

Pickstock Homes notes added 19.03.26.

From: Chief Officer, Environment & Technical

Chief Officer Economy & Planning

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Our Ref: ET/DC/DB/P/2023/0186 Revision 5 Your Ref: P/2023/0186

Date: 02/03/2026 further to response

03/11/2025

Land Off, St Mary's Avenue, Overton, Wrexham, LL13 0ES

Erection of 45 Dwellings, Associated Access, Landscaping and Supporting Infrastructure

Following review of the additional information provided, the Local Highway Authority

(LHA) offers the following observations relating to Rev T of the site plan and swept path analyses provided: **The current site plan is revision U which was sent to Dafydd & Matthew in December 2025.**

1. Pumping Station Access and Tanker Movements

Swept paths for the tanker accessing the pumping station remain tight, especially around bends and junctions. If on-street parking occurs, there is a significant risk that the tanker, required for both routine maintenance and emergency response, may not be able to access the pumping station.

No mitigation has been offered to address this concern, however the LHA expand on this in item 2 below. Whilst this route can be protected with double yellow lines, having the resources to enforce is a challenge, and it is always a last resort in residential estates, when there is an opportunity to design out concerns.

All of the dwellings along the route to the pumping station except plot 36 have the required number of parking spaces which we trust will reduce street parking. In previous discussions with Matthew, it was felt that plot 36 was acceptable with two spaces due the small starter size of dwelling but if required we can add another parking space for plot 36 which would overlap in front of plot 35, could you please confirm if the space is required. Tanker visits will be arranged with the management company to provide advanced notice to occupants. If the road were to be designed to provide for street parking and the free flow of a tanker I'm concerned the road would be too wide and unsightly so we would be grateful if you confirm the current layout is acceptable.

2. Parking Provision

Three-bed dwellings are provided with two spaces. LPG16 refers to a maximum of 3 spaces (excluding the garage) for 3 and 4 bedroom dwellings. It is accepted that 2 spaces (excluding garage) is commonplace for 3 bedroomed dwellings in sustainable locations around the county. However, given the above concern and the fact that a 3 bedroom house can accommodate 4 or 5 people and easily 3 adults each with cars or vans, the LHA remains concerned that any on-street parking along the access route to and from the pump station could obstruct tanker (and refuse vehicle) movements. The LHA will accept linear arrangements of three parking spaces in this instance and request the applicant includes for 3 spaces plus garage for all the 3 bedroomed dwellings along the

site road to and from the pump station to mitigate risk as a minimum. It is acknowledged that the Roe V2 and Wit house types are 3 bed dwellings, and 3 spaces have been provided.

Thank you for confirming the parking arrangements, as above we can add another space for plot 36 to make it 3 spaces if required.

4. Shared Access for Plots 11–18

The applicant is asked to justify the retention of the shared access without a turning area and clarify the proposed refuse collection arrangements.

Refuse collection points must be located within 12m of the adoptable highway, and the LHA is not obliged to service unadopted shared drives.

We have drawn the shared surface at 6.0 meters in wide so will sufficient for vehicles to manoeuvre in and out of their parking spaces without the need for a turning head. A bin collection point has been provided to right hand side of the turning head for plots 11-16. We trust these details meet with your approval.

5. Other comments:

Plot 35 is still duplicated in error, and the LHA request it be updated.

This has been updated.

Can the applicant provide justification for retaining the shared access to plots 11-18 without turning and advise on refuse collection points.

As above point 4.

Bin collection points are required near to the edge of the adoptable highway, within 12m deemed to be the maximum distance a refuse wagon will reverse to collect. The LHA are not obliged to access unadopted shared drives.

Bin collection points have been shown where required and generally on the side of the road. We have had extensive discussions with Matthew regarding the turning head arrangement and bin collection for plots 44-46 with the final layout in drawing Rev U which we understood to be the agreed solution for those plots.

The road widening strips suggested as rumble strips are acceptable as tarmacked surfaces matching the road itself, without any delineation in a quiet estate road.

