MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Dafydd Thomas
Our Ref:	ET/DC/DB/P/2024/1386 Reconsult 2	**Your Ref:**	P/2024/1386
Date:	07/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMNEWID PLOT I DDATBLYGIAD CYMERADWY P/2007/0686 (NEWID Y MATHAU O DAI A GYMERADWYWYD A FFYRDD AR Y SAFLE) / PLOT SUBTITUTION TO APPROVED DEVELOPMENT P/2007/0686 (ALTERATIONS OF APPROVED HOUSE TYPES AND ONSITE CARRIAGEWAYS)

LOCATION: LAND AT, WREXHAM ROAD, RHOSTYLLEN, WREXHAM, LL14 4DH

I refer to your consultation / email dated 12/05/2024 in respect of the above.

Referring to the previous LHA response 27/05/2025, and SG Estates updated Site Plan Phases 2B-4 nr 0607 Rev P9 (received 30/06/2025), SG Comments schedule 03/06/2025, swept path drawings, and parking schedule, the LHA advise as follows:

Car Parking spaces.

The attached schedule demonstrates how the overall percentage of parking spaces has been increased from the existing approved plan with 77.4% spaces provided in comparison with LPG16. The amended plan now achieves 91.2% (prior to issue of Rev P9 which further improves the percentage).
Whilst the overall percentage of parking spaces is considerably better than the previous approved scheme, and the location is sustainable, the LHA raised concern directly to the applicant relating to the 2 blocks of 4 bedroom dwellings only providing 2 dedicated spaces per dwelling, compared with 3nr in LPG16. SG noted that the existing approval includes 4 bedroomed dwellings with 2 spaces only and that the current layout partly mitigates the specific shortfall in that there are Visitor Spaces adjacent/opposite some of the 4 bedroom units. SG have improved the proposal by providing an extra 4nr visitor spaces opposite plots 181, 185, 191 & 195. The LHA acknowledge receipt of drawing P9 now including these, and are satisfied with this further improvement relative to the approved scheme.

The provision of a deliveries layby in Shared Private Drive 13 is also noted as a positive contribution.

The Section 278 obligations listed in the existing planning permission P/2007/0686 are in progress, with phase 1 Section 278 works practically complete, and the balance submitted for approval and undergoing technical approval at time of writing. As per the previous LHA response, the access points appear unchanged from the approved scheme. As this application relates to an alteration to housetypes and onsite carriageways only, it is assumed the previous conditions remain enforceable.

It is also assumed that the previous condition relating to a travel plan throughout the development remains valid. It is noted that the travel plan has been approved, and it is the responsibility of SG Estates to implement the same throughout the development.

The LHA request that provision of a Construction Traffic Management Plan for approval prior to commencement is conditioned.

Should the proposal be approved, then a Section 38 application should be made for the areas of highway, including pavements being offered for adoption. This should include a scheme of designed streetlighting that will be adopted also. It is noted that lighting to private shared drives and footway will not be adopted.

Aco drains or similar will be required to be constructed across private driveways where they fall towards the adopted highway.

Cycle parking is required to be provided at a rate of 2 secure cycle parking spaces per dwelling, in the case of flats this should be provided via safe and secure communal cycle parking areas. Further details on the required cycle parking design specification requirements is set out in Local Planning Guidance Note No 16. It is accepted that the proposed site plan commits to both 2 spaces per house and dedicated storage for flats. Should the scheme be approved, can the applicant provide proposed secure cycle storage proposals for the apartments for approval? May we suggest this could be conditioned to require LHA approval prior to first occupation?

Highway Layout

The single adoptable turning head, complies with WCBC minimum standard turning head for a 5.5m wide road, with a length of 20m and the width of the arm is 18m.

A swept path for a 7m LGV within the private drives has been provided, including turning for those that are cul-de-sacs.

A swept path proposal has been provided for a 9.22m Dwr Cymru tanker (as approved by Dwr Cymru in their email to SG dated 2nd Nov 2021).

The arrangement of parking and turning at the northern end of the development (Court 7) has been rearranged to improve parking and turning. 6m width has been provided. Court 6 serves as a turning head for delivery vans.

The site plan provides 2m wide footpath, in keeping with the existing approved plan. This application refers to plot substitutions only, so it is acknowledged there is no obligation to provide separate cycle track provision throughout the development.

Refuse Collection

Provision of bins stores adjacent to the proposed adopted highway is available throughout, and the relocation of a number of these to accommodate visibility splays is also accepted. Bin Stores have been located within 12m maximum reversing distance of all properties. It is noted that in some case such as the apartments in phase 4 that residents will have to walk in excess of the 15m guideline limit, however it is accepted this is not a highway safety matter. The bin store is also on the exit route, easily used when passing. Had this been a fresh application and not a plot substitution, the LHA would have requested this be further reviewed.

Visibility splays have been added to all private drive / courtyard access points and junctions for design speeds of 20mph within the site and providing visibility splays of 2.4m x 25m

Pedestrian visibility has been provided to car park spaces

Alignment of driveways has been improved at all those plots raised in the LHA's previous response.

Bin Stores have been relocated so as not to impede visibility

6m width aisles have been provided to the phase 4 flat parking areas, and in front of 120, 127 & 126.
Swept path analysis has been provided demonstrating adequacy of private drive 9

It is noted that some plots served by shared private drive 9 and Mews Court 3 have been removed from this application. They were sited in land not covered by this application.

Shared drives have been adjusted and all appear to be in excess of 3m wide now.
Shared drives are to be a minimum of 4.5m wide, and the amended plan reflects this.

Driveways have been adjusted so that they are closer to 90deg to the road.

Pot 93 gable wall is located tight against the back of the adoptable footpath. Whilst the LHA have concerns regarding this, it is acknowledged that the existing approved scheme already includes this, and this situation does exist in numerous streets across the county. The LHA noted the need for restricted top hung windows, if present on the ground floor gable. The owners of the property will have to contact the Highway authority for permits to carry out works in the future accessing the adopted footpath.

Driveway lengths have been adjusted to provide an additional 0.5m in front of garage doors and footpath space has been provided around parking spaces 92-93 and 89.

It is acknowledged that the "bendy road" provides natural calming, and that the swept path analyses provided demonstrate delivery vehicles and refuse vehicles can use the roads satisfactorily.

The footpath south of play area 2 has been removed as it was not linking any areas.

Tactile paving has been annotated in places. The LHA reserve the right to extend/increase tactile paving to other crossing points/desire lines as part of the Section 278/38 works, but these are not considered a key consideration for determining a planning permission.

The LHA support is also conditional upon provision of adequate surface water drainage, however this could be subject to a pre-commencement surface water drainage condition perhaps?

Conclusion

The amended plans have corrected all highway concerns raised to enable the LHA to remove any objection to the change in housetypes and access roads. It is noted that there will be further details required for the Section 278/38 works as noted, highway drainage and agreement with the WCBC Environment team regarding any existing drainage within the site, prior to commencement of the works.

Conditions required

- Prior to commencement of any works, a Construction Traffic Management Plan should be submitted for approval covering both the demolition and construction phase.
- Reference to implementing the previous approved Travel Plan, incorporating measures to encourage sustainable travel.
- Approval of the SAB officer and flood officer of surface water drainage serving both highways and dwellings. This also includes tracing and if necessary diverting the existing WCBC sewers
- Provision of restricted top hung window to the gable of plot 93
- Completion of the offsite highway works that were referred to in the previous application prior to occupation of the relevant phase to which the work applies.



on behalf of Chief Officer, Environment & Technical