MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Phillips
Our Ref:	ET/DC/PP/P/2025/0390 Res(7)	**Your Ref:**	P/2025/0390
Date:	09/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TRAWSNEWID ADEILADAU MASNACHOL PRESENNOL AC ADEILADAU ALLANOL YN 16 O FFLATIAU UN A DWY YSTAFELL WELY A'R HOLL WAITH ALLANOL CYSYLLTIEDIG / CONVERSION OF EXISTING COMMERCIAL BUILDING AND OUTBUILDINGS INTO 16 NO ONE AND TWO BEDROOM APARTMENTS AND ALL ASSOCIATED EXTERNAL WORKS.

LOCATION: WHEATSHEAF WORKSHOPS, HIGH STREET, RHOSYMEDRE, WREXHAM, LL14 3YE

I refer to your consultation / email dated 04/06/2026 including revised plans (Drg. No. WW/PD/08a Rev D) and Highways & Transport Statement in respect of the above. These plans indicate the site layout and swept path details. **These plans should have unique titles and drawing nos.**

General

The proposed development comprises a block of existing small businesses with 2 access points off the High Street & Chapel Street being converted to 16 no. 1 & 2 bedroom apartments.

Access

The proposed development site is bounded by the B5096 High Street (classified road) and Chapel Street (unclassified road) which are subject to a 20mph speed limit.

Any proposed / existing access in this location would be required to provide 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.

Any proposed / existing access in this location would also be required to provide adequate pedestrian visibility ie/ splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway

There are 2 existing access points off High Street and Chapel Street:-

Existing Main Access off High Street

Visibility from this access is adequate in the easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge. However, visibility in the westerly access is inadequate providing a splay of approximately 2.4 x 12m measured to the nearside edge. Visibility is impeded in this direction by the existing fence post and boundary fencing.

This access serves the existing parking area at the site. The access is approximately 6.5m wide and gated at 1.9m behind the edge of carriageway. The access is surfaced with hard bound materials.

Secondary Access off Chapel Street

Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 6m to the north and 2.4 x 12m to the south measured to the nearside edge. Visibility is impeded in both directions by the existing boundary walls / building.

This access appears to serve the existing parking area at the site and existing businesses along the passage way. The access is approximately 3m wide and gated at 3.5m behind the edge of carriageway. The access is surfaced with hard bound materials.

Proposed Site Layout (Drg. No. WW/PD/08a Rev C)

Main Access

The proposed main access off the High Street is indicated at being 6.6m wide to access the main car park which would be considered acceptable subject to appropriate swept paths being provided of a medium sized delivery vehicle entering / exiting the site in both directions (when on street bays fully occupied). The revised plan indicates that no gates will be erected across the proposed access.

The revised plan indicates a proposed visibility splay of 2.4 x 25m in the easterly direction measured to the nearside edge. A proposed visibility splay of 2.4 x 18m measured to the nearside edge has been indicated in the westerly direction which falls short of the required standard. However, the splay line indicated on the revised plan in the westerly direction does not appear to be drawn to the site boundary limit. The provision of the improved splay would be considered a significant improvement over existing and it is accepted that traffic movements are likely to be lower than existing potential movements at the site if the application is supported.

Any proposed / existing access in this location would also be required to provide adequate pedestrian visibility ie/ splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. This detail has been indicated on the revised layout plan.

The revised plan appears indicate a 1.2m wide pedestrian walkway alongside the access. This would benefit from a different surface treatment to emphasize that this is for pedestrian use and not vehicles.

The swept path details for the 7m long van are confusing. The swept path details need to be separated to show how a 5m large car and 7m long van will pass each other simultaneously at the access point when entering / exiting in different directions.

The submitted details indicate :-

- Cutting across parking space P3 when exiting the site in the easterly direction.

- Encroaching over proposed walkway

Having reviewed the previously submitted swept path details, it is accepted that similar sized vehicles would have utilized this access and had to deal with the presence of on-street parking opposite the main access at this time. On the basis of the proposed overall access improvements and reduction in vehicle movements compared with previous potential traffic generation at the site, it would seem reasonable to accept that although 2 cars could pass simultaneously at the main access, it would not be possible for a 7m van and large car to pass simultaneously.

The LHA previously recommended the applicant provides revised swept path details (on separate plans) indicating how a 7m delivery vehicle can enter and exit the site without encroaching over parking space no. 3 and over the proposed internal pedestrian walkway and over the centreline of the high street conflicting with parked vehicles in the on -street layby.

The submitted swept path details indicated on the revised plan are considered acceptable.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided in accordance with LPGN 16 requirements.

The proposed development would require a maximum of 28 spaces in accordance with LPGN 16 requirements. However, the proposed layout plan only indicates the provision of 16 spaces which represents a significant shortfall from maximum parking standards (ie/ 43% shortfall).

