MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/DB/P/2026/0036	**Your Ref:**	P/2026/0036
Date:	07/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I GANIATÁU PARCIO AR GYFER 3 CERBYD MASNACHOL NAD YDYNT YN GERBYDAU NWYDDAU TRWM A PHARCIO AR GYFER CERBYDAU SY'N GYSYLLTIEDIG Â DEFNYDD CYFREITHLON O'R TIR / CHANGE OF USE OF LAND TO ALLOW PARKING FOR 3 NO HGV COMMERCIAL VEHICLES AND PARKING FOR VEHICLES CONNECTED TO LAWFUL USE OF THE LAND

LOCATION: PARK FARM, BOWLING BANK, WREXHAM, LL13 9RU

I refer to your consultation/email dated 4 August 2026 in respect of the above application.
The proposal relates to the change of use of part of an existing farmyard for the parking of three articulated Heavy Goods Vehicles (HGVs).
The proposal has previously been considered under an earlier planning application. Whilst the Local Highway Authority (LHA) initially raised no objection, its final consultation response recommended refusal. The principal highway concerns identified at that time were as follows:

- The ability of articulated HGVs to safely negotiate the bend located approximately 70 metres north-east of the site access, with concern that regular HGV movements could result in conflict with opposing traffic and overrunning of the highway verge.
- The aforementioned bend is known to be susceptible to flooding. In the event that the route becomes impassable, there is concern that HGV traffic may seek alternative routes through Is-y-Coed and surrounding lanes which are not considered suitable for regular articulated HGV movements.
- The limited number and distribution of formal passing places along the approach route.

Notwithstanding the above concerns, it is acknowledged that the route is currently used by other large vehicles, including agricultural machinery and milk tankers. Whilst this does not necessarily demonstrate suitability for regular articulated HGV movements, it is a material consideration when assessing the operation of the local highway network.
In assessing the current proposal, the LHA must consider whether the additional vehicle movements associated with the parking of three articulated HGVs would be likely to result in an unacceptable impact on highway safety or on the safe and efficient operation of the local highway network.
In order to undertake a robust assessment, the following information is requested:

1. **HGV Trip Generation**

Confirmation of the anticipated HGV trip generation associated with the development, including average daily and weekly arrivals and departures, together with details of any anticipated peak periods of activity.

2. **Routing Strategy**

Confirmation of the intended routing arrangements, including whether all HGVs would be required to turn left when exiting the site in order to utilise the shortest and most suitable route to the classified highway network.

3. **Swept Path Assessment**

Submission of swept path analysis demonstrating that the largest articulated vehicle anticipated to use the site can safely negotiate the bend located approximately 70 metres north-east of the site access, in both directions of travel, without unacceptable overrun of the highway verge or conflict with opposing traffic. Details should also be provided confirming the overall vehicle dimensions, including maximum vehicle length.

4. **Passing Place Assessment**

Evidence demonstrating that the existing passing places on the route towards Holt are of sufficient length and width to accommodate safe passing manoeuvres between the applicant's articulated HGVs and opposing vehicles.

Summary

Upon receipt of the above information, the LHA will be in a position to undertake a fuller assessment of the proposal and provide an informed recommendation to the Local Planning Authority regarding the acceptability of the development from a highway perspective.

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 / 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.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical