MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Philip Mullineux
Our Ref:	ET/DC/DB/P/2024/1618 Response 7	**Your Ref:**	P/2024/1618
Date:	23/10/2026		

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

The Local Highway Authority acknowledge receipt of Aubourn Architecture email 19 October 2026 in response to Local Highway Authority comments in response 6.

The submitted swept path assessment indicates that

- Vehicle bodies would encroach onto the opposite side of the carriageway during manoeuvring, potentially into oncoming traffic.
- The exiting left/west swept path would create an encroachment over the west side footpath that is unacceptable. There is little to no margin of error as the wheel lines are virtually against the kerblines.
- The existing right/east swept path creates an unacceptable vehicle overhang over the opposite footpath.
- Vehicle steering is shown as an instant full lock, only possible if the vehicle is stationary. So where the access is already devoid of any spare capacity, the consequence would be over running the kerblines.

These levels of encroachment are unacceptable and requires further design amendments.

In addition, the applicant should provide an amended plan that shows the extent of forward visibility for vehicles existing the roundabout and encountering vehicles turning right into the site.

It is considered that these issues can be relatively easily resolved by adjustments in the kerbline and location of the pedestrian refuge (without the need to adjust the kerb with an Openreach chamber adjacent).

The internal modification and swept paths are accepted.

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.