The submitted Transport Statement indicates that the proposed level of parking provision is justified in that the site is in a relatively sustainable location within easy walking distance of Cefn Mawr village, shops, schools and other facilities. The site is also reasonably well served by public transport to both Oswestry and Wrexham with convenient bus stops located close to the site. Having reviewed this information, the LHA view the proposed level of parking provision (ie/ 16 spaces) as being acceptable in this instance. However, a minimum of 10% of these spaces will need to be laid out to mobility standards. The latest revised layout plan does not indicate any parking spaces to mobility standards. **The LHA recommend this detail is addressed on a revised layout plan.**

Parking Spaces proposed off Chapel Street

There are 2 spaces indicated off a driveway on Chapel Street. The proposed splays are less than the minimum required standards (ie/ 2.0m x 25m in both directions). However, the proposed lateral splays represent a significant improvement on the existing available splays. The vehicle movements generated by these proposed spaces are also likely to be less than what could have potentially been generated at this access by the original business unit(s). These spaces would benefit from being re-located within the main car park and the existing access off Chapel Street being reinstated to full height footway construction.

Any proposed / existing access in this location would also be required to provide adequate pedestrian visibility ie/ splays measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height above the level of the adjoining highway. Detail indicated is considered acceptable.

The Waste / Recycling Section have previously advised that they would not accept any waste storage arrangement that would require the servicing of bins at this site off the High Street.

Waste Section comments as follows:-

Following the review of the plans for the Wheatsheaf Workshops, High Street, Rhosymedre, Cefn-Mawr, Wrexham, LL14 3YE , the Waste Section advise that collections will need to be accessed from Chapel Street rather than the High Street as already mentioned in previous correspondences. Our suggestion is that the bin store is relocated to either the location P1 or P3 on the site location plan (7), with access to the Chapel Street for collections, and not via the High Street.

The container sizes are reflected in the plans already for individual properties (16 x 240L plus kerbside recycling containers). However an alternative collection could be offered via communal collection, in this instance it would be:-

4 x 1100L for non-recyclable waste,
3 x 660L (for each recyclable stream - paper/card, plastic/cans, glass) Sizes and dimensions of these containers are found on the attached document.

Such a facility should not impact on any required lateral / pedestrian visibility splays should 1 or 2 parking spaces remain in this location accessing off Chapel Street.

The revised layout plan indicates the revised collection point off Chapel Street which indicates the alternative provision of 4 x 1100L for non-recyclable waste bins and 3 x 660L (recyclable waste) bins with a minimum 1.5m clearance between both rows of bins which is considered acceptable. A dropped kerb will also be required across the frontage of the collection area for which s.184 / 171 will be required.

Turning Provision

The LHA previously requested that adequate turning provision will need to be provided for delivery vehicles and a refuse vehicle within the curtilage of the site. Assuming the above modifications to the waste collection facilities off Chapel Street are proposed then the requirement for swept path details of a refuse vehicle turning within the main car park will not be required.

The applicant has indicated that there will be adequate space within the site for the turning of a large transit van. If the above modifications are proposed then the LHA would recommend adequate space is provided for turning of a 7m long medium sized delivery vehicle. A suitably sized turning head and appropriate swept path details **(using standard swept path software) will need to be indicated / provided demonstrating how such a vehicle will enter, turn and exit the car park (in both directions) when the car park and on-street parking bays are fully occupied.**

The swept path details for the 7m long van are confusing. The swept path details need to be separated to show how a 5m large car and 7m long van will pass each other simultaneously at the access point when entering / exiting in different directions.

The submitted details indicate :-

- Cutting across parking space P3 when exiting the site in the easterly direction.

- Encroaching over proposed walkway

Having reviewed the previously submitted swept path details, it is accepted that similar sized vehicles would have utilized this access and had to deal with the presence of on-street parking opposite the main access at this time. On the basis of the proposed overall access improvements and reduction in vehicle movements compared with previous potential traffic generation at the site, it

would seem reasonable to accept that although 2 cars could pass simultaneously at the main access, it would not be possible for a 7m van and large car to pass simultaneously.

The LHA recommend the applicant provides revised swept path details (on separate plans) indicating how a 7m delivery vehicle can enter and exit the site without encroaching over parking space no. 3 and over the proposed internal pedestrian walkway and over the centreline of the high street conflicting with parked vehicles in the on -street layby.

If the application is supported, the maximum size of vehicle permitted at the site could be controlled by a suitable condition ie/ **Service Delivery Management Plan (SDMP).**

Cycle Parking / Storage

Comments from WCBC Active Travel Section:-

In terms of cycle parking, the WCBC Active Travel Section have commented as follows:- To ensure that the cycle parking is suitable please can the applicant provide a detailed plan outlining the overall dimensions of the storage, cycle spacings, how they propose to lay out the cycle parking and the style proposed (Sheffield stands preferred) as well as the dimensions of the access points –eg. the alleyway to access the storage and width of any gates / doors.

