MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/DB/P/2026/0214	**Your Ref:**	P/2026/0214
Date:	15 June 2026		

PROPOSAL: NEWID DEFNYDD LLAWR GWAELOD ADEILAD I FUSNES GWARCHOD PLANT (HYD AT 10 O BLANT) / CHANGE OF USE OF GROUND FLOOR OF BUILDING TO A CHILDMINDING BUSINESS (UP TO 10 CHILDREN)

LOCATION: 50 WREXHAM ROAD, RHOSTYLLEN, WREXHAM, LL14 4DH

I refer to your consultation / email dated 30 April 2026 in respect of the above.

The LHA acknowledge receipt of the above consultation dated 30th April 2026 and have reviewed the following information submitted, as well as the previous consultation response ENQ/2024/1115

P/2026/0214 submittal reviewed:

- Covering Letter
- Supporting Statement – Information
- Proposed Site Plan

The LHA refers to the list of requirements submitted in the ENQ/2024/1115 response that does not appear to have been addressed. These are as follows:

- Provision for the minibus or other vehicles to turn within the site has not been provided. Given the location adjacent to a junction and crossing a public footpath the LHA considers this to be an important requirement and is consistent with previous requirements on this site.
- A pedestrian route has been shown with a green arrow on the proposed plan; however, details are to be agreed. I.e. How will it be defined? Utilising road markings/hatching and signage.
- Provision of visibility splays should be available and shown on a marked-up plan. Given the 20mph speed limit at the entrance, these splays should be 2.0m x 25m to the nearside kerb to the south, and centre of road to the north.
- Reference was made in the ENQ application to a Service Delivery Management plan proposing a minibus taxi service. Whilst the LHA agree this may practically reduce trip generation, the LPA have advised this may be difficult to enforce, as it is fully dependent on parents/guardians fully utilising the procedure and not dropping off nor collecting. It is suggested that this is not enforceable, therefore cannot be supported as a viable solution.
- The documentation submitted provides for 3 spaces, for 2 staff vehicles and the minibus. There is no provision for deliveries, or occasional parent/guardian parking.

- The bollards installed locally demonstrate that there have been parking concerns at this junction, for whatever reason.
- Cycle parking in accordance with LPG16 should be shown on the plan.

In addition to the above, it is noted that trip generation data is provided. However, the LHA would query the relevance of the 2017 onward information, as it is the prior to 2017 data that is the existing or extant use to compare the proposed with?

CONCLUSION

After reviewing the submitted information with requirements listed in the ENQ response above, the LHA are unable to support the application on the following grounds:

1. There is no provision for vehicle turning, particularly the minibus. Whilst the application refers to the driver reversing in, it is still a concern in this location. The lack of turning facility has been a consistent issue since the 2011 refusal and this proposal does not satisfactorily address this concern in the LHA's opinion.
2. The proposal to ensure all child pick-ups and drop offs are by use of the minibus appears difficult to enforce with parents/guardians, who occasionally need to collect or drop off in person at different times, despite the applicant's best efforts. The LPA would have to be satisfied that any mechanisms are robust, given the concerns of roadside parking on this junction.

Additional amendments required if the above issues are overcome:

3. The drawing provided should be amended to show that 2.0m x 25m visibility splays are achievable if the above primary concerns can be overcome.
4. Cycle store provision as LPG16 should be shown on a plan, if items 1 & 2 are overcome.
5. Adjustment to the data submitted demonstrating the trip generation.

Supplementary Notes

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

KWEdwards

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.