MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rowlinson
Our Ref:	ET/DC/PP/P/2026/0170	**Your Ref:**	P/2026/0170
Date:	10/04/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: PARCIO A GWEITHREDU 2 CERBYD HURIO PREIFAT / PARKING AND OPERATION OF 2 PRIVATE HIRE VEHICLES

LOCATION: 11 ALLINGTON DRIVE, WREXHAM, LL13 9LS

I refer to your consultation / email dated 26/03/2026 in respect of the above.

Access

The proposed development site is located on an unclassified, residential road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access requires visibility plays of 2.0 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access serving the property is adequate providing splays in excess of 2.0 x 25m in both directions.

The existing access serving the site does not have appropriate dropped kerbs. **If the application is supported, the applicant will need to apply for s.184 / 171 consent to the Council for consent to provide appropriate dropped kerbs / strengthen the footway at the proposed access location.**

The existing access / opening is 4.5m wide an dis partially surfaced with loose bound materials (chippings) and hard bound block paving. **If the application is supported, the LHA recommend the access is surfaced with hard bound paving across its entire width for a minimum distance of 5m behind the highway boundary.**

If the application is supported, the LHA recommend that an Aco drain or similar is provided across the access to intercept any private surface water run-off.

No Gates shall be erected across the access.

The LHA recommend the applicant provides a revised layout plan indicating the above detail.

Parking & Turning Provision

Adequate parking provision will need to be provided at the development site in accordance with LPGN 16 requirements.

It is not clear what the existing number of bedrooms are at the property. **The LHA recommend this information is provided**.

The driveway / site frontage currently appears to accommodate up to 2 cars which could access independently or potentially 3 cars whereby access for 2 of the vehicles would be hindered. The submitted layout plan (Drg. No. 945/L2/01 Rev A) indicates the provision of 2 off road parking spaces.

Given that the site is located directly opposite the junction with Burnham Gardens , it is important that the proposed development does not result in any indiscriminate on-street parking in this location.

The submitted Design & Access Statement indicates the following details in respect of the proposed business:-

- No customer visits
- No staff working from the property
- No vehicle storage or dispatch from the site
- No additional parking requirements
- No increase in traffic or noise

The LHA comment as follows

- <u>No customer visits</u>

  Assumed this can be controlled by a suitable planning condition “non-operational base”.

- <u>No staff working from the property</u>

  Who will drive the taxis, those who live at the property or staff who live elsewhere?

- <u>No vehicle storage or dispatch from the site</u>

  How many cars does the household own who park at the site?
  Would the same cars as above be utilised for taxi use or will separate taxi vehicles be required?
  Where will the proposed taxi vehicles be parked / stored?

- <u>No additional parking requirements</u>

  As above

- <u>No increase in traffic or noise</u>

  Confirmation that no vehicles associated with the taxi business will need to park at the property or on the highway fronting the property (given the property is located directly opposite the junction of Burnham Gardens).

Conclusion

In conclusion, the LHA request the following information:-

- **Access**

  The existing access serving the site does not have appropriate dropped kerbs. **If the application is supported, the applicant will need to apply for s.184 / 171 consent to the Council for consent to provide appropriate dropped kerbs / strengthen the footway at the proposed access location.**

  The existing access / opening is 4.5m wide an dis partially surfaced with loose bound materials (chippings) and hard bound block paving. **If the application is supported, the LHA recommend the access is surfaced with hard bound paving across its entire width for a minimum distance of 5m behind the highway boundary.**

  If the application is supported, the LHA recommend that an Aco drain or similar is provided across the access to intercept any private surface water run-off.

  No Gates shall be erected across the access.

  The LHA recommend the applicant provides a revised layout plan indicating the above detail.

- **Parking & Turning Provision**

  It is not clear what the existing number of bedrooms are at the property. **The LHA recommend this information is provided**.

  The submitted Design & Access Statement indicates the following details in respect of the proposed business:-

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As above

- No increase in traffic or noise

Confirmation that no vehicles associated with the taxi business will need to park at the property or on the highway fronting the property (given the property is located directly opposite the junction of Burnham Gardens).

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical