MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2026/0553 Res(2)	**Your Ref:**	P/2026/0553
Date:	18/09/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FFURFIO MYNEDFA I GERBYDAU / FORMATION OF VEHICULAR ACCESS

LOCATION: 228 CHESTER ROAD, WREXHAM, LL12 8DT

I refer to your consultation / email dated 15/09/2026 including revised plans (Drg. Nos. 01 & 02 Dated - August 2026) in respect of the above.

It is noted that these are the plan references previously submitted and should be made unique with revision numbers / letters.

Access

The proposed development site is located on Chester Road which is a busy, classified road subject to a 30mph speed limit.

Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway.

The submitted layout plan (Drg. No. 02) indicates visibility splays of 2.0 x 43m in both directions measured to the nearside edge. The LHA would not consider the use of a 2.0m setback distance appropriate in this instance. A setback distance of 2.4m is appropriate in this instance.

It would appear possible to provide the required visibility splay (2.4 x 43m measured to the nearside edge) in the northerly direction. However, the proposed visibility splay in the southerly direction is indicated as cutting across 3 no. adjoining properties ie/ 3rd party land. A s.106 agreement to provide the required splay would typically be required to provide the required splay in perpetuity.,

It would not appear possible to provide the required splay from the site frontage in the southerly direction. However, it is noted that there are a significant number of neighbouring properties along this section of Chester Road that also have inadequate visibility splays. It is therefore considered difficult to object to the proposed access on visibility grounds.

In order to maximize visibility in the southerly direction, **the LHA recommends that nothing is erected or grown within 1 metre behind the back of footway. The LHA recommends the applicant re-locates the proposed access further north to maximize visibility to the south.**

The revised plan(Drg. No. 02) still indicates a proposed splay crossing 3 no. properties in the southerly direction which is irrelevant. The LHA recommends the applicant provides a revised plan indicating what splays are actually achievable over land under their control in both directions (using a setback distance of 2.4m) from a more northerly position which maximises visibility from the proposed access.

The LHA recommends the applicant provides a revised layout plan addressing the above points indicating proposed visibility splays.

Any proposed access of this nature in this location would require the following:-

- 3.2m wide access
  The submitted layout plan (Drg. No. 01 – Aug 26) indicates the above detail

- Hard Bound paving for minimum distance of 5m behind the adjoining highway
  The submitted layout plan (Drg. No. 01 – Aug 26) indicates the above detail

- No gates to be erected.

- An Aco drain or similar where the access falls towards the highway
  The submitted layout plan (Drg. No. 01) indicates this detail in the notes

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

Parking & Turning Provision

Adequate parking & turning provision will be required in accordance with LPGN 16 / 21 requirements.

Parking
No details of the existing parking provision (if any) have been provided or the property size / number of bedrooms. **The LHA recommends the applicant provides this information.**

Turning
The proposed turning head appears adequate.

Conclusion

The LHA recommends the applicant submits the following information:-

- **Access / Visibility**

  In order to maximize visibility in the southerly direction, **the LHA recommends that nothing is erected or grown within 1 metre behind the back of footway. The LHA recommends the applicant re-locates the proposed access further north to maximize visibility to the south.**

  The revised plan(Drg. No. 02) still indicates a proposed splay crossing 3 no. properties in the southerly direction which is irrelevant. The LHA recommends the applicant provides a revised plan indicating what splays are actually achievable over land under their control in both directions (using a setback distance of 2.4m) from a more northerly position which maximises visibility from the proposed access.

The LHA recommends the applicant provides a revised layout plan(s) addressing the above points indicating proposed visibility splays.

- **Parking & Turning Provision**

Adequate parking & turning provision will be required in accordance with LPGN 16 / 21 requirements.

Parking
No details of the existing parking provision (if any) have been provided or the property size / number of bedrooms. **The LHA recommends the applicant provides this information.**

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical