MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2025/0244	**Your Ref:**	P/2025/0244
Date:	08/08/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU 4 ANNEDD / ERECTION OF 4 DWELLINGS
LOCATION: LAND TO THE SOUTH WEST OF THE OLD BLACK HORSE PUBLIC HOUSE, HIGH STREET, RHOSTYLLEN, WREXHAM, LL14 4AG

I refer to your consultation / email dated 05/06/2025 in respect of the above.

This application relates to the erection of 3 x 2 bed two-storey dwellings and 1 x 2 bed single-storey bungalow with 8 car parking spaces on land adjacent The Old Black Horse, Henblas Road

The site has previously been approved for residential development with the following history:
P/2016/0809 - Outline planning application for a residential development of 3 x dwellings, which was approved in February 2017.
P/2020/0079 - Reserved Matters application relating to the outline planning permission, which was approved in July 2020.
P/2020/0534 - Full planning permission for 4 x flats, which appears to be withdrawn

There are numerous improvements required prior to allow the LHA to support this proposal relating to highway related matters.

Adjacent Pub Cark Park & Deliveries
Whilst appraising the proposed site plan, the introduction of the shared driveway and dwellings impacts upon the existing pub car park. Therefore the adequacy of the pub car park is relevant to highways approval.

On reviewing the previous application and highways response the following was noted:
The swept path analysis shows that the dray vehicle can access the site if there are no vehicles parked in a couple of the pub car parking spaces. This would have to be managed under a delivery management plan as has been accepted by Welsh Government inspectors at previous appeals. The swept path shows that dray vehicles leaving the site can only do so by performing a three point turning maneuver. The Welsh Government inspector at the Red Lion Marford appeal confirmed that it was acceptable for an 11m long delivery vehicle to undertake a reversing maneuver within the pub/ shop car parking area.

As this application is a fresh application, that excludes the pub, the LHA acknowledge that the historic agreement for the carpark alterations are irrelevant to this application. The LHA's review is therefore linked purely to the adequacy or otherwise of the proposed access for the 4nr dwellings now proposed.

It is noted that the access was accepted as a shared access, so the fence separation should be set back allowing the same overlapping shared access at the front.

Vehicular Access

Visibility at the Proposed Site Access
The site plan should be amended to include and commit to the proposed visibility splays. We note the following wording that was retrieved from Highway Planning responses relating to the previous applications and still relevant with this application:

A vehicular speed survey has determined 85th percentile wet weather speeds of 19.4 eastbound and 23.4 westbound; for which Welsh Government guidelines require 2.4 x 24m to the west and 2.4 x 31m to the east. Visibility from the eastern access more than meets the required visibility.

The proposed closing up of the existing western access, which suffers from substandard visibility, ensures that all vehicles must leave the site from the safer eastern access.

The LHA have no reason to suspect the surveyed vehicle speeds have increased, in fact given that the speed limit is now 20mph. The LHA request the visibility spays are added to the proposed site plan.

Forward visibility was accepted, and again should be referred to on the site plan as follows:
Forward visibility on the private road is 13m which is equivalent to a 12mph speed – adequate for the speed of traffic using this private driveway.

Shared Driveway Access
The proposed site access is dimensioned at 4.1m, just adequate for 2 cars to pass on the straight. Passing may be difficult on tha bend, and the LHA appreciate that there is no opportunity to increase the width on the bend, but on the understanding that the fenceline will be maintained as an open post and rail, affording visibility across it, and that there is a refuge/widening at the entrance for larger vans to wait off the highway, if vehicles were exiting, then the LHA can accept this.

The turning area accessing the 8nr parking spaces is drawn as 7.5m by 12.5m in size. Whilst this may be adequate for cars, the LHA request that there is adequate turning for a 7m delivery van in all multiple dwelling sites to avoid the risk of delivery vans, often 7m long, from reversing along the shared access and into the public highway, which is potentially dangerous and unacceptable. The LHA request demonstration of this turning requirement with a Swept Path Analysis of the turning area for a 7m van absolute minimum. At 7.5m wide the as drawn layout is unlikely to achieve this requirement. The previously approved scheme for 3nr dwellings had considerably larger turning area. This may be required for emergency vehicles such as ambulances to turn also.
Any manhole covers within the drive should consider this, for information only.

The access drawn should define hard bound materials (avoiding gravel that can track onto the highway), be free of any gates for the first 7m at least, and incorporate drainage provision preventing surface water from running onto the highway. An aco drain may be considered appropriate along the back edge of the adopted footpath and connected to a surface water outfall (with Dwr Cymru and the SAB Officer's prior approval)

Pedestrian and Cycle access

Is the access referred to as a shared access? The LHA would recommend a shared accessbe illuminated. The details would not require LHA approval as the access will not be adopted by The Council. The applicant should make arrangements for the future maintenance of the same in

perpetuity, including cleaning of any aco drains, and long term cyclic maintenance of surfaces. Reason: To safeguard the adjacent highway from rainwater and debris coming from the site access.

