MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0846 Res(5)	**Your Ref:**	P/2025/0846
Date:	12/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: MATERION A GADWYD YN ÔL YN DILYN CANIATÂD CAIS AMLINELLOL P/2023/0606 (MYNEDIAD, YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) – CODI ANNEDD / RESERVED MATTERS PERSUANT TO OUTLINE PLANNING PERMISSION P/2023/0606 (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) – ERECTION OF DWELLING

LOCATION: WYNN OFFA, WYNNSTAY YARD, THE GREEN, RUABON, WREXHAM, LL14 6DP

I refer to your consultation / email dated 05/08/2026 in respect of the above.

Access

The site is located on an unadopted road which accesses onto the B5605 Park Road. Park Road is a classified road subject to a 40mph speed limit.

Based on speeds of 40mph, any proposed/ existing access would normally require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing unadopted access is adequate providing splays in excess of 2.4 x 120m in both directions measured to the nearside edge.

The site currently provides access to two existing dwellings and to a site granted planning permission in 2014 for one further dwelling (planning ref: P/2014/0810).

The unadopted access has limited kerb radii and reduces in width to around 4.3m approximately 5m behind the adjoining carriageway. The alignment of the access road is tight and it would appear difficult for 2 vehicles to access / exit the site simultaneously clear of the adjoining highway.

The shared access is currently sub-standard. If supported, the existing access would be shared by 3 separate dwellings via a sub-standard access without appropriate turning

provision for medium sized delivery vehicles and would represent an intensification of use over the current situation. The LHA would not support the proposed development utilizing this sub-standard access.

The access would benefit from some minor improvements in respect of layout / width or alternatively closed up and re-located. Swept path details of 2 vehicles ie/ a large car (5m in length) and a medium sized delivery vehicle (7.2m in length) simultaneously accessing / exiting the site will be required.

The email from Blueprint dated 19/06/2026 indicates that assistance has been sought from a highways consultant. The advice they received included the following comment:-

1.Swept Paths of a car / 7.2m van passing simultaneously at the access.

The two previous highway responses attached made no reference to the swept paths at the access. The unadopted access road has been in this format for years without any incident. Crash map below shows no recorded injury accidents within 100m of the site. There is clearly no inherent issue with the access. The addition of a single dwelling is unlikely to cause any additional highway issues at the access. There is such a low traffic generation from the existing road that the likelihood of a van and a car meeting at the access is negligible. The highways have already looked at this site twice and concluded that a swept path was unnecessary.

The two previous responses both include references to the swept paths at the access.

A response was written / approved by the Highways Consultant (former Highways Officer) in respect of a previous outline application at the site (ref: P/2014/0810) for the Erection of a Dwelling. This response included the following:-

Visibility at the junction of the unadopted road and B5605 is considered to be adequate. In order to accommodate further vehicular traffic the width and layout of the unadopted would benefit from some minor improvements near its junction with B5605.

Although this was an “all matters reserved” application, the response also included a recommended condition to improve the existing access as follows:-

NONSTDC 026R E06N E07N ***SUBMISSION OF FURTHER DETAILS***

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- *Detailed layout of minor amendments to junction of the unadopted road with B5605,*

The scheme as is approved shall be fully implemented prior to first use of the development.

The above details would appear to be in conflict with each other.

The LHA previously recommended that the applicant provides appropriate swept path details (using standard swept path software) indicating how a 5m large car and a medium sized delivery vehicle (7.2m in length) will pass simultaneously when entering and exiting the site, along with details of how a medium sized delivery

vehicle will turn within the site in a communal turning head available to all 3 dwellings.

The revised site plan (Drg. No. D157/004 Rev B) does not indicate the requested detail.

Any proposed access will need to incorporate suitable dropped kerb / tactile crossing points across the main access. **The LHA previously recommended that this detail is indicated on a revised layout plan. This improvement will require s.184 / 171 consent from the Council (along with the submission of a detailed construction plan).** However, any significant modifications to the existing access are likely to require a s.278 agreement.

The revised site plan (Drg. No. D157/004 Rev B) does not indicate this detail.

Parking & Turning Provision

The LHA recommend that all existing / proposed dwellings are provided with adequate parking provision in accordance with LPGN 16 requirements.

The revised site layout plan (Drg. No. D157/004 Rev B) indicates the provision of 6 spaces. The LHA understand the existing property (Wynn Offa) is 2 bedroomed and the proposed dwelling is 3 bedroomed. The proposed parking provision indicated is considered adequate subject to the shared access layout being addressed

No details of the existing property (the bungalow) at the western end of the private road which also uses the existing shared access have been provided ie/ number of bedrooms, existing / proposed parking and turning provision. **The LHA previously recommended that this detail is indicated on a revised layout plan.**

The revised site plan (Drg. No. D157/004 Rev B) does not indicate this detail.

There is limited turning provision on the site for anything other than cars. **The LHA recommends that a development of this scale provides a suitable communal turning head to cater for a medium sized delivery vehicle (see attached detail).** This would be a significant benefit to the development site as a whole and would avoid the need for delivery vehicles / vans having to reverse onto the adjoining 40mph classified highway. **The LHA previously recommended that this detail is indicated on a revised layout plan.**

It is assumed that any refuse / recycling collection has to be taken from the road-side given the lack of turning space within the site and the road being unadopted which is far from ideal. It is understood the applicant is proposing to provide a refuse collection point in close proximity to the adopted highway.

Waste / 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 recommend 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.

Once the required detail is agreed, the LHA recommend the details of each required waste / recycling bin are annotated within the proposed bin store (with individual dimensions) on a revised layout plan to cater for the 3 dwellings.

The revised site plan (Drg. No. D157/004 Rev B) indicates a suitable communal collection point. **However, the issue of the access layout is yet to be addressed.**

Conclusion

The LHA have considered the current application on the basis that it is an application for approval of reserved matters, therefore both the access and layout elements of the site have been reviewed and commented on.

The LHA have previously requested further details / plans from the applicant in respect of swept path / access details, pedestrian crossing details at the access and parking & turning details. However, the applicant has not provided the requested details. **On this basis, the LHA would be unable to support proposed development based on the lack of information previously requested.**

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical