MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0234 Res(3)	**Your Ref:**	P/2025/0234
Date:	09/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CHODI ESTYNIAD CEFN UN LLAWR A FFURFIO MYNEDFA I GERBYDAU / ERECTION OF SINGLE STOREY REAR EXTENSION AND FORMATION OF VEHICULAR ACCESS

LOCATION: 2 SUNNY VIEW, HOLT ROAD, CROSS LANES, WREXHAM, LL13 0UB

I refer to your consultation / email dated 05/02/2026 including revised plan (Drg. No. 2251-07A) in respect of the above.

Access

The proposed development site is located on the B5130 Holt Road which is a busy classified road subject to a 30mph speed limit.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

The visibility splays indicated on the revised plan have not been shown correctly:-

- The submitted plan does not scale correctly.
- A setback distance of 2.4m has not been indicated / annotated on the submitted plan.
- The proposed splay in the easterly direction is indicated as 13.39m to the nearside kerb edge. Current standards require a splay of 2.4 x 43m measured to the nearside edge.
- The proposed splay in the westerly direction is indicated as 16m to the nearside kerb edge. However, the splay is indicated as cutting across the garden area of no. 1 Sunny View which it assumed is not under the control of the applicant (ie/ 3rd party land). This splay also appears to cut across the existing fence/ hedgerow of no. 16 The Paddock (ie/ 3rd party land). Current standards require a splay of 2.4 x 43m measured to the nearside edge.

The LHA recommends the applicant submits a suitably scaled plan addressing the above issues.

Any proposed access would require a minimum width of 3.2m. Any proposed access would require a minimum of 5m of hard bound paving behind the adjoining highway with no gates being erected within 5m of the adjoining highway (preferably no gates).

Parking & Turning Provision

The existing property appears to be 2 bedroom. Based on LPGN 16 requirements, the existing 2 bedroom property would require a maximum of 2 parking spaces along with adequate turning provision.

The previously submitted layout plan indicates that there are 2 no. existing parking spaces provided for no. 2 Sunny View at the rear of the site which utilizes the existing shared access located to the western side of the site frontage. There also appears to be sufficient space to turn within the site curtilage in this location.

It is assumed that both properties ie/ no.1 & no. 2 Sunny View have parking and turning provision off the existing shared access at the western end of the site. **The LHA recommends the applicant provides a suitably scaled plan indicating the existing parking / turning provision (with annotated dimensions) for these two properties.**

Given the restricted space within the front garden, it does not appear possible to provide adequate parking & turning provision off the proposed access and may therefore be difficult to support. In terms of the revised layout plan, the LHA comment as follows:-

- The submitted plan does not scale correctly.

- The submitted plan does not indicate how a large car (5m in length) can turn within the curtilage of the site. **The applicant will need to review the requirements of LPGN 16, LPGN 21 and provide appropriate swept path details.**

The LHA recommends the applicant addresses the above issues on a revised layout plan.

<u>Potential New Shared Access with modified Parking & Turning Layout</u>

The existing shared access suffers from inadequate visibility. Subject to the applicant either owning both properties or a 3rd party agreement (s.106) if under separate ownership, the applicant may wish to consider the following:-

- Provide a scaled plan indicating the existing available visibility splays from the existing shared access.

- Provide a scaled plan indicating the following:-

    - Permanent closure of the existing, sub-standard shared access and reinstatement of dropped kerb to full height footway construction.

    - Construction of a 4.8m wide (preferably 6.6m wide) centrally located (approx.) access to be used by both properties.

    - Provision of 2 parking spaces per dwelling arranged opposite each other, parallel to the existing footway with 6m minimum clearance between for turning.

- Scaled plan indicating proposed splays to be provided in order tp maximize visibility from the new access in both directions ie/ nothing planted or erected within 2.4m from the edge of footway along the entire site frontage (including existing access).

- Construction of 2m wide (minimum) footway along the entire site frontage. The applicant will be required to enter into a s.38 /278 agreement to carry out this work.

- Access to be surfaced for a min. distance of 5m of hard bound materials behind the adjoining highway. No gates to be erected. Aco or drain or similar to be installed across access to intercept any private surface water run-off where the access falls towards the highway.

If the applicant can demonstrate a significant improvement over the existing access / visibility as suggested above, then it may be considered acceptable to support such a proposal.

Conclusion

The LHA recommends the applicant provides the following information:-

- **Visibility**

  The visibility splays indicated on the revised plan have not been shown correctly:-

  - The submitted plan does not scale correctly.

  - A setback distance of 2.4m has not been indicated / annotated on the submitted plan.

  - The proposed splay in the easterly direction is indicated as 13.39m to the nearside kerb edge. Current standards require a splay of 2.4 x 43m measured to the nearside edge.

  - The proposed splay in the westerly direction is indicated as 16m to the nearside kerb edge. However, the splay is indicated as cutting across the garden area of no. 1 Sunny View which it assumed is not under the control of the applicant (ie/ 3rd party land). This splay also appears to cut across the existing fence/ hedgerow of no. 16 The Paddock (ie/ 3rd party land).

    Current standards require a splay of 2.4 x 43m measured to the nearside edge.

  The LHA recommends the applicant submits a suitably scaled plan addressing the above issues.

- **Parking & Turning Provision**

  It is assumed that both properties ie/ no.1 & no. 2 Sunny View have parking and turning provision off the existing shared access at the western end of the site. **The LHA recommends the applicant provides a suitably scaled plan indicating the existing parking / turning provision (with annotated dimensions) for these two properties.**

Given the restricted space within the front garden, it does not appear possible to provide adequate parking & turning provision off the proposed access and may therefore be difficult to support. In terms of the revised layout plan, the LHA comment as follows:-

- The submitted plan does not scale correctly.

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The LHA recommends the applicant addresses the above issues on a revised layout plan.

Alternative Solution:-

- Potential New Shared Access with modified Parking & Turning Layout

The existing shared access suffers from inadequate visibility. Subject to the applicant either owning both properties or a 3rd party agreement (s.106) if under separate ownership, the applicant may wish to consider the following:-

- Provide a scaled plan indicating the existing available visibility splays from the existing shared access.

- Provide a scaled plan indicating the following:-

    - Permanent closure of the existing, sub-standard shared access and reinstatement of dropped kerb to full height footway construction.

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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.