MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/DB/P/2026/0331	**Your Ref:**	P/2026/0331
Date:	03/08/2026		

Town and Country Planning Act 1990

PROPOSAL: CODI ADEILAD (DOSBARTH B1 (BUSNES / DIWYDIANT YSGAFN) / ERECTION OF BUILDING (CLASS B1 (BUSINESS/LIGHT INDUSTRY)

LOCATION: LAND AT, MINERS PARK, LLAY INDUSTRIAL ESTATE, LLAY, WREXHAM, LL12 0PJ

I refer to your consultation / email dated 18 June 2026 in respect of the above.

Introduction and History
This application relates to 6 no new build units, class B1 Business and Light industry, with associated parking.

The access road Miners Road is not adopted highway, therefore the Local Highway Authority comments to the Local Planning Authority are for guidance but considered important for reasons of operational safety.

The Local Highway Authority have reviewed P/2023/0357 previously on this site, which included provision for 3nr B1 units and associated parking. This was approved subject to providing turning and parking as committed in the Design and Access Statement referred to in Condition 2. The LHA refer to previous comments requesting improvements to the entrance and provision of turning. The Design and Access Statement submitted for this application stated there is ample space on site for parking and turning vehicles.

Site Access and Layout
The layout proposed does not include a turning head and is therefore not acceptable to the Local Highway Authority particularly given the previous application condition 2 referencing the Design and Access

It is important that vehicles, potentially HGV, can enter and leave the site in a forward gear, therefore a swept path analysis for the maximum sized HGV considered practical for these units should be provided, with facility to turn within the site.
If the applicant wishes to restrict access to larger HGV's then this could be managed by condition. For example, if 12m rigid bodied HGV's were deemed to be the maximum regular size, then a limit could be conditioned restricting anything larger, such as 16.5m articulated HGV's.

Improvements to the entrance were also requested including provision of visibility splays, where 2.4m x 43m to the nearest kerb would be requested ordinarily.

Pedestrian access into and around the site should be provided and be segregated from the vehicle access particularly any turning head.

Parking:
The previous Highway response to P/2023/0357 referred to 10 spaces being available, but 8 are shown on the drawing, of which 1 is disabled specification.
This application includes provision on the plan for 10nr spaces, of which one is detailed as disabled. When referenced against LPGN16, a maximum of 1 space per 30m2 should be provided. The gross area of the units is approx. 300m2, so 10 spaces is in accordance with the 30m2/unit.

Provision of 1nr cycle space is satisfactory, if a lockable facility is provided.

The applicant is required confirm if private or WCBC council refuse collection facilities are proposed, and define the area available for bin store, presumably for the whole site.

Summary

For the Local Highway Authority to support this application:

1. A turning head within the site should be provided, avoiding the potential risk of HGV/vans reversing out onto Miners Park across a pedestrian footway. The size of vehicle catered for should be defined, and if this is less than UK national guidance as restriction could be applied by condition.
2. An amended detail for the entrance just be provided that demonstrates visibility, safe pedestrian crossing, and adequate radii for HGV's is provided. The LHA ordinarily recommend hard bound surfaces, set back gates and drainage at the entrance is provided.
3. A defined route for pedestrian access into and around the site should be provided.
4. The bin store size and refuse collection details should be provided for WCBC's refuse collection team approval unless a private company is to be employed.

The LHA await feedback on the above and can coordinate with the LPA should any conditions be considered appropriate.

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.