We had taken the footpath to follow the corner viz splay; this was questioned by Matthew & Dafydd following which we agreed to revise the plan to show the path against road and the fence behind the viz splay as shown on rev U, the viz splay would not be conveyed to the property. I trust this meets with your approval.

3rd November 2025 Highways Response 4:

I think these points may have been picked up in the issue to Dafydd & Matthew in December but have added notes.

The LHA's previous comments set out the requirements for:

Further to previous LHA comments and receipt of updated plans, the LHA note continued concern regarding the following aspects:

1. Potential conflict between roadside parking and tanker access to the Welsh Water adopted pump station. This is of particular concern outside plots 1-4 and 34-38 (Note typo error on plot numbering between plots 34 and 40). Whilst the frequency of tanker trips may be low over time, the importance of access could be of critical importance in the case of any failure in the sewage treatment pumps. Avoiding roadside parking obstructing access on the route to and from is therefore very important. On reviewing the 12.2m tanker swept paths provided, parked vehicles along the site entrance on the bends could cause a critical obstruction. Can the applicant demonstrate how this concern can be mitigated?

Refer to the very first point 1.

2. Inadequate turning head to the adoptable highway outside plot 19. The swept path provided shows overrun onto the footpath.

We feel the swept path drawings sent in December now show this to comply.

3. Lack of turning for a 7m delivery van within the private shared driveway serving plots 11 to 18 inclusive.

We are of the opinion that a van would turn in the roads turning head and reverse in the short distance onto the shared surface, 12.0m would reach plots 15 & 16, I trust this is acceptable.

4. The rumble strip feature indicated outside plots 7 and 27 driveways is not necessary?

Agreed, this has been removed.

5. Does the pump station proposed comply with Welsh Water adoption standards, with a one way access?

Our Civil Engineers have confirmed compliance with Welsh Water standards. We also need to maintain a 15m distance between dwellings and the sump.

6. The LHA are concerned at the provision of 1nr space only for flats, where 2 adults with cars may live, particularly located in a confined turning head. This is considered an under provision by the LHA in this instance. As noted previously, parking below the maximum for 3 bed dwellings along the tanker route, or in the turning head, are also of concern for reasons noted above.

For the 1 beds we have added a visitor space in the row of parking for 11-15. The other points have been picked up in other notes above.

7. Please clarify the detailing of the apparent overrun areas. Will these be in contrasting colouring/surface, but capable of withstanding HGV loading. (As above)

No overrun areas, please see current site plan, the footpaths have been taken to edge of the road and viz splays shown. This was agreed at the last meeting with Mathew and Dafydd, I trust this is acceptable.

8. In addition to drive parking spaces, adequate width for wheelchair/pram access should be provided alongside the parking space. (Please demonstrate this has been considered in all parking spaces)

In previous correspondence and discussions with Highways and Planning this was not requested by upon inspection of the SPD, it is noted. In previous correspondence the depth of parking spaces was requested to be revised which they were. We have been able to increase the drive widths slightly to

most plots but not all. The principal access to all dwellings is via the front level access door where access to all dwellings is possible. Terraced dwellings have a shared side access that provides access to the rear of dwellings. Plots 28 & 29 have 3.1m wide drives with no separate rear access, but the front door entrance is accessible. We ask if the current could be accepted in this instance.

For reference, the following was LHA's response 3, retained for checking and confirmation of response please from the applicant, noting the change of staff vetting the scheme within the LHA. Generally, the provision of refuse collection points is noted and accepted.

Response 3:

- Revised vehicle tracking for a 12.25m tanker associated with access to/from the pumping station and modification to the proposed access.

Revised swept paths have been provided showing that the vehicle can access and service the south of the site acceptably without swinging over the footways, however, so many tracks are overlaid it is difficult to see individual movements, the LHA requests these are provided individually. Whilst it is appreciated that such servicing should be a rare occurrence in extreme conditions, there is concern that should there be any on-street parking along the access route that this vehicle needs to pass by, access may not be possible. There is concern on the access road closest to the site access that lower levels of parking per plot might encourage on-street parking and this is a concern. Swept paths should be provided from School Lane towards and into the site also.

