MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Roberts
Our Ref:	ET/DC/DB/P/2025/0894	**Your Ref:**	P/2025/0894
Date:	20/5/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I LEOLI CYNWYSYDDION LLONGAU I FFURFIO HUNAN-STORIO MEWN CYNWYSYDDION A GWAITH CYSYLLTIEDIG / CHANGE OF USE OF LAND TO SITE SHIPPING CONTAINERS TO FORM CONTAINERISED SELF STORAGE AND ASSOCIATED WORKS
LOCATION: LAND OFF, BRIDGE ROAD SOUTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9SQ

I refer to your consultation / email dated 05/12/2025 in respect of the above.

The above application relates to the provision of 86nr shipping containers, noted as providing 1161m2 of B8 storage space. Applying LPG16 guidance for B8 usage this suggests 12nr car park spaces should be provided, of which 10% (1nr) should be to mobility standards. B8 usage requires 1 car per 100m2 gross floor space. We have simply included for the containers, not circulation space. Given the relatively unsustainable location away from the city centre, the LHA consider maximum parking provisions should be made to maximum provision, unless mitigation can be provided. It is considered unlikely that many would walk to the site from their home or place of work. Pentre Maelor.

An amended drawing is required, to include for such provision plus making reference to cycle parking, also in accordance with LPG16 (1 space per 1000m2)

It is noted that the front car parking spaces are regularly occupied by American sports cars suggesting there are other uses on the site.

The applicant is required to provide amended plans to incorporate reference to other shared uses on the site, with floor areas and incorporate these into the proposed plans and ratios of parking in accordance with LPG16.

Other matters:
The double access at the front permits entry and egress in a forward gear, and the visibility splays along Bridge Road South are more than adequate for the 30mph stretch fronting the site. The Geometry of the access is considered adequate. It is noted this application is retrospective.

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 184/171 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.