In as much as is it is possible, there should be every effort made to ensure an adapted cycle or cargo bike could access the space. It is recommended that the applicant consider sections 14.8.15-17 and 14.8.21 of the Welsh Government Active Travel statutory guidance and FC_WfW-InclusiveGuide_FINAL_V03.pdf for advice spec

The revised plan does not indicate:-

- the minimum number of cycle spaces ie/ 1 cycle space per bedroom.
- Cycle space dimensions / spacings
- Type / Details of cycle stands
- Dimensions of access routes to cycle spaces

The LHA request detailed plans (including annotated dimensions) of proposed cycle parking & storage facilities in accordance with LPGN 16 / Active Travel Guidance.

Traffic Generation

The submitted Highways & Transport Statement indicates that the site previously accommodated 24 business units (1275m^2 gfa) which were a mixture of Class A1 / B1 uses. The applicant has indicated that at least 144 vehicle movements could have been generated by the previous businesses which is accepted. Assuming around 6 vehicle movements per day per apartment, the proposed development could typically generate around 96 movements per day which is significantly less than the previous business use. On this basis, the LHA do not raise any objections on comparative traffic generation.

Highway Improvements

Existing on-street parking bays

There are existing on-street parking bays (limited to 20mins waiting) located opposite the site along High Street. The LHA previously stated that if the application is supported, they may require the existing parking bay(s) to be modified to improve access into and out of the main access. The LHA requested further clarification from the applicant on previous / proposed traffic generation at the site

including swept paths in order to determine what improvements may be required. Such modifications would require public consultation and may well be met with opposition from local residents / shop owners.

As stated above, it is accepted that the likely traffic generation from the proposed development is likely to be potentially significantly lower than what could have been generated by the previous business units. The submitted swept path details indicated on the revised plan are considered acceptable.

Waste / Recycling

The revised layout plan indicates the revised collection point off Chapel Street which indicates the alternative provision of 4 x 1100L for non-recyclable waste bins and 3 x 660L (recyclable waste) bins. A dropped kerb will also be required across the frontage of the collection area for which s.184 / 171 will be required. The submitted details are considered acceptable**.**

Construction Traffic Management Plan (CTMP)

If the application is supported, the LHA recommend that any consent includes a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

Conclusion

In conclusion, the LHA request the following additional information:-

- **Proposed Site Layout (Drg. No. WW/PD/08a Rev D)**

  <u>Parking & Turning Provision</u>

  Adequate parking & turning provision will need to be provided in accordance with LPGN 16 requirements.

  The proposed development would require a maximum of 28 spaces in accordance with LPGN 16 requirements. However, the proposed layout plan only indicates the provision of 16 spaces which represents a significant shortfall from maximum parking standards (ie/ 43% shortfall).

  The submitted Transport Statement indicates that the proposed level of parking provision is justified in that the site is in a relatively sustainable location within easy walking distance of Cefn Mawr village, shops, schools and other facilities. The site is also reasonably well served by public transport to both Oswestry and Wrexham with convenient bus stops located close to the site. Having reviewed this information, the LHA view the proposed level of parking provision (ie/ 16 spaces) as being acceptable in this instance. However, a minimum of 10% of these spaces will need to be laid out to mobility standards. The latest revised layout plan does not indicate any parking spaces to mobility standards. **The LHA recommend this detail is addressed on a revised layout plan.**

- **Cycle Parking / Storage**

Comments from WCBC Active Travel Section:-

In terms of cycle parking, the WCBC Active Travel Section have commented as follows:- To ensure that the cycle parking is suitable please can the applicant provide a detailed plan outlining the overall dimensions of the storage, cycle spacings, how they propose to lay out the cycle parking and the style proposed (Sheffield stands preferred) as well as the dimensions of the access points –eg. the alleyway to access the storage and width of any gates / doors.

In as much as is it is possible, there should be every effort made to ensure an adapted cycle or cargo bike could access the space. It is recommended that the applicant consider sections 14.8.15-17 and 14.8.21 of the Welsh Government Active Travel statutory guidance and FC_WfW-InclusiveGuide_FINAL_V03.pdf for advice spec

The revised plan (Drg. No. WW/PD/04a) does not indicate:-

- the minimum number of cycle spaces ie/ 1 cycle space per bedroom.
- Cycle space dimensions / spacings
- Type / Details of cycle stands
- Dimensions of access routes to cycle spaces

The LHA request detailed plans (including annotated dimensions) of proposed cycle parking & storage facilities in accordance with LPGN 16 /Active Travel Guidance.

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 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