MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0663	**Your Ref:**	P/2025/0663
Date:	18/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FFURFIO MYNEDFA I GERBYDAU / FORMATION OF VEHICULAR ACCESS

LOCATION: 18 RHOSRHEDYN, SCHOOL LANE, SOUTHSEA, WREXHAM, LL11 6PR

I refer to your consultation / email dated 27/08/2025 in respect of the above.

Access

The proposed development site is located on a classified, residential road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access would require visibility splays of 2.0 x 25m in both directions in accordance with Manual for Streets. The submitted layout plan (Dwg No. 1 – Visibility Splays) indicates the required lateral visibility splays although incorrectly annotates these splays as pedestrian visibility splays. Visibility from the proposed access can be achieved by either lowering / removing the existing boundary fence and gate.

The submitted layout plan (Dwg No. 1 – Pedestrian Visibility Splays) indicates visibility splays measured from 2.4 m behind the edge of kerb. This detail is incorrect on the submitted plan. Pedestrian visibility splays are measured from a point 2.4m behind the back of footway. **If it is intended to provide adequate pedestrian visibility then the LHA would recommend that this detail is amended.**

It would be considered reasonable to replace the existing boundary fence (or completely remove it) with an appropriate boundary treatment that is a maximum height of 0.6m above the level of the adjoining footway along the whole site frontage. This would maximize lateral and pedestrian visibility in both directions from the proposed access.

Parking Provision

The property currently has no off street parking provision. The proposed development would provide 1 no. off road parking space at the property which would potentially reduce the demand for on-street parking along this section.

Conclusion

In conclusion, the LHA have no objections in principle to the proposed development but request the following information:-

- Dwg no. 1 - Visibility Splays
  The submitted layout plan (Dwg No. 1 – Visibility Splays) indicates the required lateral visibility splays although incorrectly annotates these splays as pedestrian visibility splays. Visibility from the proposed access can be achieved by either lowering / removing the existing boundary fence and gate. **The LHA recommend the applicant provides a revised plan amending the incorrect detail and including details / height of any proposed boundary treatment.**

- Dwg no. 1 - Pedestrian Visibility Splays
  The submitted layout plan (Dwg No. 1 – Pedestrian Visibility Splays) indicates visibility splays measured from 2.4 m behind the edge of kerb. This detail is incorrect on the submitted plan. Pedestrian visibility splays are measured from a point 2.4m behind the back of footway. **If it is intended to provide adequate pedestrian visibility then the LHA would recommend that this detail is amended.**



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.