MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Philip Mullineux
Our Ref:	ET/DC/DB/P/2025/0783	**Your Ref:**	P/2025/0783
Date:	24/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU ANNEDD / ERECTION OF DWELLING
LOCATION: STABLES, GATEWEN ROAD, NEW BROUGHTON, WREXHAM

We refer to your consultation / email dated 02/09/2025 in respect of the above.

The proposal is to construct a new residential dwelling, with access using the existing gated access for agricultural use off the classified B5101 Berse Road. To enable the highway authority to appraise the proposed development, the applicant would need to prove that a properly constructed access, and demonstrate that adequate parking is achievable on an updated site plan. The plan would need to include:

1. Clearly marked visibility splays that follow Welsh Government Guidelines including Manual for Streets 2, referring to the 85th percentile speeds, gained from surveyed prevailing speeds of vehicles approaching the site from both directions on the B5101 Berse Rd.
2. The visibility splays must be free of any obstruction and confirmation provided that the vegetation next to or within the splays can be removed and a commitment to maintain the splays provided. Initial checks suggest that the vegetation within the splays is within WCBC ownership, therefore, should the Local Planning Authority be minded to approve the application, a commuted sum will be needed to cover the cost of maintaining the vegetation to avoid obstructing the visibility.
3. The plans should include construction details of an adequate site access for a combined residential and agricultural use, offering two-way traffic passing in opposite directions given the access is off a classified road. The applicant should provide swept path analysis demonstrating that appropriately sized vehicles can pass in opposite directions for a combined residential and agricultural use.
4. The proposed access driveway should be hard paved for at least the first 10m, prior to any gate, and should prevent any surface water from the site from draining onto the highway. The drainage design will need to be approved by the Council's Drainage Officer. For some residential developments, the LHA accept a 5m distance prior to gates, however, given the partial agricultural land use, a greater set back is considered reasonable to allow for a tractor and trailer to pull off the road completely.
5. Within the site, parking spaces and adequate turning should be provided and shown on an amended plan to ensure vehicles can enter and egress in a forward gear. The existing plan indicates an area of hardstanding, however this should be amended to demonstrate parking

spaces and adequate turning head for deliveries utilizing a 7m LGV used typically for deliveries.

6. Provision of cycle parking in accordance with LPG16, and a refuse collection point roadside, but outside the visibility splays should be provided that is adequate for the recycling, green bins and general waste.

It is noted there is a drop kerb in existence. Any resurfacing of the entrance would need to be coordinated with Highway Roadworks.

The Design and Access Statement and proposed site plan do not provide this information.

Summary

The current submission does not contain enough detail to enable the LHA to support the proposal. The main concern lies with provision of an adequately detailed entrance and provision of visibility.

D Bailey

On behalf of The 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 asked 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.