MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0417 Res(3)	**Your Ref:**	P/2025/0417
Date:	28/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: OUTLINE APPLICATION FOR ERECTION OF UP TO 39 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED) / OUTLINE APPLICATION FOR ERECTION OF UP TO 39 DWELLINGS (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED)

LOCATION: LAND ADJACENT TO SYCAMORE HOUSE, WREXHAM ROAD - A534, HOLT, WREXHAM, LL13 9YU

I refer to your consultation / email dated 07/07/2026 including the revised plans listed below in respect of the above.

Proposed Site Access Plan	Drg. No. 3285-F01 Rev L
Site Plan	Drg. No. 100_82_SP 01C
Swept Path Analysis	Drg. No. 3285-SP08 Rev B

General

The proposed development site comprises an area of agricultural land which is located to the south of the A534 Wrexham Road, Holt.

The submitted application is all matters reserved except for access. However, The LHA comment as follows:-

Access

The proposed development site is located on the B5102 Wrexham Road, Holt which is a classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph any existing / proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway. Visibility would appear achievable from the proposed access subject to removal of the existing mature

hedgerow fronting the site. The revised layout plan (**Drg. No. 3285-F01 Rev L)** indicates proposed splays of 2.4 x 43m measured to the nearside edge which is considered acceptable.

Any proposed access road serving the site will need to be a minimum width of 5.5m with 10m kerb radii. The estate road will require 2m wide footways long both sides of the road. The submitted layout plan **(Drg. No. 3285-F01 Rev L)** indicates the above detail.

The proposed main access will require appropriate dropped kerb /.Tactiles crossing points located just inside the access. This detail can be provided / approved during the s.38 / 278 submission stage.

Footway Links along Wrexham Road

The LHA recommend that a footway link is provided from the western side of the proposed access up to the existing pedestrian gate serving Sycamore House with appropriate dropped kerb / tactile crossing points provided across the road to link to the existing footway. This detail is indicated on the revised layout plan (Drg. No. 3285-F01 Rev L).

Proposed Shared 3m wide Footway / Cycleway

The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan.

Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical, estimated speeds of around 30mph in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667).

Public Transport

Comments from Transport Section as follows:-

The bus service comprises 8 journeys in each direction a day towards Wrexham & towards Chester from Holt. This roughly equates to around a 90 minute frequency.

If the application is supported, the WCBC Transport Section recommend the installation of a raised kerb and provision of a pole, for a bus stop flag to be affixed to. This would be required in both directions at an appropriate location near to the site entrance on the B5102. **The revised plan** (**Drg. No. 3285-F01 Rev L) indicates the above detail and has been accepted by the WCBC Transport Section.**

Traffic Impact Analysis

The previously submitted TRICS data for this site included 12 sites, 7 of which were classed as Edge of Town sites. Holt is a village located approximately 4 miles from the edge of Wrexham. The LHA would consider the categories of Neighborhood Centre / Free Standing to be more appropriate in this instance. Daily vehicle movements of 4.2 trips per dwelling were considered to be too low.

The LHA provided the applicant with a traffic survey conducted at Kensington Grove in Wrexham with a similar type / number of dwellings as the proposed site (residential estate). This survey provided typical two way daily vehicle movements of 7.6 movements per dwelling. The submitted Transport Statement has utilized this data for the proposed development site as follows:-

Period	**Trip Rate**		**Trips**	
	Arr	**Dep**	**Arr**	**Dep**
Am Peak Hour	0.124	0.476	5	19
PM Peak Hour	0.482	0.259	19	10

The proposed development is forecast to generate approximately 24 two way trips in the AM Peak and 29 two way trips in the PM Peak.

The above assessment is considered to be acceptable and indicates that the traffic impact of the proposals will be minimal, equating to approximately 1 additional vehicle every two minutes. It is therefore considered that the traffic associated with the development can be accommodated onto the local road network and not give rise to any highway capacity issues.

Layout - Drg. No. 100_82_SP 01A (Reserved Matter)

Although, a reserved matter, the LHA wish to make the following observations :-

- The proposed site will need to comply with WCBC adoptable standards / Manual for Streets. Any proposed section of carriageway / footway not constructed to the above standards will need to be managed / maintained in perpetuity by a private management. The shared private access road sereving plots 1 - 4 indicated on the submitted plans will need to be privately managed.

- <u>Junction Visibility</u>
  All proposed internal junctions / shared private accesses will need to provide visibility splays of 2.4 x 25m in both directions to nearside edge. Any proposed splays must not cut across proposed driveways.

