MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0629 Res (3)	**Your Ref:**	P/2024/0629
Date:	05/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI FFLATIAU RHIF 27 / ERECTION OF NO 27 APARTMENTS

LOCATION: EBENESER (CAPEL YR ANNIBYNWYR), 2 CHESTER ROAD, WREXHAM, LL12 7AD

I refer to your consultation / email dated 08/01/2026 including revised plans / additional information in respect of the above.

Access

Existing Access

The proposed development site is located on Chester Street which is a busy, classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing accesses in this location would require 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 access arrangements serving the former chapel include 2 no. access points (north & south) with a layby (2.5m wide) arrangement between:-

The existing **northerly access** (main access) is 5m wide and takes the form of a dropped kerb vehicular crossing. Visibility from this access is adequate in both directions providing splays in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway.

The existing **southerly access** is 5m wide and takes the form of a dropped kerb vehicular crossing. Visibility from this access is adequate in both directions proving splays in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway.

Proposed Site Plan Drg. No. 006 Rev J

The submitted plan indicates a proposed 4.8m wide dropped kerb access. The existing dropped kerbs will need to be modified to suit the new access. This work will require s.184 / 171 consent from the Council.

The previously submitted visibility splay plan (Drg. No. J000586-SK-102) indicates splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable.

Pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction greater than 0.6m in height will need to be provided from any proposed access. This detail has been indicated on revised layout plan (Drg. No. 006 Rev H).

Any proposed access will need to be surfaced with hard bound materials with no gates being erected.

No private surface water shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be require across any proposed access where the access falls towards the highway.

The submitted site layout plan only appears to provide parking for 9 cars plus limited turning for cars only. The proposed layout cannot accommodate the turning of an 11.2m long refuse vehicle or a medium sized delivery vehicle (7.2m long). The WCBC Traffic Section have previously advised that they would not support a development of this nature without appropriate off-road parking / turning facilities for such vehicles.

Given the proposed access design and restricted space within the internal car park, it is apparent that the proposed layout would not be capable of accommodating adequate access / turning for delivery vehicles / refuse vehicles which is considered unacceptable. This would result in such vehicles having to wait / park on Chester Road which is a busy, classified road subject to a traffic regulation order (double yellow lines) on both sides of the road. There is an existing bus stop on the opposite side of the road along with a section of limited on-street parking bays.

Any proposed layout would normally need to demonstrate appropriate access / turning & parking arrangements for both cars and delivery / refuse vehicles. **The LHA previously recommended that the applicant provides similar access arrangements to the existing access arrangement with 2 no. access points (taking the form of dropped kerb vehicular accesses) with a suitable layby arrangements to the rear of the footway capable of accommodating an 11.2m long refuse vehicle / delivery vehicle.** This would minimize interruption of the flow of traffic on the adjoining highway and provide a convenient loading / unloading facility for both refuse vehicles and domestic delivery vehicles. Any modifications to the extent of dropped kerbs fronting the site will require s.184 consent. This arrangement will need to be controlled by appropriate signage (located in private land) ie/ North side - in only / no entry (on reverse side) & South Side - No entry / out only (on reverse side)

Such an access arrangement would need to remain private and would need to be managed / maintained by a private management company.

However, it is acknowledged that a similar scheme for the erection of 23 no. 2 bed apartments has previously been granted consent (ref: P/2021/0313) at the site. The above issues of turning provision / servicing were raised by the LHA at the time but were not included within the consent.

Traffic Impact Analysis

The submitted TRICs data includes 5 no. sites classified as either town centre or edge of town centre.

However, 4 of these sites have survey dates which are more than 8 years old which is not acceptable. One of the selected sites is in Ireland. Any sites from London or Ireland are not accepted.

Having reviewed, the above issue the LHA conclude that despite the data being greater than 8 years old and including a site from Ireland, it is considered unlikely that there will be any significant detrimental impact on the adjoining highway in respect of traffic generation (cars) at the site in this instance.

Public Transport – Commuted Sum

After consultation with our Transport Section, the LHA recommend that a commuted sum / s.106 payment is provided (£3,417.63) by the applicant to refresh the bus stop markings for the bus stop located opposite the site and the provision of raised bus stop kerb. The submitted Highways Transport Note indicates that the applicant is willing to commit to the required commuted sum. This can be included as a condition if the application is supported.

