DRAFT

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0877	**Your Ref:**	P/2025/0877
Date:	30/01/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TYNNU'R TŶ ALLAN PRESENNOL A CHODI GAREJ, FFURFIO MYNEDIAD I GERBYDAU A CHODI WAL A FFENSYS FFINIOL / REMOVAL OF EXISTING OUTHOUSE AND ERECTION OF GARAGE, FORMATION OF VEHICLE ACCESS AND ERECTION OF BOUNDARY WALL AND FENCING

LOCATION: 4 BRON Y DRE, WREXHAM, LL13 7RW

I refer to your consultation / email dated 21/01/2026 in respect of the above.

Access

The proposed development site is located on Bron y Dre which is an unclassified, residential road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed access onto the main section of the estate road (not side road) would require visibility splays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway.

The submitted plans indicate a proposed access at the rear of the property off the narrow section of Bron y Dre which runs behind nos. 6 -20 Bron y Dre creating a circular connecting route to the turning head at the southern end of the estate road.

This section of road (unclassified highway) is very narrow in nature ie/ typically 2.5m wide and cannot accommodate the simultaneous passage of 2 vehicles for the majority of its length.

The submitted layout plan (Drg. No.2025/BYD/01/P1) indicates a 4.8 x 4.8 parking area for 2 cars. The LHA recommend that any double driveway is a minimum of 5.6m wide to allow an appropriate walkway alongside the parked vehicles.

Assuming typical speeds of 10mph along this section given the geometry of the road, any proposed / existing access would require visibility splays of 2.4 x 11m in both directions measured to the centreline of the road in accordance with Manual for Streets. The proposed splays have not been indicated on the submitted layout plan. However, it does not appear possible to provide such a splay in the south easterly direction given the bend in the road. Adequate forward visibility providing a

stopping sight distance of 11m would also be required for vehicles approaching this bend. This splay has not been indicated but would appear difficult to achieve for the same reason.

Any proposed driveway of this nature would require a minimum clearance of 6m behind each parking space for turning as required by LPGN 16. There is only approximately 2.5m clearance behind each proposed space which is inadequate.

The LHA would therefore be unable to support the proposed development for the above reasons.

Parking & Turning Provision

The property does not currently appear to have any off-street parking provision. It is assumed that any cars associated with the property have to park on the road outside the property.

The provision of 2 off-road parking spaces would be considered beneficial. However, any proposed driveway of this nature would require a minimum clearance of 6m behind each parking space for turning as required by LPGN 16. There is only approximately 2.5m clearance behind each proposed space which is inadequate.

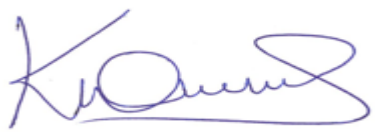
In terms of the proposed garage, LPGN 16 does not include garages as contributing to parking provision.

It is not clear from the submitted plan as to the width of the proposed access ie/ is it only as wide as the proposed parking spaces or does it extend up towards the junction to the west providing access to the new hardstanding area. This detail requires clarification

Conclusion

In conclusion, the LHA would be unable to support the proposed development for the above reasons. However, the applicant may wish to consider a modified parking arrangement off the main section of Bron y Dre and re-consider the location of the proposed garage.

Such a proposal would need to be supported by appropriate plans indicating such arrangements along with the required access & visibility proposals clearly shown.



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 184/171 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.