MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0070 Res(5)	**Your Ref:**	P/2025/0070
Date:	12/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CAIS AMLINELLOL AR GYFER CODI ANNEDD (CADW YMDDANGOSIAD A THIRLUNIO) / OUTLINE APPLICATION FOR ERECTION OF DWELLING (APPEARANCE AND LANDSCAPING RESERVED)

LOCATION: LAND OFF, POPLAR ROAD, PEN-Y-CAE, WREXHAM, LL14 2PY

I refer to your consultation / email dated 04/03/2026 and revised Site Plan (Drg. No. 305/04 Dec 24) in respect of the above.

General

The proposed development comprises a 3 bed dwelling served by a centrally located access onto Poplar Road.

Access

The proposed development site is located on a classified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed / existing access 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 revised plan (Drg. No. 305/04 – Dated Dec 2024) indicates splays from the proposed access of 2.4 x 25m in both directions measured to the nearside edge which is considered acceptable (splays need annotating at 25000mm not 2500mm). **The latest plan would benefit from a revision reference as this plan has same number reference as previous layout plans which include different parking & turning arrangements.**

The proposed access will require s.184 / 171 consent to form a dropped kerb. **The LHA recommend that a dropped kerb vehicular access is provided across the whole site frontage.** Any proposed access will need to be surfaced with hard bound materials with no gates being erected. An Aco drain or similar will be required across the proposed access to intercept any private surface water run-off.

Parking & Turning (Site Plan Drg. No. PD305/04)

The latest submitted plan (received on 03-11-25) indicates 2 no. parking spaces (including 2 no. 4m long cars) parked parallel to the footway on the western side of the site frontage. However, although the revised layout plan indicates / annotates a driveway depth of 4.8m on the western side, this is measured to the centreline of the existing stone wall which would appear to belong to the adjoining property. The actual depth available would therefore only be 4.6m which is inadequate. However, if the second vehicle were to park on the opposite side of the parking area up to the eastern boundary, then parking and turning at the site would be considered adequate providing the whole site frontage up to the property itself is kept clear of any obstructions / planting. **A suitable condition would be required to ensure this area is kept clear and available for parking / turning.**

The requirement for adequate parking & turning provision at the development site is consistent with the recommendations made by the LHA in response to planning application ref: P/2014/0356 for the neighboring property at 9 Poplar Road.

Conclusion

The LHA have no objections to the proposed development subject to the applicant submitting a layout plan with a unique reference number indicating the parking and turning arrangements parallel to the back of footway (not at 90^0).

Based on the above issues being addressed, the LHA recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **@@@**

ZJ15 **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD **DROPPED KERB VEHICULAR CROSSING**
026R The vehicular access hereby approved shall take the form of a dropped kerb vehicular
E05NA crossing across the whole site frontage.

ZJ07 **ACCESS SURFACE (5 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

NONSTD **NO GATES**
033R There shall be no gates or other means of enclosure across the vehicular access.

ZJ46 **NO PRIVATE SURFACE WATER RUN OFF**

026R 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.

Note to Applicant:

FOOTWAY CROSSING LICENCE

A licence should be obtained (as required by section 184 / 171 of the Highways Act 1980) from the Highway Authority in order to lower the kerbline and cross the footpath at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

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.