MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0231 Res(3)	**Your Ref:**	P/2026/0231
Date:	16/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FFURFIO MYNEDFA I GERBYDAU / FORMATION OF VEHICULAR ACCESS

LOCATION: 15 PEN Y GRAIG ROAD, BRYMBO, WREXHAM, LL11 5AE

I refer to your consultation / email dated 16/07/2026 and revised plans (Drg. Nos 01 & 02) in respect of the above. It is noted that the submitted plans have been revised yet no revision reference has been included on the plans. **This detail needs to be addressed.**

General

It is noted that the submitted plans have been revised yet no revision reference has been included on the plans. **This detail needs to be addressed.**

Access

The proposed development site is located on Pen y Graig Road which is classified, residential road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed access would require visibility splays of 2.0 x 25m in both directions measured to the nearside edge .

The submitted layout plan (Drg. No. 01) indicates proposed visibility splays of 2.0 x 25m in both directions. These splays cut across adjoining properties which may be out of the control of the applicant. The splays would be impeded by parked vehicles in no. 16. and hedgerow fronting the other properties. However, given that there are other similar accesses (with limited visibility) along this section and traffic speeds are typically low, the LHA would not object to the proposed development in this instance.

If the application is supported, the LHA recommends that nothing is erected / grown greater than a height of 1m above the adjoining road level for a distance of 2m back from the carriageway edge along the entire site frontage.

Footway

This section of Pen y Graig Road has a 1.2m grass strip fronting the majority of the properties with limited footway provision. The proposed driveway is located directly opposite the junction with Offa Street where there is no footway provision fronting the properties. A dropped kerb access has recently been constructed at no. 16, but its crossing does not extend across the whole frontage. The proposed layout plans only indicate part of the grass strip being surfaced with bitmac where the driveway will be formed. **The LHA recommends the construction of a 1.2m wide footway (inc. dropped kerb access) across the whole site frontage in the interests of pedestrian safety. It was observed that a second car was parked off-road at no. 16 behind the remaining section of verge which is far from ideal.** This footway / crossing should be extended up to the dropped kerb vehicular access serving no. 16 (Planning ref: P/2025/0906) to form a continuous footway link. This detail has not been indicated on the revised layout plans.

It is noted that some of the existing pathways in this location are stepped and have hand rails located within the existing adopted highway. Such features would not typically be permitted in the adopted highway. The LHA recommend that the applicant contacts the WCBC Contracts & Engineering Manager (email: keith.edwards@wrexham.gov.uk) to discuss any action required to remove / modify these features.

An Aco drain will be required across the access where the driveway fall towards the highway. This detail is indicated on the submitted layout plans.

The LHA recommends the applicant submits revised layout plans indicating the above details.

Parking & Turning Provision

The proposed parking space is considered acceptable and will assist in removing some element of on-street parking particularly given the site's location opposite the existing junction.

Although turning provision would normally be required when properties front a classified road, there are a number of existing driveways in this area that do not benefit from turning provision and meet this requirement.

Conclusion

In conclusion, the LHA request the following information:-

- **General**
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- **Footway**

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interests of pedestrian safety. It was observed that a second car was parked off-road at no. 16 behind the remaining section of verge which is far from ideal. This footway / crossing should be extended up to the dropped kerb vehicular access serving no. 16 (Planning ref: P/2025/0906) to form a continuous footway link. This detail has not been indicated on the revised layout plans.

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The LHA recommends the applicant submits revised layout plans indicating the above details.

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.

K W Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical