MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/DB/P/2024/1618 Response 4	**Your Ref:**	P/2024/1618
Date:	08/07/2026		

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

With reference to the amended plans the Local Highway Authority have the following concerns:-

1. The swept path for the HGV left hand turn from the site appears very tight. As shown, the HGV encroaches into both the oncoming traffic lane by a significant amount and the swept-path envelope appears to over-run the kerb. The LHA will require the kerb design to be reconfigured to avoid the encroachment and the over-run.

2. The applicant will be required to demonstrate safe stopping distance for north bound vehicles exiting the roundabout, who may then encounter stopped vehicles waiting to turn right into the site.

3. The swept path for a HGV turning within the site also appears very tight, with the HGV movement shown as very close to the parking bays and other kerbed areas. This would suggest there is no tolerance for error and that the maneuver would be difficult to undertake safely and efficiently. The LHA will require this movement to be re-assessed and a more practical movement demonstrated.

4. To ensure parking provision is suitable, the LHA will require swept-paths for the parking bays in the southern corner, assuming there are vehicles parked in each.

5. Please demonstrate there is adequate room for the parallel space access and egress. Ordinarily parallel parking spaces require an additional 1m minimum in length.

On receipt of the above, the LHA will be able to conclude their consultation 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.