MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Phillips
Our Ref:	ET/DC/AO/P/2025/0598	**Your Ref:**	P/2025/0598
Date:	17/11/2025		

Town and Country Planning Act, 1990

Proposal: Materion A Gadwyd Yn ÔI Yn Dilyn Caniatâd Cais Amlinellol P/2019/0923 (Ymddangosiad, Tirlunio, Cynllun A Graddfa) – Codi 196 Annedd (Cyfnod 1) / Reserved Matters Persuant To Outline Planning Permission P/2019/0923 (Appearance, Landscaping, Layout And Scale) – Erection Of 196 Dwellings (Phase 2)
Location: Land Either Side of Stansty Chain Road Off A483 Trunk Road and A541 Mold Road Stansty Wrexham LL11 4YF

The Local Highway Authority (LHA) understands that this Reserved Matters Application relates to Conditions 1, 2, 3, 4, 5, 6, 7, 19 as set by the Outline Planning Permission P/2019/0923.

A Planning Statement has been submitted with this application that sets out the information provided to accompany the proposal to discharge the above conditions.

This response follows the order presented in Table 1 of the Planning Statement.

Condition 1 requires: ***Details of the appearance, landscaping of the site, layout and scale, (hereinafter called ""the reserved matters"") for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority before any part of the development in that phase begins. The development shall be carried out in accordance with the details as approved for each phase of the development***.

Site Layout:
The **LHA would request that a scale bar be added to these and all future plans to allow scaling when viewed electronically.**

The LHA advise that swept-paths of the internal site layout for an 11m Refuse Collection Vehicle will be required and at the site access points showing movements to/from the site.

It is noted that the key to this drawing refers to "*Visibility Splays of 2.4m x ??m to Site Entrances*". No such visibility splays are included. For the avoidance of doubt these details should be shown.

This phase (2) of the site is shown as having a total of 152 three and four bedroom houses. The Council's Parking Standards: Local Planning Guidance Note No.16 sets out the provision for residential dwellings. For three / four-bedroom houses three-spaces per unit (house) are suggested. It is noted that the LPG sets out maximum parking standards, but the LHA will seek parking provision that is conducive with a safe and efficient layout and one which does not result in the potential to impede walking, wheeling and cycling. The LHA will also seek layouts that result in safe

and efficient refuse collection. In this regard LPG 16 states that "**Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand**". Development will not be permitted if there is insufficient parking on site and where as result this will cause or increase highway problems In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access.

Having reviewed the layout it is noted that a significant number of three and four bedroom units appear to have only two-parking spaces. A number of plots are shown with a '3' on the driveway but these appear to be only as wide as two parking spaces. Where side-by-side driveways are proposed, these must allow width for pedestrian access as well as parked vehicles. As noted in LPG16, garages will not be counted as contributing towards on-site parking provision. **The LHA therefore have significant concerns over the proposed parking provision.**

Direct frontage access should not be shown within 20m of the site access junction. The driveway to plot 380 appears to conflict with this.

The layout for Phase 2 shows in several places, narrower sections of footway adjacent to plots (e.g. plots 197 to 210, 278 to 283, 293 to 306, 329 to 341, 343 to 350, 364 to 369). It is unclear why such narrow footways are shown. For a new scheme, footways should be provided to 2m width in accordance with the Welsh Government Active Travel Act Guidance.

Parking spaces for Plots 296, 297, 328 will require extended reversing distances to access/egress the parking spaces / driveways to reach a turning head and should by re-considered.

It is unclear why the carriageway width reduces by Plots 262 and 307. This should be explained given the large number of plots served from this narrower section.

At the internal site junction by Plot 258 and the adjacent POS, the footways are shown as routing around the back of what appears to be a soft landscaped area. The LHA will require direct footway crossing points, rather than (or in addition to) these set back crossings.

The layout shows by Plot 287 internal footpaths from Phase 1 and Phase 2 adjoining to either side of Stansty Chain Road. An uncontrolled pedestrian crossing (dropped kerbs and tactile paving) will be required to facilitate safe crossing movements at this point.

Landscaping Plan
A series of planting plans are presented for different sections of Phase 1. Planting height is not specified on the plans. The LHA note that at junctions, no planting should be located in the visibility splays that is in excess of 600mm in height.

Boundary Treatment Layout
The detail shown on the Boundary Treatment Layout is acceptable to the LHA.

Condition 1 Summary: The LHA cannot support the discharge of this condition at the current time, given the comments made above.

Condition 2

The LHA refers to comments above on the Site Plans.

Condition 2 Summary: The LHA cannot support the discharge of this condition at the current time, given the comments made above.

Condition 3 – No LHA comments required

Condition 4 – No LHA comments required

Condition 5 – No LHA comments required

Condition 6 requires that ***The development shall be carried out in accordance with the following plans: i) Drawing no. 002 Revision C (Red Line Plan); ii) Drawing no. A106224-PP001 Rev J (Parameters Plan) in respect of the area identified as Archaeological Preservation in Situ Area; iii) Drawing Nos. J000069-GA001 (Proposed Signalised Site Access Junction with 541 Mold Road) and J000069-GA002 (Proposed Site Access Junctions with Stansty Chain Road) in respect of vehicle and pedestrian access; and iv) Drawing J000069-GA004A - Stansty Chain Road Speed Limit.***

The LHA, for information, notes that it has reviewed the Section 2-78 submission for the proposed Stansty Chain Road Access junctions (Ref P/2025/0640) and has raised a number of matters that require further detail to be submitted. Underlying these matters is the apparent difference between the approved plans referenced in this condition wording and the plans submitted with the S-278 application and this application.

Condition 6 Summary: The LHA cannot support the discharge of this condition at the current time, given the comments made above.

Condition 7 requires that ***Notwithstanding the pedestrian accesses shown on Drawing Nos. J000069-GA001 (Proposed Signalised Site Access Junction with A541 Mold Road) and J000069-GA002 (Proposed Site Access Junctions with Stansty Chain Road), the Reserved Matters shall include details of additional pedestrian accesses onto the A541 Mold Road and Stansty Chain Road from any phase adjoining those highways. The pedestrian accesses shall be laid out, surfaced and drained prior to the first occupation of any dwelling in that phase and retained thereafter.***

Condition 7 Summary: The LHA cannot support the discharge of this condition at the current time, given the comments made above in relation to Conditions 1 and 7.

Condition 19 – No LHA comments required

KWEdwards
Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical