MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0946	**Your Ref:**	P/2025/0946
Date:	26/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CAIS AMLINELLOL AR GYFER CODI ANNEDD (CADW POB MATER) / OUTLINE APPLICATION FOR ERECTION OF DWELLING (ALL MATTERS RESERVED)

LOCATION: LAND TO THE REAR OF 11 AND 11A, STANLEY ROAD, PONCIAU, WREXHAM, LL14 1HH

I refer to your consultation / email dated 22/01/2026 in respect of the above.

Although the application is “all matters reserved”, the LHA comment as follows:-

General

The proposed development is located on an existing unclassified road ie/ Bernfels Court (cul de sac) which is subject a 20mph speed limit.

The proposed development site is located at the northern end of the adopted cul de sac with its frontage partially extending onto the unadopted shared driveway.

Access

Any proposed access / driveway serving the proposed dwelling will need to provide adequate visibility onto both the existing adopted road and shared private driveway beyond the turning head. Based on assumed typical speeds of 20mph for vehicles approaching from the south and around 10mph for vehicles approaching off the private driveway to the north, any proposed access would require visibility splays of 2.0x 25m in the southerly direction measured to the nearside edge of the adjoining highway and and 2.0 x 11m in the northerly direction measured to the centreline of the shared private driveway which is only 3m wide. The provision of such splays will need to be indicated on a suitably scaled plan.

Any proposed access serving the dwelling will need to accommodate adequate parking in accordance with LPGN 16 requirements so as to minimize the potential for any on-street parking in this location which could hinder access by the residents served off the private shared driveway.

Any proposed access must be of an appropriate width that does not result in vehicles reversing / encroaching on the footway at the far end of the adopted cul de sac.

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

An Aco drain or similar will be required where the access falls towards the highway.

The LHA recommend that a dropped kerb footway (1.8m wide) is constructed across the site frontage. This will require the applicant to apply for s.184 consent.

Footway South of proposed development site on western side of estate road

A short section of footway leading from the development site on the western side of the estate road appears to be unsurfaced / incomplete. It is not clear why this was never surfaced / completed despite being adopted. Ideally this section of footway would benefit from a surface course. However, given the scale of the development it is considered unjustified to request the applicant addresses this issue.

Parking & Turning Provision

Adequate parking provision will be required in accordance with LPGN 16 requirements. The proposed number of bedrooms will be required to assess parking requirements. The LHA recommend that parking is provided in accordance with LPGN 16 maximum standards to minimize the potential for any on-street parking in this location which could hinder access by the residents served off the private shared driveway.

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 184/171 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.