MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0417	**Your Ref:**	P/2025/0417
Date:	28/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: OUTLINE APPLICATION FOR ERECTION OF UP TO 39 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED) / OUTLINE APPLICATION FOR ERECTION OF UP TO 39 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED)

LOCATION: LAND ADJACENT TO SYCAMORE HOUSE, WREXHAM ROAD - A534, HOLT, WREXHAM, LL13 9YU

I refer to your consultation / email dated 28/05/2025 in respect of the above.

General

The proposed development site comprises an area of agricultural land which is located to the south of the A534 Wrexham Road, Holt.

The submitted application is all matters reserved except for access. However, The LHA comment as follows:-

Access

The proposed development site is located on the B5102 Wrexham Road, Holt which is a classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph any existing / proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature hedgerow fronting the site. The submitted layout plan (Drg. No. 100_82_SP 01A) indicates proposed splays of 2.4 x 43m measured to the nearside edge which is considered acceptable.

Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways long both sides of the road. The submitted layout plan **(Drg. No. 100_82_SP 01A)** indicates the above detail for parts of the estate. However, the proposed 2m footways do not appear to extend on both sides of the road up to the accessway ramp fronting plot 13. The LHA recommend that 2m wide footways are also provided on both sides

of the road to at least this point within the estate. It is assumed that this detail can be dealt with at the reserved matters stage.

Footway Links along Wrexham Road

The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This has not been indicated on the submitted layout plan. **The LHA recommend the above detail is indicated on a revised layout plan.**

Proposed Shared 3m wide Footway / Cycleway

The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. **The LHA recommend that this detail is indicated on a revised layout plan.**

Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). **The LHA recommend that the above details are indicated on a revised layout plan.**

Public Transport

Comments from Transport Section as follows:-

The bus service comprises 8 journeys in each direction a day towards Wrexham & towards Chester from Holt. This roughly equates to around a 90 minute frequency.

If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102. **The LHA recommend that the above details are indicated / annotated on a revised layout plan.**

Traffic Impact Analysis

The previously submitted TRICS data for this site included 12 sites, 7 of which were classed as Edge of Town sites. Holt is a village located approximately 4 miles from the edge of Wrexham. The LHA would consider the categories of Neighborhood Centre / Free Standing to be more appropriate in this instance. Daily vehicle movements of 4.2 trips per dwelling were considered to be too low.

The LHA provided the applicant with a traffic survey conducted at Kensington Grove in Wrexham with a similar type / number of dwellings as the proposed site (residential estate). This survey provided typical two way daily vehicle movements of 7.6 movements per dwelling. The submitted Transport Statement has utilized this data for the proposed development site as follows:-

Period	Trip Rate		Trips	
	Arr	**Dep**	**Arr**	**Dep**
Am Peak Hour	0.124	0.476	5	19
PM Peak Hour	0.482	0.259	19	10

The proposed development is forecast to generate approximately 24 two way trips in the AM Peak and 29 two way trips in the PM Peak.

The above assessment is considered to be acceptable and indicates that the traffic impact of the proposals will be minimal, equating to approximately 1 additional vehicle every two minutes. It is therefore considered that the traffic associated with the development can be accommodated onto the local road network and not give rise to any highway capacity issues.

Layout (Drg. No. 100_82_SP 01A)

Although, a reserved matter, the LHA wish to make the following observations :-

- The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management. A number of shared private access roads are indicated on the submitted plans which meet this criteria.

- Junction Visibility
  All proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge. Any proposed splays must not cut across proposed driveways.

- Turning Heads
  Any proposed turning heads will need to be constructed in accordance with WCBC Standard Turning Head Details. Some of the proposed turning heads appear to have inadequate dimensions. **The LHA recommend that all turning heads are reviewed and indicated on a revised layout plan including annotated dimensions in accordance with WCBC Standard Turning Head Details.**

- Swept Path Details
  The LHA recommend that submitted swept path plans are reviewed and indicated on a revised layout plan (scaled 1:500 for clarity).

- Parking & Turning Provision

  Parking and turning provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details.

  LPGN 16 does not include garages as contributing to parking provision. A number of the proposed driveways appear to have inadequate dimensions.

  The LHA recommend that maximum LPGN 16 parking provision is indicated for each dwelling ie/ 2 spaces for 2 bed properties and 3 spaces for 3 / 4 bed properties and indicated on a revised layout plan.

The LHA recommend that all driveway dimensions are annotated on a revised layout plan.

Cycle Parking / Storage
Adequate cycle parking / storage will be required for each property in accordance with LPGN 16 / Active Travel Guidance. **The LHA has consulted with the Active Travel Section and will forward any comments when they are received.**

- Turning Provision
A number of the proposed estate roads are of inadequate width / provide inadequate clearance behind driveways to allow cars to turn. Where no footways are provided, shared driveways / estate roads require a minimum width (clearance behind spaces) of 6m. **The LHA recommend that the layout is reviewed and amended accordingly.**

Swept path details of how a 7.2m long delivery vehicle accesses / exits via the private shared access serving Plots 1 - 4 from the estate road has not been indicated. **The LHA recommend that this detail is provided.**

Any proposed shared private driveways would need a minimum access width of 4.8m or 6m where turning is required off individual driveways.

- Proposed Shared 3m wide Footway / Cycleway (As above)

The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan. However, there does not appear to be a link onto the turning head outside plots 12 & 18. **The LHA recommend that this detail is indicated on a revised layout plan.**

Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). **The LHA recommend that the above details are indicated on a revised layout plan.**

Waste Collection / Recycling
Adequate waste / recycling collection facilities will need to be provided. **The LHA have consulted with the Waste Section and will forward any comments when they are received.**

Surface Water Drainage

A suitable scheme for highway surface water drainage will be required for further assessment / approval.

The proposed development site will also require SABs approval.

Construction Traffic Management Plan (reserved matter)

If the application is supported, I would recommend that a suitable condition is included as follows:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

In conclusion, the LHA request the following information (in respect of access):-

- Footway Links along Wrexham Road

  The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This has not been indicated on the submitted layout plan. **The LHA recommend the above detail is indicated on a revised layout plan.**

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- Public Transport
  If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102. **The LHA recommend that the above details are indicated / annotated on a revised layout plan.**

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.