MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2024/1331 Res(6)	**Your Ref:**	P/2024/1331
Date:	28/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU 5 ANNEDD / ERECTION OF 9 DWELLINGS

LOCATION: REAR OF, INGLEBY, CHIRK GREEN, CHIRK, WREXHAM, LL14 5PU

I refer to your consultation / emails dated 04/11//2025 and submission of revised plans (see below) in respect of the above:-

Drg. No. EL/01 Rev F (Not Updated)	Existing Location, Block & Site Plans
Drg. No. EL/02 Rev O	Proposed Setting Out & Landscaping Plan
Drg. No. EL/05 Rev K	Proposed Site Drainage Plan
Drg. No. 24028-01 Rev F	Highway Junction Details
Drg. No. 24028-02 Rev B	Vehicle Swept Paths

General

I understand the site was granted planning consent for residential development (planning ref: P/2017/0459) with all matters reserved on 07/09/2017.

Access / Layout

The proposed development site is located on Lloyd's Lane which is a residential, classified road subject to a 20mph speed limit. This section of Lloyd's Lane is subject to traffic calming measures in the form of speed humps due to the proximity of Ysgol y Waun Primary School.

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. Visibility from the proposed access would appear achievable.

The revised layout plan (Drg. No. 24028-01 Rev F) indicates visibility splays from the proposed access of 2.4 x 25m in both directions which is considered acceptable.

Any proposed development of this nature will need to be constructed to adoptable standards and adopted by the Council if waste / recycling is to be collected by the WCBC Environment Department. If this is cannot be achieved, then the estate road may need to be managed by a private management company and any waste / recycling collected by a private contractor using an appropriate sized refuse vehicle.

The LHA previously requested that the applicant confirms whether the estate road is proposed for adoption by the Council or to remain unadopted with a private management arrangement. This detail has not been confirmed. However, based in the submitted layout plan eg/ lack of 1.8m service strips beyond the access crossing points and up to and including the turning head and layout of visitors parking spaces (also no service margins indicated), the LHA therefore assume that the estate road is not proposed for adoption and provide further comments on this basis.

The extent of adoption proposed by the applicant referred to in their response as indicated on submitted plan 24028-01 Rev C is incorrect. Given the proposed layout of the site, the LHA would only be prepared to adopt the first section of the access up to and including suitable dropped kerb / tactile crossing points (to facilitate pedestrian movements). The submitted plan indicates the estate road as being adopted. **The minimum1200 x 1200mm tactile paviors will need to be in line with the back of the footway (not shown).**

The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out these works. **The LHA recommend that the applicant provides a revised plan indicating this detail.**

There is an existing layby located immediately north of the proposed access which includes traffic calming measures ie/ speed humps. In order to accommodate a suitable access to serve the site, the LHA recommend that the section of tapered speed hump is removed within the existing layby and replaced with full height kerbing / extended footway area which ties into the kerb radii on the northern side of the access. This has been indicated on the submitted layout plan. Appropriate bollards will be required on the new extended area of footway to deter cars from parking on the footway in his location but do not impede visibility from the proposed access. ***This detail has been indicated on the revised layout plan (Drg. No. 24028-01 Rev C). However, additional bollards will be required on the taper of the modified layby (not shown).***

The LHA recommend the horizontal alignment is reviewed / amended to remove the sharp deflection close to the main access. ***This detail has not been addressed on the revised layout plan (Drg. No. 24028-01 Rev F or Drg. No. EL/02 Rev D). This will need to be supported by appropriate swept path details of a suitably sized refuse vehicle entering , manoeuvring, turning and exiting the site (in both directions onto Lloyds Lane). The swept path details will need to indicate how a large car and refuse vehicle can pass simultaneously as they access the bend / main entrance.*** The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out these works. **The LHA recommends the applicant indicates the above details on a revised layout plan.**

There would appear to be 3 existing properties located on the southern side of the proposed access which appear to have some element of existing parking provision. Details of how this existing parking provision will be accommodated / maintained in respect of the new development will need to be provided. **The latest layout plan indicates 5 no. parallel visitor parking spaces on the northern side of the access road. These are indicated at 2.4 x 4.8m. These spaces will need amending to 6m in length (Manual for Streets). The developer has indicated that theses spaces are intended for use by nos. 1 & 2 Ingleby but it is not guaranteed who can use them. It is assumed that this could be controlled by some form of legal agreement or part of the private management arrangements at the site.**

Two parking spaces are indicated alongside no. 3 Ingleby which appear adequate.

The submitted swept paths details (Drg. No. 24028-02 Rev B) indicate an 11.2m refuse vehicle manoeuvring within the site but are still considered unacceptable.

The plans indicate encroachment over footways and pedestrian crossings, only show a vehicle entering the site from the north (both in / out and from both north & south required), do not show the simultaneous passage of a large (5m) car and refuse vehicle on the bend just inside the access. The swept paths also show the vehicle clipping the path fronting plot no. 9.

If the estate road is to privately managed, then a smaller refuse vehicle could be used. However, if this is proposed, the turning head must also be capable of accommodating a medium sized delivery vehicle – 7m long). **The LHA recommend that further swept path details of a smaller refuse vehicle are submitted which indicate how the site can be accessed including turning overcoming the previously raised issues. Once demonstrated, this detail / size of refuse vehicle could be included in a suitable service delivery management plan (SDMP) if the application is supported.**

The LHA recommend the applicant submits a more detailed plan of the proposed access including the following details:-

- Access gradient for first 10m behind adjoining highway. *The gradient shown (1:21) is acceptable for the first 10m of the estate road. However, no plans indicating existing / proposed site levels have been submitted clearly showing how the adoptable bellmouth will be drained.*

- Details of any existing / proposed road gullies at the entrance.*The latest submitted plans do not include all of this detail.*

Parking Provision

The proposed development comprises 9 no. 3 bedroomed dwellings for which LPGN 16 requires a maximum of 3 spaces per dwelling.The submitted layout plan indicates the provision of 2 no. parking spaces per 3 bed dwelling which is considered acceptable given the relatively sustainable location of the site. **The revised layout plan indicates double driveways of 5.6m wide (minimum) which is considered acceptable.**

Given the proximity of the school and issues with on street parking at school drop off / collection times, our Traffic Section have recommended that the applicant funds a Traffic Regulation Order (TRO) to install double yellow lines at the main access (junction protection). **If the application is supported, the LHA recommend this is included as a condition.**

Cycle Parking

Each dwelling will be required to provide at least 2 secure cycle parking spaces. This detail needs to be indicated on a revised layout plan. *The latest submitted plans do not include this detail.*

Surface Water Drainage

If the application is supported, the applicant will require SABs consent to commence development. The LHA recommends the applicant contacts our SABs Section on this matter.

Detailed plans of any existing / proposed road gullies at the entrance and within estate road will need to be provided along with any existing / proposed connections. If the estate road is only being adopted up to the proposed tactile crossing points, then no private surface water will be permitted to flow onto the adjoining highway (details required).

Construction Traffic Management Plan

If the application is supported, the LHA recommend that 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.

The LHA await the requested information. Without sufficient information the LHA will not be able to support this application. **If further revised plans are to be submitted, the LHA recommend that all relevant plans for all aspects of the development are submitted in a single package each time for clarity.**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical