

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sarah Hill
Our Ref:	ET/DC/DB/P/2023/0611 rev 6	Your Ref:	P/2023/0611
Date:	30/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU 3 ANNEDD / ERECTION OF 3 DWELLINGS. **LAND AT RAILWAY TAVERN RAILWAY ROAD BRYMBO WREXHAM**

Grid Ref: E 329627.3 N 353856.11

I refer to your consultation / email dated 08/04/25 in respect of the above, and subsequent consultations.

Following review of the proposed site plan Rev E, we advise as follows:

Having considered the parking layout and arrangement further, the LHA accept the original allocation would probably be best, with residents having their spaces immediately adjacent their property. Our comment was only an observation on the arrangement and having to walk past the dwellings to use the spaces if visiting the pub is not reason for LPA/LHA objection. On reflection, there are examples of pubs with longer distances to access allotted parking spaces.

Can the applicant clarify if they propose to install barriers between the extended footpath and the public house parking area? Is there a step in levels? Would pedestrian access be available if not vehicular? If bollards or a barrier of some description is proposed, then the LHA have no objection. Providing pedestrian access along the front to and from the pub long the footpath is obviously acceptable if they're at the same level.

The Aco drain is shown within adoptable highway. Our request for this was to agree the location on site, as it is required to intercept private rainwater from entering the highway. If levels fall away from the highway of course, it won't be needed. This is not necessarily a planning matter, but one that can be agreed at S278/38 stage.

The tactile pavings marked up need to be removed please. They don't link to any other footpath. A drop kerb should be provided on the proposed radius, but because it doesn't link to a footpath on the opposite side of the entrance there is no requirement for tactile paving.

The distance between ph 6 space scales at 4.8m to the boundary. This is adequate for passing, but tight for ph6 and ph3 car space circulation, ordinarily requiring 6m space for reversing. It is not a highway safety matter though, only a practical comment.

There is an unlabelled new car park space that has appeared in the easternmost corner of the site. Is this a formal parking space, or just manoeuvring space in the absence of a turning head? Observation only.

Bike Storage is provided to the pub, and plot 3, but is not shown in plots 1 & 2. We appreciate this can easily be added to these plots. The pub cycle parking should be rotated 90deg to avoid accessing from the access road but this is a minor comment only.

As previously raised, the applicant has confirmed a management company can be set up to maintain the shared private access road and landscaping, and we would recommend illumination to the pub car parking area.

Conclusion:

Subject to the following minor amendments, the LHA have no objection to the proposal:

1. Removal of tactile paving shown,
2. Relocate the aco drain in private ground not in the highway (unless proposed levels demonstrate that no surface water flows into the highway from private ground, in which case it can be omitted)
3. Provision of drop kerbs on the radius, without tactile paving.
4. The introduction of bollards preventing vehicles accessing over the proposed footpath from the carparking
5. Provision of cycle storage to plots 1 & 2, the above minor amends the LHA.
6. The moped space should be split to provide a Mobility space whilst maintaining moped parking.

Other observations only include the parking numbering can revert to the previous iteration, and illumination of the car parking should be provided as noted previously. The applicant previously confirmed maintenance of the shared private access and parking would be assured via a resident's management company.

The amended plan has improved the circulation space for passing vehicles, and has created pedestrian/bin access from the rear dwelling gates whilst also improving access for wheelchair users to the residents cars.



On behalf of The Chief Officer, Environment & Technical