New tracking was provided to overcome the issues.

- Confirmation of proposed street lighting

There has been no street lighting information provided. This issue has not been addressed, however it is noted that lighting is usually catered for within a section 278/38 application.

Street lighting was sent to Matthew on the 14th of February 2025 but we can send again.

- Revised plans showing the proposed pedestrian link to Public Footpath 17 from the northern boundary of the site and alignment of Public Footpath 18 in relation to the development site.

Revised plans showing this have been provided. The parking arrangements for unit 29 have been amended to an acceptable arrangement and the turning head at this point removed and the footway link realigned.

Agreed.

- Justification for the parking shortfall associated with 3-bedroom properties with only two spaces and measures to manage potential overspill parking.

A full review of the latest submission has been undertaken and there are 15 number dwellings that are 3 bedroom but have been provided with two car parking spaces which falls under the maximum standard of 3 car parking spaces. Therefore there is potential that these dwellings could generate a demand for on-street parking.

Please see other comments covering Parking queries.

☐ In the LHA's opinion there are too many parking spaces, driveways and conflict points located within close proximity, priority along these frontages would be with drivers and not pedestrians which does not accord with The Wales Transport Strategy 2021, Manual For Streets or the Active Travel Act Guidance 2021.

The layout and parking was revised following these comments and at the meetings with Matthew and Highways, the previous layout had long lengths of parking along the estate road, it was to be a potential issue for pedestrians in conflict with cars, so we were asked to reduce these lengths.

☐ The latest proposals have increased the level of parking for some units but some plots are numbered incorrectly with 35. There is a reduced shortfall from the parking standards and therefore less potential to cause overflow parking on the busiest stretch of the site access road. However, the LHA would still prefer to see the arrangements with three car parking spaces in a row reduced down to a maximum of two in a row consecutively within the site.

The layout and parking was revised following these comments and at the meetings with Matthew and others. We can provide 3 spaces for plot 36 if required.

☐ Driveway dimensions are required to be 5m wide for double driveways, and 10m length for tandem parking (1 car behind another) or 15m length for three cars (1 behind another). Driveways should also be 0.5m longer if a garage requires to be accessed.

The layout and parking was revised following these comments and discussed at the meetings with Matthew and others with the culmination of the current plan.

☐ The refuse arrangements for units 44-46 have been amended, however, no swept paths have been provided to demonstrate the new arrangement works for refuse vehicles. Swept paths should be provided.

Swept path drawings were provided to Dafydd in December 2025 to cover this point. Drawings prepared by Mode transport Planning.

☐ There is still no clarification on a ped/cycle link through to Clerc-Y-Mendy, the applicant is requested to clarify the ownership of the land to provide a steer as to whether this can be delivered or not.

We noted that this was part of our previous discussion, we have investigated the ownership and note that this land is in third party ownership and unfortunately we are unable to facilitate a pedestrian link.

☐ The parking spaces for plot 14 are set outside of the plot, and accessed from the end of the cul-de-sac, it would be difficult to police these parking spaces as they are designed as being publicly accessible.

The layout was revised following these comments and at the meetings with Matthew and others. This might refer to plot 24, plot 24 has side windows which will view the parking spaces.

☐ Clarification is required over the cycle parking provision/stores for the 1 bedroom units that do not have private gardens (plots 10-13)

We have added to the plan cycle parking sheds in the last revision and issued to in December 2025.

☐ The LHA would recommend the removal of the raised plateau outside plot 27.

Agreed and revised the plan in the last revision and issued to Dafydd in December 2025.

☐ There are two areas at bends in the road (outside unit 1 and unit 6) where there appears to be a set back of the footway, can the applicant clarify if these are proposed 'overrun areas' or if they are proposed to be kerbed and surfaced.

Covered in other notes but the layout was revised following these comments and at the meetings with Matthew and others.