  Visibility splays at the junctions between plots 12 & 18 and 23 & 37 have not been indicated in the amended plans. **This detail will need to be provided.**

- <u>Raised Table</u>
  The LHA recommends the proposed raised table opposite plots 13 & 15 is deleted and the carriageway remains level with a consistent bitmac surface course (layout -reserved matter).

- <u>Turning Heads</u>
  Any proposed turning heads will need to be constructed in accordance with WCBC Standard Turning Head Details.

- <u>Access Road</u>
  The access road indicated on the submitted plans on the southern side of the site opposite plots 5 – 12 indicatea circa. 300mm strip of grass behind the kerbline. The LHA recommends
- that the grass strip is replaced with hard paving (maintenance issue). **This detail will need to be amended on a revised layout plan.**

Swept Path Details

Drg, No. 3285-SP07
The submitted plan indicates the swept path details of a 7.2m long delivery vehicle and 5m long large car. The submitted details are considered acceptable.

Drg. No.3285-SP08 Rev B
The submitted plan indicates the swept path details of an 11.2m long refuse vehicle. The submitted details are considered acceptable.

- Parking & Turning Provision

Parking and turning provision at the site will need to be compliant with LPGN 16 and WCBC Standard Driveway details.

LPGN 16 does not include garages as contributing to parking provision.

The LHA recommend that maximum LPGN 16 parking provision is indicated for each dwelling ie/ 2 spaces for 2 bed properties and 3 spaces for 3 / 4 bed properties and indicated on a revised layout plan. The revised plans indicate this detail.

The LHA previously recommended that all driveway dimensions are annotated on a revised layout plan. The revised plans indicate this detail.

Cycle Parking / Storage
Adequate cycle parking / storage will be required for each property in accordance with LPGN 16 / Active Travel Guidance. **This can be included as a condition.**

- Turning Provision
Turning provision within the site appears acceptable.

- Proposed Shared 3m wide Footway / Cycleway (As above)

The LHA recommend that a suitable 3m wide shared cycleway / footway (with appropriate signage / barriers / lighting / dropped kerbs - tactiles) is provided through the site from the north west corner of the site off Wrexham Road linking to the proposed open space, all internal access roads and adjoining MUGA at the south eastern corner of the site and a link onto Francis Lane at the rear of the site. An indicative route for a shared cycleway / footway has been indicated on the submitted layout plan which appears acceptable.

Appropriate dropped kerb / tactile crossing points will need to be provided across Wrexham Road to the existing footway. Such crossings will need to be located where adequate visibility is available between pedestrians / cyclists to vehicles travelling along Wrexham Road. Based on typical speeds of around 30mph given the geometry of the road in this location, adequate inter-visibility splays of 43m will be required. The LHA recommend that the specific details of the proposed footway / cycleway link are discussed / agreed with our Active Travel Section (Tel: 01978 729667). The general details of the proposed footway / cycleway link indicated on the revised layout plan appear acceptable in principle. Specific details will be required for further approval via the s.38/ 278 agreement.

Waste Collection / Recycling
Adequate waste / recycling collection facilities will need to be provided. **This can be included as a condition.**

Surface Water Drainage

A suitable scheme for highway surface water drainage will be required for further assessment / approval.

The proposed development site will require SABs approval.

Construction Traffic Management Plan (reserved matter)

If the application is supported, I would recommend that a suitable condition is included as follows:-

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.

Conclusion

In conclusion, the LHA have no objections to the proposed development and recommend any permission include 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. **3285-F01 Rev L & 100_82_SP 01C.**

NONSTD **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)**
038R **MAIN ACCESS – WREXHAM ROAD**
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.

NONSTD **SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)**
026R No part of the development shall commence until a scheme detailing the
E06N construction of the following has been submitted to and approved in writing
E07N by the Local Planning Authority: ***delete as appt ****

1) *Detailed layout, design, drainage, lighting and construction of the proposed new footway / carriageway,*
2) *Detailed layout, design, construction of 2 no. bus stops including raised kerbing & signage on Wrexham Road,*
3) *Detailed layout, design, drainage, lighting and construction of the proposed new footway along Wrexham Road including dropped kerb / tactile crossing points,*
4) *Detailed layout, design, drainage, lighting and construction of the proposed new shared footway / cycleway.*

The scheme as is approved shall be fully implemented 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

The proposed access roads / footways, shared cycleway / footway & bus stops should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

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