MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0447	**Your Ref:**	P/2026/0447
Date:	11/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI UNED STORIO (DOSBARTH B8) / ERECTION OF STORAGE UNIT (CLASS B8)

LOCATION: UNIT 401A AND 401B, ABBEY ROAD NORTH, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9UA

I refer to your consultation / email dated 22/07/2026 in respect of the above.

General

The proposed development comprises the erection of a Class B8 – Storage Unit. The proposed storage unit already appears to have been built and the site / facility has been in operation for some time.

Access

The proposed development site appears to have 3 no. access points as follows:-

- Ash Road North Access
- Abbey Road North
- Abbey Road (AST Plastics Main Access via internal access)

Ash Road North Access

Ash Road North is an unclassified road subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate in both directions providing splays in excess of 2.4 x 43m in both directions. **The LHA recommends the applicant provides a revised layout plan indicating the required splays.**

The existing access is approximately 15m wide with gates setback 7.9m behind edge of carriageway. The access is surfaced with hard bound materials.

The existing gates appear to be locked with a significant volume of items stored behind the gates which would currently prevent access at this point. The submitted plans / Design & Access Statement do not clearly indicate the proposed access arrangements. **The LHA recommends the applicant submits a suitably scaled layout plan indicating the proposed access details and access arrangements.**

Abbey Road North

Abbey Road North is an unclassified road subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate in the south easterly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow / vegetation. **The LHA recommends the applicant provides a revised layout plan indicating how the required splays will be provided.**

The existing access is approximately 7m wide with gates setback around 13m behind edge of carriageway. The access is surfaced with hard bound materials.

The existing gates appear to be locked with a significant volume of items stored behind the gates which would currently prevent access at this point. The submitted plans / Design & Access Statement do not clearly indicate the proposed access arrangements. **The LHA recommends the applicant submits a suitably scaled layout plan indicating the proposed access details and access arrangements.**

In their current form, neither access would be considered suitable for access by HGVs for deliveries or collections.

Abbey Road (AST Plastics Main Access via internal access)

It would appear that the previous company occupying the current AST Plastics Site had control of the current application site which was laid out and utilised as a car park. The submitted plans do not indicate that the adjoining AST Plastics Site have any association with the current site. **The LHA request clarification that the current site does not form part of any land required for the previous AST Plastics Unit consent eg/ for AST parking provision.**

It would appear that the only current available means of access for the development site is via the main access serving AST Plastics off Abbey Road North then through an internal access road into the site.

Abbey Road North is subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate in both directions providing splays in excess of 2.4 x 43m in both directions. **The LHA recommends the applicant provides a revised layout plan indicating the required splays.**

The existing access is approximately 8m wide and is surfaced with hard bound materials.

The submitted plans / Design & Access Statement do not clearly indicate the proposed access arrangements. **The LHA recommends the applicant submits a suitably scaled layout plan indicating the proposed access details and access arrangements.**

Parking & Turning Provision

Adequate parking and turning provision will need to be provided in accordance with LPGN 16 within the curtilage of the site.

The submitted plans / Design & Access Statement do not clearly indicate the proposed parking and turning provision.

The proposed development comprises 390m^2 gfa of Class B storage unit. Based on LPGN 16 requirements, the proposed unit would require a maximum of 4 parking spaces. **The LHA recommends the applicant submits a suitably scaled plan indicating adequate parking & turning provision.**

No details of the size / type / length of vehicles that typically visit the site have been provided. **The LHA recommends that appropriate details of such vehicles including swept path details of such vehicles entering / manoeuvring, parking and exiting the site in all directions is provided.**

Traffic Generation

No details of the previous and anticipated daily vehicle movements at the site (cars, vans, HGVs) have been provided. **The LHA recommends the applicant provides this detail.**

Conclusion

In conclusion, the LHA requests the following information:-

- **Access**

  Ash Road North Access

  Ash Road North is an unclassified road subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

  The LHA recommends the applicant provides a revised layout plan indicating the required splays.

  The existing gates appear to be locked with a significant volume of items stored behind the gates which would currently prevent access at this point. The submitted plans / Design & Access Statement do not clearly indicate the proposed access arrangements. **The LHA recommends the applicant submits a suitably scaled layout plan indicating the proposed access details and access arrangements.**

  Abbey Road North

  Abbey Road North is an unclassified road subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

  The LHA recommends the applicant provides a revised layout plan indicating how the required splays will be provided.

The existing gates appear to be locked with a significant volume of items stored behind the gates which would currently prevent access at this point. The submitted plans / Design & Access Statement do not clearly indicate the proposed access arrangements. **The LHA recommends the applicant submits a suitably scaled layout plan indicating the proposed access details and access arrangements.**

Abbey Road (AST Plastics Main Access via internal access)

It would appear that the previous company occupying the current AST Plastics Site had control of the current application site which was laid out and utilised as a car park. The submitted plans do not indicate that the adjoining AST Plastics Site have any association with the current site. **The LHA request clarification that the current site does not form part of any land required for the previous AST Plastics Unit consent eg/ for AST parking provision.**

It would appear that the only current available means of access for the development site is via the main access serving AST Plastics off Abbey Road North then through an internal access road into the site.

Abbey Road North is subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The LHA recommends the applicant provides a revised layout plan indicating the required splays.

The existing access is approximately 8m wide and is surfaced with hard bound materials.

The submitted plans / Design & Access Statement do not clearly indicate the proposed access arrangements. **The LHA recommends the applicant submits a suitably scaled layout plan indicating the proposed access details and access arrangements.**

- **Parking & Turning Provision**

Adequate parking and turning provision will need to be provided in accordance with LPGN 16 within the curtilage of the site.

The submitted plans / Design & Access Statement do not clearly indicate the proposed parking and turning provision.

The proposed development comprises 390m^2 gfa of Class B storage unit. Based on LPGN 16 requirements, the proposed unit would require a maximum of 4 parking spaces. **The LHA recommends the applicant submits a suitably scaled plan indicating adequate parking & turning provision.**

No details of the size / type / length of vehicles that typically visit the site have been provided. **The LHA recommends that appropriate details of such vehicles including swept path details of such vehicles entering / manoeuvring, parking and exiting the site in all directions is provided.**

- **Traffic Generation**

No details of the previous and anticipated daily vehicle movements at the site (cars, vans, HGVs) have been provided. **The LHA recommends the applicant provides this detail.**

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.

KW Edwards

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