J000586-HTN01a

Project: **PROPOSED ERECTION OF 27 AFFORDABLE RESIDENTIAL APARTMENTS**

Title: - **ADDITIONAL INFORMATION IN RESPONSE TO PLANNING APPLICATION CONSULTATON COMMENTS RECEIVED FROM WREXHAM COUNCIL HIGHWAYS PLANNING APPLICATION REF: P/2025/0629**

Date: - **October 2025**

1.0 INTRODUCTION

1.1 This Highways Technical Note has been prepared to provide additional points of detail in response to the consultation response received from Wrexham County Borough Council (WCBC) highways in relation to the submitted planning application for the proposed development of 27 apartments (affordable homes) at Ebeneser (Capel Yr Annibynwyr), 2 Chester Road, Wrexham, LL12 7AD.

1.2 The planning application for the proposals was validated by WCBC on 11 August 2025, with detailed highways comments on the application received on 24 September 2025. The Local Highway Authority response highlights a number of areas on which further detail is requested.

1.3 Responses to all points is provided are chapter 2.0 to this note.

2.0 RESPONSE TO MATTERS WC HIGHWAYS CONSULTATION COMMENTS

2.1 Overview

2.1.1 The following sections of this report provide a response to all points raised by WCBC Highways in their consultation comments relating to residential development at Ebeneser (Capel Yr Annibynwyr), 2 Chester Road, Wrexham, LL12 7AD..

2.2 Point 1: Indication of existing access footprint on revised layout plan

2.2.1 The existing access is shown on the revised layout plan attached to **Appendix HTN1** to this note.

2.3 Pedestrian intervisibility splay

2.3.1 Pedestrian intervisibility splays of 2.4m x 3.3m have been requested. This is shown on the revised layout plan attached to **Appendix HTN1** to this not.

2.3.2 It is acknowledged that there shall be no obstruction greater than 0.6m in height, and that the access would need to be surfaced with hard bound materials, with no gates erected and no private water flow onto the adjoining highway.

2.4 Delivery / refuse vehicle access

2.4.1 It is requested that on-site delivery / refuse vehicle access is provided, possibly via providing a similar arrangement to the existing with two access points and a layby arrangement to the rear of the footway capable of accommodating an 11.2m refuse vehicle / delivery vehicle.

2.4.2 It is acknowledged, however, that a similar scheme for residential development has previously been approved at the site (Planning Application Reference: P/2021/0313). This approved scheme, for 23 * 2-bed apartments, has potential to result in a greater level of waste / delivery vehicle demand than the current proposed 27 * 1-bed apartment scheme, and no objections, comments or conditions regarding deliveries / refuse collection were raised. Indeed, it is considered that deliveries and refuse collection for the site could occur on-street in a similar

manner to other existing properties on Chester Road with minimal impact on operation of the route.

2.4.3 It has been requested that the existing bus stop bay and on-street parking bays are indicated on a revised layout plan. This is shown on the revised layout plan attached to **Appendix HTN1** to this note.

2.5 **TRICS**

2.5.1 The LHA have queried the sites used within the TRICS data analysis. It is noted that sites within London or Ireland are unlikely suitable for analysis, and accordingly these have not been included within the TRICS assessment presented in the TS. The Irish site referenced is within Northern Ireland, and therefore part of the UK so suitable for inclusion. TRICS includes the latest 10 years of data as default, and therefore using sites from 8 years ago is considered acceptable, and ensures a reasonable sample size. Indeed, TRICS have stated that older sites (pre-COVID) generally have a higher trip rates than post-COVID sites, and therefore the assessment presented within the TS can be considered robust.

2.5.2 Notwithstanding the above, the site has consent for 23 * 2-bed units at present, and the current proposal is for 27 * 1-bed units. The impact of 4 additional units (and 19 fewer bedrooms) is not considered to be significant

2.6 **Public Transport Commuted Sum**

2.6.1 The applicant is willing to commit to the £3,417.63 commuted sum requested to refresh the bus stop markings for the bus stop located opposite the site and the provision of a raised bus stop kerb.

2.7 **Car Parking Provision**

2.7.1 The LHA have requested that 1 parking space per proposed apartment is provided. It is not feasible, nor considered necessary, to provide this level of parking, and the proposed 9 car parking spaces is considered appropriate owing to the accessible location of the application site, noting excellent opportunities for access by modes other than the private car, with city centre shops/services/public transport

opportunities being a short walk away. Furthermore, local streets to the application site are subject to strict parking controls, which will ensure that overspill on-street parking would not occur.

2.7.2 Such is supported by National transport policy, which sets out a clear mandate to minimise car park provision in favour of promoting access by sustainable modes. Indeed, Policy 12 of Future Wales: The National Plan 2040 (February 2021), states:

> ***"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time."***

2.7.3 Future Wales also states:

> ***"Planning authorities should promote car-free and low car developments in accessible locations." (pg. 86)***

2.7.4 Planning Policy Wales, Edition 11 (February 2021) further reinforces the reduction of car parking in urban areas, stating:

> ***"Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed."***

2.7.5 With reference to local standards, WCBC's standards also state the following with reference to reduced reliance/ car-free housing:

> ***"Proposals for reduced reliance/car free housing, as supported by TAN 18 - Transport, will be considered on their own merits. It is likely that only small-scale sites will be suitable for such developments where they are demonstrated to be within walking distance to frequent public transport and accessible to a range of employment, shopping and leisure facilities. Where reduced reliance/car free developments are proposed, the Council will need to be satisfied that they will not cause or exacerbate parking problems."***

2.7.6 Given the city centre location, within walking distance of employment, shopping, leisure and public transport opportunities, and the nature of local on-street parking controls which ensure that long-stay on-road parking cannot occur, the application site is considered to be a prime opportunity for reduced car reliance housing. No modification to the proposed on-site parking supply is therefore proposed.

