

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Interim Chief Officer Economy and Planning Dafydd Thomas
		FAO:	
Our Ref:	ET/DC/PP/P/2022/0960 Res (3)	Your Ref:	DT/P/2022/0960
Date:	16/01/2026		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL ESTYNIAD 20FED GANRIF AR GEFN TAFARN, AILADEILADU RHANNOL AC ADNEWYDDU ADEILAD AC ADDASU DAU ANNEDD A CHODI 3 ANNEDD NEWYDD / DEMOLITION OF REAR 20TH CENTURY EXTENSIONS TO PUBLIC HOUSE, PARTIAL REBUILD AND REFURBISHMENT OF BUILDING AND CONVERSION TO TWO DWELLINGS AND ERECTION OF 3 NEW DWELLINGS

THE DYMOCK ARMS OVERTON ROAD PENLEY WREXHAM
Grid Ref: E 342001.16 N 339692.61

I refer to your consultation / email dated 11/11/2025 including revised plans in respect of the above.

Access

The development site is located on the A539 which is a classified road subject to a 20mph speed limit.

Based on speeds of 20mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The existing public house car park access is approximately 6.5m wide. Current visibility is adequate in both directions providing splays in excess of 2.4 x 25m measured to the nearside edge.

Proposed Layouts (Options A & B)

The applicant has submitted plans indicating 2 no. potential layouts / access arrangements.

Layout A - Access (Drg. Nos. DAP/DE/002, DAP/DE/003, DAP/DE/004)

Layout A indicates the closure of the existing public house access and formation of 2 separate shared access points approximately 4.5m wide. The LHA would not be able to support a new access in the westerly location as shown given its conflict with the existing priority working system along this section of the A539. The LHA would recommend that the applicant considers serving all 5

dwelling off a single shared access (min 4.8m wide) further east (ie/ minimum of 25m away from junction of Grange Road to provide an improved access arrangement away from the priority working feature and junction with Grange Road. This would be considered preferable to the proposed separate access arrangements or use of the existing former access point. **The LHA suggest that this revised arrangement is indicated on a revised layout plan.**

Layout B - Access (Drg. Nos. DAP/DE/005, DAP/DE/006, DAP/DE/007)

Layout B indicates the use of existing public house access as a 5.5m shared access point. The LHA would recommend that the applicant considers serving all 5 dwellings off a single shared access (min 4.8m wide) further east (ie/ minimum of 25m away from junction of Grange Road to provide an improved access arrangement away from the priority working feature and junction with Grange Road. Although utilizing the existing access point which previously served the public house would be acceptable, it would be considered preferable to form a new shared access located further east as indicated above **The LHA suggest that this revised arrangement is indicated on a revised layout plan.**

Any shared access serving the proposed 5 dwellings will require the following:-

- Visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.
- Minimum 4.8m wide access (dropped kerb access would be considered adequate)
- Construction of 2m wide footway along entire site frontage reducing to approx. 1.2m towards junction of Halghton Lane with appropriate dropped kerb crossing points installed at this junction to provide a continuous footway link. The applicant will be required to enter into a s.38 /278 agreement with the Council to carry out such work. **The LHA recommends the applicant provides a revised plan indicating this detail.**
- Hard bound paving of the access and internal private driveways.
- No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.
- Details / plan of existing lighting columns / signs / telegraph poles will also need to be indicated on this plan. Such features may well require re-locating.
- Details of the existing buildout feature on a revised layout plan.
- Details / plan of the existing highway surface water drainage features ie/ gullies, manholes, surface water pipes / connections along this section. Additional elements may be required to provide / maintain appropriate highway drainage in this location as part of this development.
- Revised plan clearly indicating plot numbers for each of the 5 dwellings.

The LHA recommend the above details are indicated on a revised layout plan.

Parking & Turning Provision

Adequate parking provision will need to be provided in accordance with LPGN 16 maximum requirements. Garage spaces are not included as contributing to parking provision. **The LHA recommends the applicant provides a revised plan indicating this detail ie/ individual**

dimensioned parking spaces including which plot they are allocated to along with the number of bedrooms for each dwelling.

Each dwelling will require adequate turning provision in accordance with LPGN 16 / 21 requirements. **The LHA recommends the applicant provides a revised plan indicating this detail including dimensions & clearance behind spaces.**

For a limited development of this nature / size, the LHA recommend as a minimum, the provision of a turning head for a medium sized delivery vehicle (7m in length eg/ supermarket food delivery van – details attached). This detail has not been indicated on the submitted layout plan. I would also request the submission of swept path details of such a vehicle entering, turning and exiting the site in both directions.

Cycle Parking / Storage

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.**

Waste Collection / Recycling

The proposed internal road layout does not appear to accommodate turning provision for a refuse vehicle. However, given the nature / size of the development, it would be considered adequate to provide a bin store / collection point located at a suitable location behind the proposed footway towards the eastern end of the proposed development.

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development.

The LHA recommend the applicant liaises with our Senior Waste Strategy Officer – Gabrielle Povey on Tel: 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. **Once agreed, the LHA recommends the applicant indicates this detail on a revised layout plan.**

Construction and Traffic Management Plan (including provision for contractor parking)

If the application is supported, the LHA recommend a condition is included for the submission of a **Construction Traffic Management Plan (CTMP).**

Conclusion

In conclusion, the LHA recommends the applicant provides the following information:-

- Proposed Layouts (Options A & B)

The applicant has submitted plans indicating 2 no. potential layouts / access arrangements.

Layout A - Access (Drg. Nos. DAP/DE/002, DAP/DE/003, DAP/DE/004)

Layout A indicates the closure of the existing public house access and formation of 2 separate shared access points approximately 4.5m wide. The LHA would not be able to support a new access in the westerly location as shown given its conflict with the existing priority working system along this section of the A539. The LHA would recommend that the

applicant considers serving all 5 dwellings off a single shared access (min 4.8m wide) further east (ie/ minimum of 25m away from junction of Grange Road to provide an improved access arrangement away from the priority working feature and junction with Grange Road. This would be considered preferable to the proposed separate access arrangements or use of the existing former access point. **The LHA suggest that this revised arrangement is indicated on a revised layout plan.**

Layout B - Access (Drg. Nos. DAP/DE/005, DAP/DE/006, DAP/DE/007)

Layout B indicates the use of existing public house access as a 5.5m shared access point. The LHA would recommend that the applicant considers serving all 5 dwellings off a single shared access (min 4.8m wide) further east (ie/ minimum of 25m away from junction of Grange Road to provide an improved access arrangement away from the priority working feature and junction with Grange Road. Although utilizing the existing access point which previously served the public house would be acceptable, it would be considered preferable to form a new shared access located further east as indicated above **The LHA suggest that this revised arrangement is indicated on a revised layout plan.**

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 - Construction of 2m wide footway along entire site frontage reducing to approx. 1.2m towards junction of Halghton Lane with appropriate dropped kerb crossing points installed at this junction to provide a continuous footway link. The applicant will be required to enter into a s.38 /278 agreement with the Council to carry out such work. **The LHA recommends the applicant provides a revised plan indicating this detail.**
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Note to Applicant

- *Any proposed access / footway works should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.*

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out.

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 from 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 & Engineering Manager

On behalf of Chief Officer, Environment & Technical