Parking & Turning Provision

Adequate parking and turning provision will need to be provided in accordance with LPGN 16 requirements.

Based on LPGN16 requirements, the proposed development (27 x 1 bed apartments) would require a maximum of 41 spaces. The submitted layout plan indicates 9 proposed parking spaces (7 no. standard spaces and 2 no. spaces to mobility standards).

This represents 22% parking provision compared with maximum LPGN 16 requirements and is considered inadequate. The original application (ref: P/2016/0337) for 23 no. 2 bed apartments was granted consent with 23 proposed spaces. **The LHA previously recommended that a minimum of 1 parking space per proposed apartment is provided for the current development ie/ 27 spaces.**

After further review and based on the site having an existing planning consent, it is considered difficult for the LHA to object in this instance. On this basis, if the application is supported, the LHA recommend that a condition is included requiring a Car Parking Management Plan (CPMP) for the development.

<u>Cycle Parking / Storage</u>
Adequate cycle storage / parking will be required in accordance with LPGN 16 / Active Travel Guidance and demonstrated on a suitably scaled layout plan. **The LHA recommend the applicant liaises with our Active Travel Section (contact Gwen Thomas – gwen.thomas @wrexham.gov.uk) for guidance / advice and indicates the required details on a suitably scaled layout plan.**

The WCBC Active Travel Section have advised that the latest plans / information are considered inadequate and do not demonstrate adequate cycle storage / parking provision for the development. **The LHA request that a revised plan is submitted indicating a minimum 27 cycle parking spaces (3 of these spaces being capable of accommodating an adapted cycle or cargo cycle. These should be provided via safe and secure communal cycle parking areas.**

Waste Collection (ref: Site Layout Plan – Drg. No. 006 Rev J)

Comments from Waste / Recycling Section as follows:-

The revised layout plan indicating the proposed bin store area does not appear to be large enough for the bins required to offer a compliant service for recycling and residual waste service.
The bin storage area would need to be increased to allow for the movement of the containers to be maneuvered by the collection crews, also to allow adequate access for residents with accessibility. Therefore, the store footprint needs to be reviewed, along with the information relating to the access – coded or keys, and gate to reach the highway. Consideration must be taken for the width of the path to be able to maneuver the bins to the collection point.

Key considerations are:

- +150–200 mm side clearance between bins for safe maneuvering.
- ≥1.2 m aisle in front of bins (1.5 m preferred if 1100 L bins are turned within the store).
- Door/gate width ≥1.2 m clear opening for 1100 L.
- Hardstanding, level threshold, falls to drain (no lips / steps).
- Drag distance target ≤ 10–15 m (absolute max commonly 25 m) and gentle gradients (ideally ≤ 1:12; steeper is problematic for 1100 L).
- Require min of 2 x drop curbs to allow access.

Modification of the existing dropped kerb (former southerly access - reduction in width) to suit bin servicing (s.184 / 171 consent required). **The LHA recommends a 1.8m wide dropped kerb is retained at the northern end of the existing southerly access to service the bins and the remainder of the dropped kerb is reinstated to full height footway construction. The LHA recommends this detail is indicated on a revised layout pan.**

The LHA recommends the applicant addresses the above points and indicates the required detail on a revised layout plan (including annotated dimensions).

Construction Traffic Management Plan

If the application is supported, I would recommend that a suitable condition is included as follows:-

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 has been fully implemented.

Conclusion

In conclusion, the LHA request the following information:-

- **Cycle Parking / Storage**

  Adequate cycle storage / parking will be required in accordance with LPGN 16 / Active Travel Guidance and demonstrated on a suitably scaled layout plan. **The LHA recommend the applicant liaises with our Active Travel Section (contact Gwen Thomas – gwen.thomas @wrexham.gov.uk) for guidance / advice and indicates the required details on a suitably scaled layout plan.**

  The WCBC Active Travel Section have advised that the latest plans / information are considered inadequate and do not demonstrate adequate cycle storage / parking provision for the development.

The LHA recommend that a revised plan is submitted indicating a minimum 27 cycle parking spaces (3 of these spaces being capable of accommodating an adapted cycle or cargo cycle. These should be provided via safe and secure communal cycle parking areas.

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The LHA recommends the applicant addresses the above points and indicates the required detail on a revised layout plan (including annotated dimensions).

KW Edwards

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.