERATIVE, WELL STREET, CEFN MAWR, WREXHAM, LL14 3YD

I refer to your consultation / email dated 09/12/2024 in respect of the above and amended details submitted/received 15 December 2025

The site was subject to a change of use from the A1 (Retail – former store) to a combination of B1 (Business) and B8 (Storage and Distribution). Ref P/2023/0008.

This application relates to the erection of 5nr additional new build light industrial units within the existing parking area.

On reviewing the amended submission the LHA advise as follows:

There is no reference made to third party parking to the north of the site that appear to utilise this site for access. The latest plan shows a zig zag line suggesting this access is to be blocked. Please clarify if this is correct. If so, the LHA would request any permission be conditioned accordingly.

Other comments raised:

Trip Rates / Calculations

- No multimodal trip generation has been provided.
- The use of the *office* category for the proposed development results in higher car trip numbers compared to light industrial. However, no HGV trip calculations have been included, and we would typically expect higher HGV movements for light industrial uses than for office.

Tracking

- The applicant has shown the HGV accessing the site, however, the tracking looks like it runs over the northern splitter island. (see below).
- The applicant has not tracked access to the bin store on the southern side of the site. This area appears tight, particularly if a vehicle is parked in space 16.



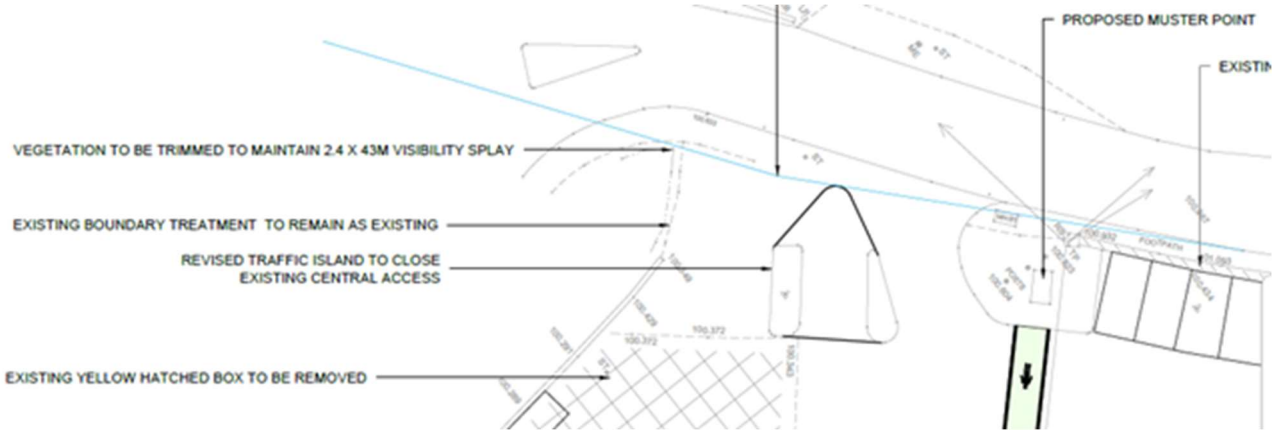
Access Provision

- The access is existing and the Transport Statement concludes that the proposals will not intensify its use. However, as the immediate highway network around the site has significantly changed (I.e. the compact roundabout) we should request that the applicant provides a simplified access arrangement to ensure safe access.

- The current bell mouth is approximately 15 m wide, includes two splitter islands, and lacks dropped kerbs or tactile paving. Ideally, the access would be realigned to remove the splitter islands and provide a standard T-junction with appropriate pedestrian facilities.

- In addition, visibility to the south appears to be restricted by a wall and vegetation, which will need cutting back to achieve suitable visibility splays. Please confirm this will be maintained in perpetuity by the applicant or include for a hard bound paved material within the splay.

- If full reconfiguration is not feasible due to statutory undertakers' equipment, the 2023 planning application proposed enlarging the central island (see screenshot). As a minimum, we should request this amendment, along with dropped kerbs and tactile paving, to ensure safe pedestrian access across the junction.



It is noted that some cycle parking has been incorporated on the latest plan. Is this for both the applications relating to this site? I.e. All 10nr units. Can the applicant clearly reference LPG16 in their response.

<u>Response 1 retained for reference as follows:</u>

At present there is insufficient information to be able to undertake a full assessment of the proposals from a highways perspective, however the LHA would note concern over the general lack of parking, and service delivery circulation in particular.

Can the applicant be requested to review and respond to the following:

- *Reviewing the TRICS data, we have concerns over the relevance and accuracy of that provided. The extant permission for 750m2 generates 49nr 2 way trips at the pm peak. Referring to P/2024/0008, there is reference to 800m2 of existing building. Can the applicant clarify what is the existing GIA*
- *The plan refers to 5nr units at 105m2 each, totalling 525m2 increase in lettable area*
- *Parking appears low when totalling the existing and proposed sites together with the access required to third party land adjacent to the site, which has a right of access through the applicant's land.*
- *The applicant should provide a fully dimensioned swept path that demonstrates that a HGV of an appropriate size can access the site and turning around within the site. The LHA have previously accepted that rigid HGV's are more common for light industry use**. So this can be accepted on the understanding that any approval restricts or qualifies the use, and a Service Delivery Management Plan is provided confirming the same. SWEPT PATHS FOR A RIGID HGV RECEIVED, AND A SUITABLY WORDED CONDITION WOULD BE REQUESTED SHOULD THE SCHEME BE APPROVED***
- *Separate segregated pedestrian access across and around the site needs to be provided and shown on a scaled site plan **THE PLAN INDICATES A PATH, BUT A CROSSING HIGHLIGHTED IN ROAD MARKINGS WITH ILLUMINATION IN THE INTEREST OF SAFETY.***
- *Details of proposed cycle parking and refuse collection need to be added to the proposed site plan. **SOME CYCLE PARKING IS SHOWN BUT THIS SHOULD BE REFERENCED AREAS OF THE UNITS AND COMPLIANT WITH LGP16 FOR THE WHOLE OF THE SITE.***
- *We would request the application takes note of LHA's previous comments relating to recommendations at the site entrance, with particular respect to pedestrian refuse. (P/2023/0008) **COMMENTS UPDATED IN THE ABOVE RESPONSE 2 COMMENTS.***

Summary
The LHA request specific responses referenced to each pf the above queries with an explanatory covering email for ease of reference to assist in concluding our response.

KWEdwards
Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

Supplementary Notes

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

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.