MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Lauren Rowlinson
Our Ref:	ET/DC/ /P/2025/0919	**Your Ref:**	P/2025/0919
Date:	01/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I FFURFIO CYFLEUSTER HUNAN-STORIO AGORED AC MEWN CYNWYSYDDION A GWAITH CYSYLLTIEDIG / CHANGE OF USE OF LAND TO FORM OPEN AND CONTAINERISED SELF STORAGE AND ASSOCIATED WORKS
LOCATION: FORMER RIDLEY WOOD INDUSTRIAL COMPLEX, BRYN LANE, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UT

The LHA refer to your consultation / email dated 09/12/2025 in respect of the above and have reviewed the following information relating to the same:

1. Existing and Proposed site layout
2. Planning Design and Access Statement
3. Application Form

Access
The proposed access is in the same position as the existing, and has been in use for many years without any known issues or concerns. The speed limit on Bryn Lane has recently been reduced to 30mph, from 40mph. Visibility Splays are approximately 2.4m x 69m to the east of the entrance, and 2.4m x 52m to within 0.5m of the nearside kerbs in both directions. These are in excess of the 2.4m x 43m in both directions that is the minimum for a 30mph road. Forward visibility for vehicles turning right into the complex is greater still, and also in excess of the minimum required, which gives a margin of safety if vehicles are driving faster than the new limit.

The applicant is requested to ensure that vegetation and any other potential obstruction is maintained at a height not exceeding 1.05m above ground level withing these splays. This applies specifically to the west of the entrance.

Site entrance detailing:

The existing site entrance does not comply with standard highway detailing. Given the site does provide HGV access, it should be amended to a more conventional entrance with radiused kerbing, standard tactile paving and tarmac construction, designed for HGV access. Currently, the crossing is more akin to a driveway crossover, with flush kerbs, that in time would be prone to damage with regular HGV use.

The cracked tactile paving demonstrates over run of vehicles, highlighting the inadequate entrance.

Whilst the principle of an access in this location does not raise concern, the detailing of the formation of the access with radiused kerbs needs to be confirmed and agreed with the LHA. This would be subject to a Section 278 or 171 agreement under the Highways Act. **The applicant is requested to provide an amended site plan detailing the entrance including safe and adequate pedestrian/cyclist crossing, whilst providing adequate turning for vehicles as proposed.**

Parking

The submitted information makes no reference to anticipated parking proposals or specific usage for each of the compounds to be able to assess trip generation. Reference should also be made regarding other users of the shared access, so an overall assessment can be made.

On site layout:

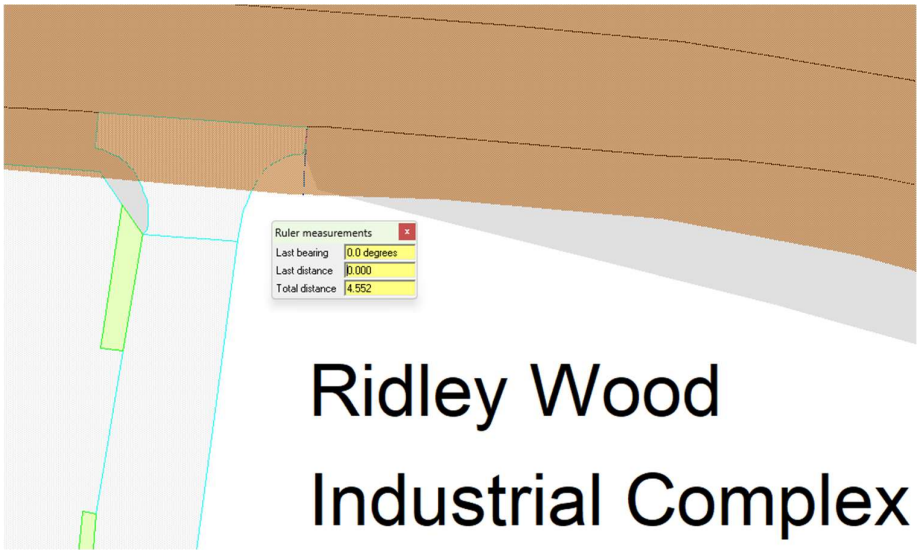
Reference is made to circulation and turning for HGV vehicles. Can the applicant expand on this by providing swept path analysis demonstrating the maximum vehicle sizes.

Pedestrian access:

There is no segregated pedestrian access highlighted. This is required for the site entrance and access road in the interest of pedestrian safety and should be shown on an amended site plan.

Boundary

The LHA raised concern over the initial fence erected. This has been relocated, now set back, but can the applicant confirm that the proposed plan has been coordinated with the adopted highway along this boundary. Furthermore, there should be a concrete edging or similar durable method of identifying the boundary



Summary of Requirements

The LHA requires the following prior to being able to conclude their consultation response:

1. Access proposal showing visibility splays, kerbing, tactiles (cycling and pedestrian) and swept path analysis for the proposed HGVs likely to be using the site. Coordination with

WCBC Active Travel department is required to agree the crossing detail in accordance with Active Travel requirements in Wales. Contact gwen.thomas@wrexham.gov.uk.

2. Swept path analysis for HGVs within the site, deciphering the HGV vehicle sizes, that would be referred to in any approval.
3. Pedestrian access, separated from vehicular access at the entrance and around site.
4. Demonstration that the boundary is coordinated with the highway's adoptable boundary, together with confirmation that the purposed hedgerow falls outside the adoptable boundary. For example, the adoptable boundary adjacent to the entrance is approx. 4.3m back from the kerb line.
5. A flat-topped edging or similar is required to define the relative boundaries.
6. Explanation on likely future trip generation, compared with the previous use. This should also consider neighbours trip rates who share the access into account within any calculations.
7. Calculation of the proposed parking provision using the use classification in LPG16.
8. A construction Traffic Management Plan condition would be requested.

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.