MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0055 Res(3)	**Your Ref:**	P/2026/0055
Date:	21/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL ANHEDDAU PRESENNOL A CHODI 3 ANNEDD / DEMOLITION OF EXISTING DWELLINGS AND ERECTION OF 3 DWELLINGS

LOCATION: MILE BARN COTTAGE, HOLT ROAD, LLAN Y PWLL, WREXHAM, LL13 9SA

I refer to your consultation / email dated 20/05/2026 in respect of the above.

General

The proposed development comprises the demolition of two existing derelict cottages and the erection of three 4-bedroom detached dwellings with associated car parking and landscaping

Access

The proposed development site is located on Holt Road which is a busy, classified road subject to a 30mph speed limit. Based on typical speeds of 30mph, any proposed / existing access would require visibility splay of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is adequate providing splays of 2.4 x 43m in both directions measured to the nearside edge.

The existing access is 5.1m wide reducing to approximately 3.6m at 5m behind the adjoining highway and takes the form of a dropped kerb access.

The LHA recommends the following access arrangements:-

- Minimum 4.8m wide shared access through to open shared driveway
- Minimum 5m hard bound paving to shared access
- No gates within 5m of the highway boundary (preferably no gates)
- Aco drain or similar where the access falls towards the highway

The revised layout plan (Drg. No. 2025/50/PBP Rev A) indicates the above details.

Parking & Turning Provision - Block Plan (Drg. No. 2025/50/PBP Rev A)

Adequate parking & turning provision will need to be provided within the curtilage of the site in accordance with LPGN 16.

LPGN 16 requires a maximum of 3 spaces per 4 bed dwelling. Given the location of the site, the LHA recommend that maximum parking standards are provided. The submitted layout plan (Drg. No. 2025/50/PBP Rev A – received on 20/05/2026) indicates the provision of 3 spaces per dwelling which is considered adequate.

The revised layout plan (Drg. No. 2025/50/PBP Rev A – received on 20/05/2026) indicates the swept path movements of a 7m long medium sized delivery vehicle and large car (5m in length) accessing and turning within the curtilage of the site which is considered acceptable.

It is accepted that a refuse vehicle is likely to service the waste / recycling from the main road.

Cycle Parking / Storage

Adequate Cycle Parking / Storage will need to be provided in accordance with Active Travel Guidance (2021) & LPGN 16. This could be included as a planning condition.

Waste / Recycling

Adequate space for a suitable collection point will be required in close proximity to the highway. There would appear to be sufficient space within the curtilage of the site to accommodate this provision**.**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

If the application is supported, the LHA recommends that any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan (CTMP) including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

The LHA have no objections to the proposed development and 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 43 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.

ZJ13 **DROPPED KERB VEHICULAR CROSSING**
026R The vehicular access(es) hereby approved shall take the form of a dropped kerb
E05NA vehicular crossing.

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 point.

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.

ZJ45 **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
026R No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Note to Applicant:

FOOTWAY CROSSING LICENCE
A licence should be obtained (as required by section 184 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.

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