

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0754 Res(3)	Your Ref:	SEH/P/2022/0754
Date:	05/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

DYMCHWEL ADEILAD PRESENNOL A CHODI 5 ANNEDD / DEMOLITION OF EXISTING BUILDING AND ERECTION OF 5 DWELLINGS **TERFYNFA 12 SMELT ROAD COEDPOETH WREXHAM**

Grid Ref: E 327917.9 N 351400.27

I refer to your consultation / email dated 14/012/2022 in respect of the above.

Access

The development site has access onto an unclassified highway subject to a 20mph speed limit. However, the LHA estimate typical vehicle speeds at being around 15 mph given the geometry of the road in this location.

Smelt Road itself has access onto the A525 High Street and Cemetery Road (leading back to A525 High Street). Both access points onto the A525 High Street are substandard in terms of visibility and would not benefit from any additional development that would result in any significant increase in vehicle movements through these existing junctions.

In order to address this issue the applicant has submitted a breakdown of existing and potential traffic generation at the site. The LHA understand that the existing kennels / cattery business previously generated approximately 46 movements per day. In comparison, it is estimated that the proposed dwellings (5no.) will generate approximately 8 movements per day per dwelling equating to a total of 40 vehicle movements. This level of traffic generation has previously been accepted and outline planning consent (Ref: P/2007/0607) was granted in 2008 for the erection of 9 dwellings at the site.

It is therefore considered that the current application for 5 dwellings is acceptable. The LHA understand that the shared private access serving the site also currently serves around 5 existing dwellings.

The existing unadopted access reduces in width to around 4.2m where the existing public footpath sign is located. This carriageway width is sufficient to facilitate the simultaneous passage of 2 vehicles (cars). Based on typical speeds of 15mph in this location, any proposed access would normally be required to provide visibility splays of 2.4 x 18m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. Visibility from the existing shared access appears adequate providing splays of at least 2.4 x 18m in both directions. **The LHA recommends that the proposed splays are indicated on a revised layout plan.**

Given the previous use of the unadopted access, it would seem reasonable to support the proposed development through this access without any significant modifications.

Site Layout (Drg. No. SR/PD/03 Rev A)

Given the proposed layout of the site, the proposed access road would not be considered suitable for adoption. The internal access road / parking areas would need to be managed in perpetuity by a private management company. **This should be included as a condition should the application be supported.**

It is assumed that the proposed access road and parking / turning areas will be surfaced with hard bound materials eg/ bitmac. **The LHA recommends the applicant annotates this detail on a revised layout plan.**

Parking & Turning Provision

The LHA recommends that parking provision is provided in accordance with LPGN 16 maximum standards ie/ 3 spaces for 3 / 4 bed dwellings. The proposed dwellings are as follows:-

Type A – 4 Bed

Type B – 3 Bed

Note - Garage spaces are not included as contributing to parking provision.

The proposed dwellings have at least 3 spaces each which is considered acceptable. However, some of the proposed spaces / driveways do not have a minimum 6m clearance behind each space as specified in LPGN 16. **The LHA recommends the applicant indicates this detail on a revised layout plan (including annotated dimensions).**

WCBC Refuse vehicles do not typically enter unadopted roads with their vehicles. As a minimum, the LHA recommends that any proposed turning head / space within the site is capable of accommodating access / turning of a 7m long medium sized HGV (eg/ grocery delivery vehicle).

The LHA recommends that appropriate swept path details (using standard swept path software) are submitted which indicate such a vehicle entering, maneuvering within the site, turning and exiting the site.

Waste Collection & Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. The LHA strongly recommends that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

The WCBC Waste Section have advised that they do not enter unadopted roads with their vehicles to collect waste / recycling. The maximum distance an operative will walk to collect a bin is 15m from the adopted highway. The submitted layout plan indicates a bin storage area which is around 25m away from the adopted highway which would be considered unsuitable as a collection point. No specific dimensions of the bins have been provided on the plan or whether the storage area is also the proposed collection point. The bin storage area would need to be larger to store, as a minimum; 2x240l wheelie bins (waste and potentially garden waste bins); blue sack; black box; green box and kerbside caddy per property.

The LHA recommends the applicant provides the following:-

- **Confirmation of the location of the proposed collection point.**
- **A suitably scaled revised layout plan of the proposed bin storage area including details of the proposed bins (including annotated dimensions). *The detail indicated on the submitted site plan is inadequate.***
- **A suitably scaled revised layout plan of the proposed collection point including details of the proposed bins (including annotated dimensions) and the distance the facility is located from the adopted highway.**

Note: The proposed collection point / bins must not impede vehicular or pedestrian access or impede visibility at the main access point onto the adopted highway.

Public Footpath

Public Footpath No.23 - Bersham passes through the development site and should not be interfered with. The LHA strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development.

Construction Traffic Management Plan (CTMP)

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

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 request the following information:-

- **Visibility**

The LHA recommends that the proposed splays are indicated on a revised layout plan.

- **Site Layout (Drg. No. SR/PD/03 Rev A)**

It is assumed that the proposed access road and parking / turning areas will be surfaced with hard bound materials eg/ bitmac. **The LHA recommends the applicant annotates this detail on a revised layout plan.**

- **Parking & Turning Provision**

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Supplementary Notes

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

Note to Applicant:

Public Footpath No.23 - Bersham passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical