MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/AC/P/2025/0480	**Your Ref:**	P/2025/0480
Date:	03/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

BWRIAD/PROPOSAL: CODI 12 FFLAT / ERECTION OF 12 APARTMENTS

LLEOLIAD/LOCATION: 32-36 BRIDGE STREET, WREXHAM, LL13 7HP
LAND AT, BORDER RETAIL PARK, WREXHAM, LL13 8NG

In reference to your to your consultation / email dated 23/06/2025 in respect of the above application.

The Local Highway Authority (LHA) has reviewed the submitted Design and Access Statement and Proposed Site Plan in considering the impact of this application from a highway perspective

Site Access and Visibility
Vehicular access is proposed via an existing shared private road adjacent to Chameleon Vapes. It is essential that visibility splays are demonstrated in accordance with the standards set out in Manual for Streets and Manual for Streets 2. Drawings must be submitted to illustrate that minimum visibility requirements can be met to ensure safe access.

The applicant is required to demonstrate suitable visibility splays and submit updated access drawings accordingly.

Swept path analysis is necessary to assess vehicle manoeuvrability within the site, including movements to/from all proposed parking spaces and turning areas. These assessments must demonstrate that vehicles can manoeuvre without encroaching onto pedestrian footways and that all vehicles can enter and egress the site in a forward gear. The current information does not include these assessments and must be revised to incorporate them.

Pedestrian Access
Pedestrian access is proposed from the existing public footway on Bridge Street. To ensure pedestrian safety, the applicant must demonstrate the inclusion of tactile paving and drop kerbs at vehicular access points, as well as adequate separation from the vehicular route into the car park. Protective measures such as bollards or railings should also be considered.

Although the Design and Access Statement references tactile paving and drop kerbs, these are not shown on the proposed site layout plan. **The LHA requires these measures be clearly shown and labelled on a revised site layout plan.**

Cycle Parking

Given the proposed level of vehicle parking, cycle parking provision must comply with Local Planning Guidance Note No.16 (LPG 16). The development should provide a minimum of 12 secure cycle parking spaces - one per residential unit. If individual cycle storage is not feasible, a covered and secure communal facility must be provided.

The applicant has stated that secure cycle storage with racks will be provided between the new building and Burton Buildings. However, the site layout only illustrates two bicycles. **The applicant must confirm the type and location of the proposed cycle parking and demonstrate how it will be accessed, ensuring that users do not need to negotiate steps.**

Car Parking Provision

The development proposes five car parking spaces, including one designated accessible bay. According to LPGN 16, one-bedroom flats typically require an average of 1.5 spaces per unit. While the proposed provision falls below the maximum standard, it may be considered acceptable due to the site's proximity to public transport and city centre amenities.

The LHA will require the site plan to be updated to show the dimensions of the proposed parking bays.

The Design and Access Statement justifies the reduced parking provision as follows:

"The housing units are designed to be economical and without generous space standards. They are not large family homes which might attract multi car-owning occupants.

Secure cycle storage with cycle racks is to be provided on site between the new building and Burton Buildings to support and encourage tenants to use this alternative form of transport.

There are a good range of local shops in the immediate vicinity – most notably a Co-operative store on Poplar Road and Pharmacy on Chapel Street, both within 100 metres.

The main shopping areas of Wrexham centre are within easy walking distance with signposted pedestrian and cycle routes passing virtually adjacent to the site.

Bus services run along Pen-y Bryn and also along Brook Street which is within short walking distance.

Wrexham Central Railway Station is within easy walking distance"

The LHA raises no objection in principle and agrees with the justification. Parking restrictions on surrounding roads will limit the likelihood of overspill parking. However, **a parking management plan must be submitted and approved by the LHA** to detail how the five parking bays will be allocated between the various units and how this will be managed on an ongoing basis.

Refuge Collection and Waste Strategy

The bin storage area is proposed in the northwestern corner of the site and appears to be accessed via gated entry and a ramp. The Design and Access Statement states that existing services, including recycling collections, will be maintained.

Residents should not be required to walk more than 15 metres to move bins. Refuse collection vehicles should not reverse more than 12 metres and will not collect from unadopted highways. Bins must not obstruct public footways.

The applicant is required to confirm bin storage locations and the collection locations on an updated site layout drawing.

Until and unless the additional information outlined above is provided, the LHA cannot confirm acceptability of the proposals.

KWEdwards
Contracts & 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.