2.7.7 A condition requiring a Car Parking Management Plan (CPMP) for the development has been requested, however the applicant would note that management of their car parks has not been necessary due to the low car ownership amongst residents. It is therefore considered that the submission and operation of a Car Parking Management Plan is not required.

2.8 **Cycle Parking**

2.8.1 The applicant would be happy for the submission of cycle parking details to be conditioned as part of any planning approval.

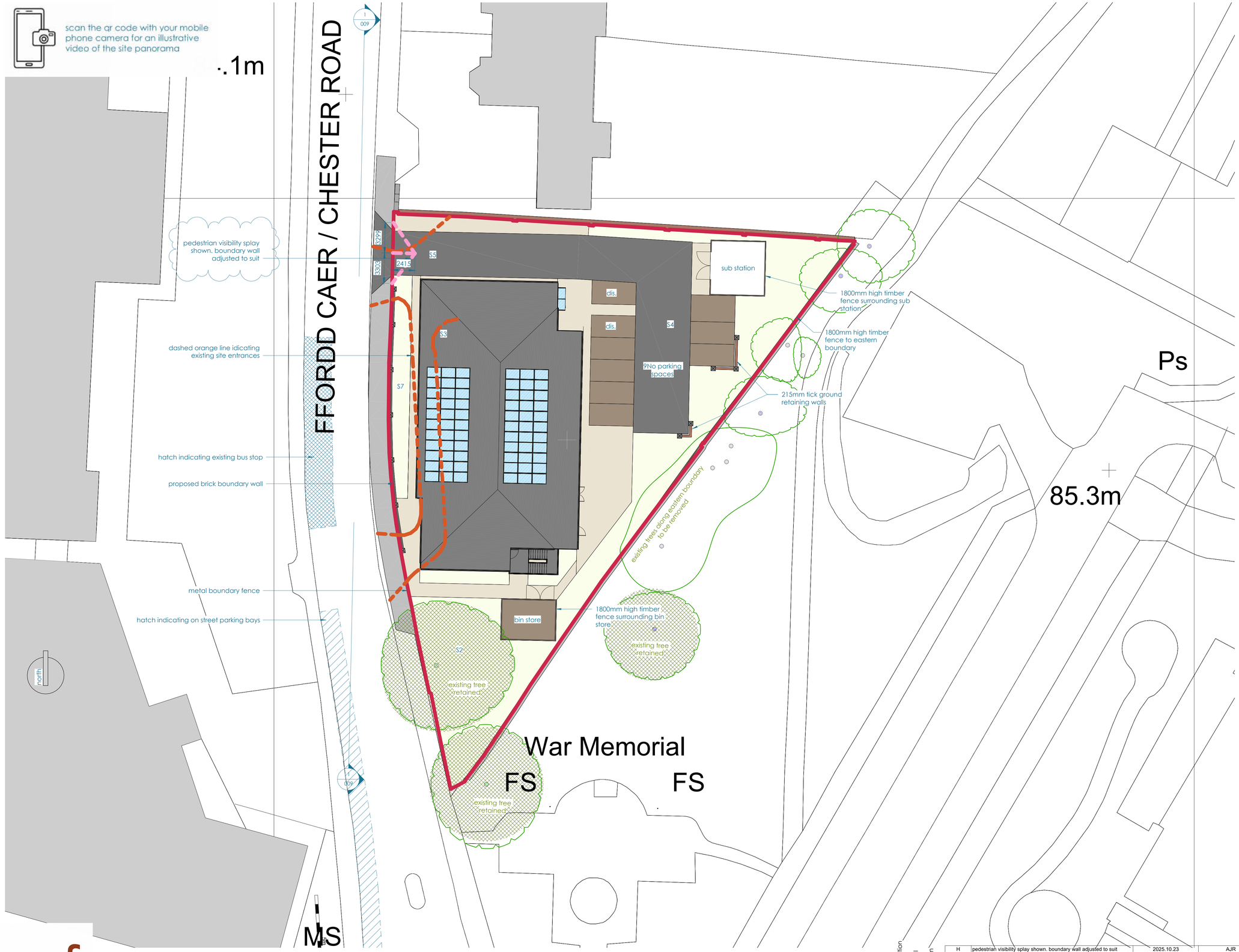
2.9 **Construction Traffic Management Plan**

2.9.1 The request for a Construction Traffic Management Plan condition is acknowledged.



APPENDIX TN1

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



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23/10/2025 12:57:27

cartref workstage 3

for construction
for approval
for discussion
drawing status

Revision	Description	Date of Revision	Issued by
H	pedestrian visibility splay shown. boundary wall adjusted to suit	2025.10.23	AJR
G	highways detail added	2025.10.22	AJR
F	boundary wall, fence and railing shown	2025.06.07	AJR
E	car park retaining walls and timber fencing shown. 2 meter high fence and gate around escape stair	2025.06.01	AJR
D	shared for approval	2025.05.30	AJR
C	revised and issued for comment/ review	2025.04.14	AJR
B	revised following client meeting	2025.01.29	AJR
A	issued for discussion	2025.01.27	AJR

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Project name C527 **Drawing No** 006 **Revision** H

Project: 2 CHESTER STREET, WREXHAM

Sheet name: PROPOSED SITE

Scale@A1: 1 : 200

Date: 2025.01.27

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