MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/AC/P/2025/0528	**Your Ref:**	P/2025/0528
Date:	15th December 2025		

TOWN AND COUNTRY PLANNING ACT 1990

ERECTION OF 3 DWELLINGS AND ALL ASSOCIATED WORKS /
CODI 3 ANNEDD A'R HOLL WAITH CYSYLLTIEDIG

BIG GREEN FARM, ELLESMERE LANE, PENLEY, WREXHAM, LL13 0LP

In reference to your recent consultation for the above application.

The Local Highway Authority (LHA) has reviewed the submitted application, which relates to a Full Planning Application for the erection of three two-bedroom dwellings on a vacant parcel of land off Ellesmere Lane, Penley.

The proposed site is located at the southwestern corner of the Ellesmere Farm Court / Ellesmere Lane priority junction, immediately adjacent to an existing residential development of 13 dwellings approved following the appeal of planning application P/2016/118.

The LHA has no objection to the principle of residential development at this location.
Access to the proposed development, as with the existing 13-dwelling development, will be via Green Farm Court.

As part of the proposals, six parking spaces are provided—two per dwelling—in accordance with Wrexham Council's Local Planning Guidance Note No. 16 (LPG16), which requires two car parking spaces per unit for two-bedroom C3 dwellings.

However, LPG16 also requires provision for two secure cycle parking spaces per dwelling. The application does not specify where these will be located.

The proposed car parking spaces are situated on the southern side of Green Farm Court, approximately 23m northwest of Ellesmere Lane. This location provides acceptable clearance from Ellesmere Lane.

However, the reason for the angled alignment of the parking spaces relative to the kerbline, as shown on the application drawings, is unclear. It is also not evident how these spaces will integrate with Green Farm Court or their relationship to the existing parking area to the west. Further detailed drawings are required to demonstrate how the proposed spaces will connect to Green Farm Court and how they will be separated from or interact with the existing parking area.

While the LHA does not object to the principle of residential development on the proposed site, the following additional details are required before final comments can be provided:

1. Information on how cycle parking will be provided in accordance with Wrexham Council's standards.
2. Detailed drawings showing how the proposed car parking spaces will tie into the existing highway (Green Farm Court) and how they will be separated from or interact with the existing parking area.

KWEdwards

Contracts & Engineering Manager

On behalf of 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 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.