MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0716	**Your Ref:**	P/2025/0716
Date:	22/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL 2 ANNEDD PÂR AC ADEILADU 3 ANNEDD AR WAHÂN / DEMOLITION OF 2 SEMI-DETACHED DWELLINGS AND ERECTION OF 3 DETACHED DWELLINGS

LOCATION: 40 WESTMINSTER ROAD, MOSS, WREXHAM, LL11 6DG

I refer to your consultation / email dated 21/04/2024 in respect of the above.

General

The proposed development comprises the demolition of 2 existing dwellings and erection of 3 detached dwellings (all 3 / 4 bedroom) served off a shared access onto Westminster Road.

Access

The proposed development site is located on Westminster Road which is a narrow, classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. The submitted site layout plan (Drg. No. 1066-1 Dated 19/05/2025) indicates splays of 2.4 x 25m in both direction from the proposed shared access which is considered acceptable.

This section of Westminster Road is particularly narrow ranging in width between approximately 4m and 4.2m and cannot easily accommodate the simultaneous passage of 2 vehicles (ie/ 2 cars). However, oncoming vehicles tend to give way to each other in order to pass before proceeding along this section of road.

The proposed development site is located on a classified road which would require adequate turning provision within the curtilage of the site for both cars and a medium sized delivery vehicle ie/ 7.2m long van.

The submitted layout plan indicates a 6m wide access which is considered acceptable. This will need to take the form of a dropped kerb vehicular access.

The provision of a 2m wide footway along the site frontage would be considered beneficial as footway provision along this section is currently non-existent or very limited. There would appear to be an existing telegraph pole in the verge along this section. This will need to be re-located behind the back of footway on private land. The applicant will need to enter into a s.38 / 278 agreement with the Council to carry out these works.

Any proposed accesses / driveways would need to be surfaced with hard bound materials and measures put in place to prevent any private surface water from flowing onto the adjoining highway (eg/ Aco drain or similar). The LHA recommend that no gates are erected across the proposed access. **The LHA recommend that this detail is indicated / annotated on a revised layout plan.**

Visibility from the existing junction of Pisgah Hill onto Westminster Road

Visibility from the existing junction of Pisgah Hill onto Westminster Road is severely sub-standard providing a splay of approximately 2.4 x 5m measured to the nearside edge of the adjoining highway in the southerly direction.

If the development is supported, the Local Highway Authority (LHA) recommend that a splay of 2.4 x 25m measured to the nearside edge is provided from this junction across the frontage of the site. This could be achieved by widening / tapering a section of the proposed footway so the splay is maintained over the new footway which would need to be adopted. The submitted layout plan indicates this improvement which is considered acceptable.

The construction and adoption of such a footway would require a s.38 / 278 agreement with the Council.

Parking & Turning Provision

Any proposed parking provision would need to comply with LPGN 16 requirements. The LHA recommend that maximum parking standards are met given that there is little scope for cars to park on the adjoining highway along this section.

Based on LPGN 16 requirements, the proposed dwellings (3no. 3-4 bed dwellings) would require a maximum of 9 spaces. The submitted layout plan indicates 7 spaces which is considered inadequate. **The LHA recommend that 2 additional spaces are provided and indicated on a revised layout plan (with annotated dimensions).**

The proposed development site is located on a classified road which would require adequate turning provision within the curtilage of the site. If additional tandem parking is provided behind 2 of the proposed spaces each side, then adequate clearance (6m minimum) would still appear available for turning.

The LHA recommend that adequate turning space is also provided for a 7.2m long medium sized delivery vehicle within the curtilage of the site given the geometry of the road fronting the site. **The LHA recommend the applicant submits a suitably scaled plan (with annotated dimensions) indicating how such a vehicle will access, park, turn and exit the site ie/ provide appropriate swept path details using standard software.** This may require further widening of the shared access.

Cycle Parking / Storage

Further details will be required in relation to cycle parking / storage to accord with the minimum cycle parking standards set out in LPGN 16 / Active Travel Guidance. **The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed cycle parking / storage provision**.

Refuse Collection / Recycling

The LHA recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

It may be considered beneficial to provide a suitable communal bin collection / storage area at the front of the site to facilitate waste / recycling servicing.

The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed waste / recycling storage and collection proposals.

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA recommend any permission includes the following condition:-

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 additional information:-

- **Access**

  Any proposed accesses / driveways would need to be surfaced with hard bound materials and measures put in place to prevent any private surface water from flowing onto the adjoining highway (eg/ Aco drain or similar). The LHA recommend that no gates are erected across the proposed access. **The LHA recommend that this detail is indicated / annotated on a revised layout plan.**

- **Parking & Turning Provision**

  Based on LPGN 16 requirements, the proposed dwellings (3no. 3-4 bed dwellings) would require a maximum of 9 spaces. The submitted layout plan indicates 7 spaces which is considered inadequate. **The LHA recommend that 2 additional spaces are provided and indicated on a revised layout plan (with annotated dimensions).**

  The LHA recommend that adequate turning space is also provided for a 7.2m long medium sized delivery vehicle within the curtilage of the site given the geometry of the road fronting the site. **The LHA recommend the applicant submits a suitably scaled plan (with annotated dimensions) indicating how such a vehicle will access, park, turn and exit the site ie/ provide appropriate swept path details using standard software.** This may require further widening of the shared access.

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  It may be considered beneficial to provide a suitable communal bin collection / storage area at the front of the site to facilitate waste / recycling servicing.

  The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed waste / recycling storage and collection proposals.

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

Note to Applicant

The proposed footway should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38/278 of the Highways Act 1980.

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.