MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0390	**Your Ref:**	P/2025/0390
Date:	18/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TRAWSNEWID ADEILADAU MASNACHOL PRESENNOL AC ADEILADAU ALLANOL YN 16 O FFLATIAU UN A DWY YSTAFELL WELY A'R HOLL WAITH ALLANOL CYSYLLTIEDIG / CONVERSION OF EXISTING COMMERCIAL BUILDING AND OUTBUILDINGS INTO 16 NO ONE AND TWO BEDROOM APARTMENTS AND ALL ASSOCIATED EXTERNAL WORKS.

LOCATION: WHEATSHEAF WORKSHOPS, HIGH STREET, RHOSYMEDRE, WREXHAM, LL14 3YE

I refer to your consultation / email dated 12/05/2025 in respect of the above.

General

The proposed development comprises a block of existing small businesses with 2 access points off the High Street & Chapel Street being converted to 16 no. 1 & 2 bedroom apartments.

Access

The proposed development site is bounded by the B5096 High Street (classified road) and Chapel Street (unclassified road) which are subject to a 20mph speed limit.

Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

There are 2 existing access points off High Street and Capel Street:-

Existing Main Access off High Street

Visibility from this access is adequate in the easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge. However, visibility in the westerly access is inadequate

providing a splay of approximately 2.4 x 12m measured to the nearside edge. Visibility is impeded in this direction by the existing fence post and boundary fencing.

This access serves the existing parking area at the site. The access is approximately 6.5m wide and gated at 1.9m behind the edge of carriageway. The access is surfaced with hard bound materials.

Secondary Access off Chapel Street

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 6m to the north and 2.4 x 12m to the south measured to the nearside edge. Visibility is impeded in both directions by the existing boundary walls / building.

This access appears to serve the existing parking area at the site and existing businesses along the passage way. The access is approximately 3m wide and gated at 3.5m behind the edge of carriageway. The access is surfaced with hard bound materials.

Proposed Site Layout (Drg. No. WW/PD/08a)

Main Access

The proposed main access off the High Street is indicated at being only 4.5m wide to access the main car park. **The LHA recommend that this is widened to a minimum of 4.8m and indicated on a revised layout plan with appropriate visibility splays.** No gates shall be erected across the proposed access.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided in accordance with LPGN 16 requirements.

The proposed development would require a maximum of 28 spaces in accordance with LPGN 16 requirements. However, the proposed layout plan only indicates the provision of 16 spaces which represents a significant shortfall from maximum parking standards (ie/ 43% shortfall). The LHA raise concerns regarding this level of parking provision.

Parking Spaces proposed off Chapel Street

There are 3 spaces indicated off a driveway on Chapel Street. No details of the proposed / required lateral and pedestrian visibility splays have been indicated on the submitted plan. These spaces would benefit from being re-located within the main car park and the existing access off Chapel Street being reinstated to full height footway construction. **The LHA recommend that the above detail is indicated on a suitably scaled plan.**

Turning Provision

Adequate turning provision will need to be provided for delivery vehicles and a refuse vehicle within the curtilage of the site.

No details of the likely size / length of delivery vehicles that will visit the site have been provided. **The LHA recommend that swept path details (using standard swept path software) of the largest vehicle likely to visit the site are provided indicating how the vehicle will access, turn, park and exit the site in both directions when the car park is fully occupied and the**

on-street parking bays are fully occupied.eg/ medium sized delivery vehicle and refuse vehicle.

Cycle Parking / Storage

Adequate cycle parking / storage will need to be provided in accordance with LPGN 16 /Active Travel Guidance.

The LHA has forwarded the submitted plans / details to the WCBC Active Travel Section for comment. The LHA will forward any comments when they are received.

Traffic Generation

No details of the existing / proposed daily vehicle movements through the existing accesses have been provided. **The LHA recommend that this information is provided.**

Highway Improvements

Existing on-street parking bays

There are existing on-street parking bays (limited to 20mins waiting) located opposite the site along High Street. If the application is supported, the LHA may require the existing parking bay(s) to be modified to improve access into and out of the main access. The LHA has requested further clarification from the applicant on previous / proposed traffic generation at the site including swept paths in order to determine what improvements may be required. Such modifications would require public consultation and may well be met with opposition from local residents / shop owners.

Waste / Recycling

It is not clear whether the proposed development will be serviced by the Local Authority or via a private waste company. Refuse collection / recycling cannot be serviced from the adjoining highway as it is likely to impede flows along the High Street.**The LHA recommend the applicant clarifies this detail.**

The LHA have forwarded the submitted plans / details to the WCBC Waste / Recycling Section for comments. The LHA will forward any comments when they are received.

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

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.