MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/AC/P/2025/0638 Response 3	**Your Ref:**	P/2025/0638
Date:	08/06/2026		

Town and Country Planning Act, 1990

PROPOSAL: ERECTION OF REPLACEMENT INDUSTRIAL BUILDING / CODI ADEILAD DIWYDIANNOL YN LLE

LOCATION: R AND R ENGINEERING WORKSHOP, OAK ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9RG

With reference to the above planning application.

Following review of the submitted *Proposed Site Access, Geometrics & Vehicle Tracking* drawings and supporting information, the Local Highway Authority (LHA) provides the following comments.

Access Geometry and HGV Movements
The revised access arrangement now incorporates a defined bellmouth with appropriate kerb radii and carriageway width. The submitted swept path analysis demonstrates that both articulated and rigid HGVs are able to enter and exit the site.

While the tracking indicates some overrunning of the opposing traffic lane during ingress and egress, this is considered acceptable in this instance. This is due to:

- The very low frequency of HGV movements associated with the site (typically 2–3 per week, with a maximum of approximately 1 per day at peak periods).
- The alignment of Oak Road, which allows good forward visibility and stopping sight distance for approaching vehicles.

On this basis, the access geometry is considered to provide a safe and suitable arrangement for the expected level of use.

Visibility Splays
The submitted drawings indicate that visibility splays of 2.4m x 120m are proposed in both directions, based on an assumed design speed of 40mph. However, it is noted that the posted speed limit on Oak Road has now been reduced to 30mph, and therefore the visibility requirements should be reassessed on this basis.

Notwithstanding this, the submitted visibility splays do not appear to have been drawn correctly and are not considered to be achievable in practice. In particular:

- The western visibility splay extends across the north eastern section of a parking area at the rear of the footway, and it has not been demonstrated that this land is within the applicant's control or can be maintained free from obstruction.
- The eastern visibility splay has not been drawn to the nearside kerb edge.

On this basis, it has not been demonstrated that appropriate and deliverable visibility splays can be achieved at the proposed access. The submitted visibility information is therefore considered unacceptable. Revised visibility splays should be provided, correctly drawn in accordance with current guidance, based on the 30mph posted speed limit, and fully contained within land under the applicant's control or otherwise capable of being maintained free from obstruction.

Access Detail
The final access design should be amended to ensure consistency with other similar industrial accesses in the vicinity. In particular:

- The boundary fencing / gate should be set back a minimum of 16.5m (ideally 20m) from the highway boundary, to allow adequate space for vehicle waiting and gate operation clear of the public highway; or
- alternatively, a planning condition would be required to ensure that the gates are maintained in an open position during operational hours, to prevent vehicles waiting on the highway.

This arrangement will ensure that vehicles can safely enter and exit the site without causing obstruction to Oak Road.

Conclusion
While the revised access geometry is considered acceptable in principle and capable of accommodating the expected level of HGV movements, the proposal fails to demonstrate that adequate and deliverable visibility splays can be achieved. Furthermore, amendments are required to the access detail to ensure appropriate gate set-back or control of gate operation.

In its current form, the proposal is therefore unacceptable on highway safety grounds, and further revised drawings addressing visibility and access detail are required before the development can be supported.

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.