MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2026/0428 Res(2)	**Your Ref:**	P/2026/0428
Date:	18/09/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU STORFA A UNED DOSBARTHU (DOSBARTH B8) / ERECTION OF STORAGE AND DISTRIBUTION UNIT (CLASS B8)

LOCATION: LAND ADJACENT TO UNIT 1, MARLBOROUGH ROAD, WREXHAM INDUSTRIAL ESTATE, WREXHAM, LL13 9RJ

I refer to your consultation / email dated 18/08/2026 including revised Site Plan (Drg. No. P170/005 Rev B) in respect of the above.

General

The proposed development comprises the erection of a storage & distribution unit (Class B8 – 238m^2 gfa) on land located alongside an existing commercial unit.

Access

The proposed development site is located on Marlborough Road which is an unclassified road subject to a 30mph speed limit. However, the LHA estimate typical speeds of around 25mph for vehicles approaching from the east and around 20mph for vehicles approaching from the west given the proximity to the junction with Dunster Road / geometry of the road.

Based on typical speeds of 25mph, any proposed / existing access would require a visibility splay of 2.4 x 33m in the easterly direction measured to the nearside edge. Based on typical speeds of 20mph, any proposed / existing access would require a visibility splay of 2.4 x 25m in the westerly direction measured to the centreline of the adjoining highway (given the presence of the junction in this direction).

Visibility from the existing / proposed shared access is adequate in both directions providing splays of 2.4 x 25m in the westerly direction measured to the centreline of road and in excess of 2.4 x 33m in the easterly direction measured to the nearside edge. The submitted layout plan does not include details of the existing / proposed visibility splays. **The LHA recommends the applicant provides a revised layout plan indicating the full extent of the existing / proposed splays.**

The existing / proposed access is 4.2m wide and gated 2.3m behind the edge of carriageway. The access is surfaced with hard bound materials.

The submitted layout plan (Drg. No. P170/005 Rev B) indicates the retention of the existing 4.2m wide access. The submitted plan indicates the provision of 3 parking spaces for the existing unit with one of the spaces being located in front of the existing roller shutter door. This results in the proposed / existing access requiring any vehicles entering the site to turn sharply to the right hand side. This modification makes access by vehicles more difficult. It is assumed that the proposed parking space fronting the roller shutter door is allocated to the existing unit and will also access the site utilising the existing access proposed for the new unit. The location of this space is likely to impede access to the existing building via the roller shutter doors which may require the vehcile to park elsewhere which is far from ideal.

No details of the size / type / length of vehicles likely to visit the proposed site or existing unit have been provided other than a LWB van. The existing building may well be left without adequate turning provision for either cars or larger vehicles which would be unacceptable. **The LHA recommend this detail / arrangement is clarified by the applicant including the provision of swept path details of how such vehicles will enter simultaneously (in both directions) / park / turn and exit the site (in both directions) in a forward gear when there are cars / vehicles parked on the opposite side of Marlborough Road and cars are parked within the site itself.**

If the access is intended to be shared by the 2 no. units, then it will require widening to suit the simultaneous passage of vehicles. **The applicant needs to address this issue.**

Parking & Turning Provision

Both Marlborough Road and Dunster Road are typically subject to a traffic regulation order (double yellow lines) for the majority of these sections of road. There are limited sections where there are no parking restrictions in place. However, indiscriminate parking requlary occurs along these sections of road along with HGVs reversing into accesses given their lack of turning provision. It is therefore important that any development in this area does not exacerbate this existing issue.

Adequate parking & turning provision will be required for both the existing business and proposed unit in accordance with LPGN 16 requirements.

No details of the existing approved parking & turning layout for the existing business under its permitted use have been provided. **The LHA recommends the applicant provides a suitably scaled plan of the approved use in respect of agreed parking & turning provision.**

Based on Class B8 Use, the proposed unit (238m^2 gfa) will require a maximum of 2 parking spaces. The provision of 3 spaces as indicated on the submitted plan is considered adequate.

As indicated above, The submitted layout plan (Drg. No. P170/005 Rev B) indicates the retention of the existing 4.2m wide access. The submitted plan indicates the provision of a parking spaces in front of the existing roller shutter door. This results in the proposed / existing access requiring any vehicles entering the site to turn sharply to the right hand side. This modification makes access by vehicles more difficult. It is assumed that the parking space fronting the roller shutter door is allocated to the existing unit and will also access the site utilising the existing access proposed for the new unit. The location of this space may also impede access to the existing building via the roller shutter doors which may require these cars to be parked elsewhere.

No details of the size / type / length of vehicles likely to visit the proposed site or existing unit have been provided. The existing building is likely to be left without adequate turning provision for either cars or larger vehicles which would be unacceptable. **The LHA recommend this detail / arrangement is clarified by the applicant including the provision of swept path details of how such vehicles will enter simultaneously (in both directions) / park / turn and exit the site (in both directions) in a forward gear when there are cars / vehicles parked on the opposite side of Marlborough Road and cars are parked within the site itself.**

Appropriate Swept Path Details will be required using standard swept path software.

Service Delivery Management Pan (SDMP)

including limiting the size of vehicles permitted at the site.

If the application is supported, the LHA recommends a suitable condition is included which requires the submission of a SDMP

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommends a suitable condition is included which requires the submission of a CTMP including provisions for contractor parking.

Conclusion

In conclusion, the LHA request the following information:-

- **Access**

  The proposed development site is located on Marlborough Road which is an unclassified road subject to a 30mph speed limit. However, the LHA estimate typical speeds of around 25mph for vehicles approaching from the east and around 20mph for vehicles approaching from the west given the proximity to the junction with Dunster Road / geometry of the road.

  Based on typical speeds of 25mph, any proposed / existing access would require a visibility splay of 2.4 x 33m in the easterly direction measured to the nearside edge. Based on typical speeds of 20mph, any proposed / existing access would require a visibility splay of 2.4 x 25m in the westerly direction measured to the centreline of the adjoining highway (given the presence of the junction in this direction).

  Visibility from the existing / proposed shared access is adequate in both directions providing splays of 2.4 x 25m in the westerly direction measured to the centreline of road and in excess of 2.4 x 33m in the easterly direction measured to the nearside edge. The submitted layout plan does not include details of the existing / proposed visibility splays. **The LHA recommends the applicant provides a revised layout plan indicating the full extent of the existing / proposed splays.**

  No details of the size / type / length of vehicles likely to visit the proposed site or existing unit have been provided other than a LWB van. The existing building may well be left without adequate turning provision for either cars or larger vehicles which would be unacceptable. **The LHA recommend this detail / arrangement is clarified by the applicant including the provision of swept path details of how such vehicles will enter simultaneously (in both directions) / park / turn and exit the site (in both directions) in a forward gear when there are cars / vehicles parked on the opposite side of Marlborough Road and cars are parked within the site itself.**

  If the access is intended to be shared by the 2 no. units, then it will require widening to suit the simultaneous passage of vehicles. **The applicant needs to address this issue.**

- **Parking & Turning Provision**

  Adequate parking & turning provision will be required for both the existing business and proposed unit in accordance with LPGN 16 requirements.

  No details of the existing approved parking & turning layout for the existing business under

its permitted use have been provided. **The LHA recommends the applicant provides a suitably scaled plan of the approved use in respect of agreed parking & turning provision.**

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