A detail of the proposed pedestrian access/link with the adopted footpath on Henblas Rd should be provided, considering how children on bikes will be slowed down to avoid careering into Henblas Rd, whilst maintaining access for double buggies or similar. This may be in the form of staggered barriers. Consideration of the position of the existing telegraph pole, and it's impact on providing minimum access widths should be accounted for. I.e. Can adequate footpath width be provided with the pole in place?

The layout of the multiple side by side parking spaces should be amended to incorporate a footpath access for prams and wheelchairs to access the side of vehicles for each dwelling. Ref: LPG16 provision for C3 as screenshotted below and described in note 2:

C3 Dwellings	1 bedroom	1.5 car space per unit	Sufficient space to provide at least 2 secure cycle parking spaces per dwelling. In the case of flats, this should be provided via safe and secure communal cycle parking areas.
	2 bedrooms	2 car spaces per unit	
	3/4 bedrooms	3 car spaces per unit	
	5 or more bedrooms	4 car spaces per unit	

Notes:

1 An area suitable for ambulance / service vehicles to load/unload and turn within the site will normally be required for C1 and C2 uses, particularly for sites accessed from a classified road. Any extensions should not result in the loss of this loading/unloading/turning spaces unless an adequate alternative can be provided within the site.

2 Driveways should be wide enough to allow pedestrian access alongside parked cars (including wheelchair access).

3 Garages will not be counted as contributing towards on-site parking provision.

4 The parking provision for housing developments does not always need to be located within the curtilage of individual dwellings. Communal parking areas/courtyards may be an appropriate way to provide some/all of the parking spaces for dwellings, particularly smaller properties.

The crossover of the adopted footpath should be considered, and if necessary upgraded/repaired. If the scheme is approved, any works within or immediately adjacent to the public highway should be coordinated with the highway roadworks team, as summarized in the guidance note appended below.

Refuse Collection

The LHA refuse vehicle would not access the shared driveway, therefore provision for a refuse collection point adequate for 4nr dwellings just off the adopted highway and footpath should be made. This area should be adjacent to the proposed entrance, and not obstructing visibility. We attach the Refuse Collection Team's document "Containers" for guidance on the provision required. This would need to be shown as dedicated space in the widened entrance splay, but not removing the space for vehicles to pass.

Cycle Storage Provision

The Design and Access Statement makes reference to provision of secure lockable cycle storage within each private garden for each dwelling, in accordance with LPG16, which is accepted, however, for completeness can this provision be added to the proposed site plan.

Trip Generation

The addition of 1nr dwelling to the previously approved 3nr dwellings is not considered a concern from a traffic generation perspective.

Active Travel and Sustainable Development

This proposal is deemed to be in a sustainable location with good access to local amenities by foot/bike and within 120-130m of a bus stop on Henblas Rd. that accesses to Wrexham bus station from where multiple routes are available.

Parking capacity

- The proposed layout includes for 2 nr car parking spaces per dwelling, in accordance with LPG16 providing 2nr spaces per 2 bedroom property. The applicant should consider access for disabled.
- Given the lack of parking spaces available on Henblas Rd, the LHA would recommend some consideration be given to visitor/maintenance vehicle parking.

Relevant History:
Crashmap does not reveal any recorded incidents of concern adjacent to the site entrance.

Managing the Construction Phase
Should WCBC Council be minded to grant planning for this scheme, or any similar, as the pub car park is now in a separate ownership, thereby removing any opportunity for construction parking, the LHA are concerned that construction parking would spill onto Henblas Rd, at a narrow residential location. Furthermore, this proposal for 4nr dwellings reduces the available space for materials and construction vehicles during the build. Could a condition be applied requesting a Construction Traffic Management Plan that includes clear arrangements for contractors accessing the site and

Summary and conclusion

As submitted the LHA are unable to support this proposal from a Highway Engineering perspective. Further information is required prior the LHA being able to support the proposal which are likely to require modification to the layout. The above requirements can be summarised as follows:

1. Provision of adequate turning and access on the bend for a 7m delivery vehicle or ambulance.
2. Detailing of the shared access, with fence set back as previously agreed.
3. Provision of bin refuse points
4. Addition of visibility splays
5. Addition of forward visibility at the entrance and on the shared bend
6. Detailing of the pedestrian connection to the footpath, with barriers
7. Construction detailing of the shared access
8. Maintenance of the shared access and drainage.
9. Improved pedestrian access around parking spaces accommodating wheelchair and pram access.
10. Add cycle storage to the plans as per LPG16 within each back garden.
11. Condition requested for a CTMP explaining how parking will be managed.

To conclude, it is the opinion of the LHA that the applicaton for a 4th dwelling is excessive by reducing space available, but increasing demand on parking spaces, as well as increasing the frequency of traffic along the shared drive.



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.