MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0061 Res(2)	**Your Ref:**	P/2026/0061
Date:	29/09/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ANNEDD GYDA GAREJ AR WAHÂN / ERECTION OF DWELLING WITH DETACHED GARAGE

LOCATION: LAND SOUTH OF PENRALLT, RUSSELL STREET, CEFN MAWR, WREXHAM, LL14 3BL

I refer to your consultation / email dated 22/09/2026 in respect of the above.

General

The proposed development comprises the erection of a 5 bedroom detached dwelling on land adjoining the property known as Penrallt at the southern end of Russell Street.

Access

The proposed development site is located off Russell Street which is a narrow, unclassified, residential road (cul de sac) subject to a 20mph speed limit.

Russell Street currently serves around 15 dwellings. Russell Street is typically less than 4.1m wide and cannot easily accommodate the simultaneous passage of 2 vehicles. There would not appear to be any formal passing places along Russell Street and it is assumed cars typically have to rely on private parking laybys / driveways to pass other cars. There is no footway provision along its entire length.

Russell Street would not benefit from any additional residential development which would inevitably result in an increase in vehicle movements along this narrow road (cul de sac).

There is no formal turning head along Russell Street or at the southern end of the road. It is understood that this is one of the most difficult roads to service for the local authority in respect of waste / recycling collection given its narrow nature and lack of suitable turning head. It is understood that the council refuse vehicle has to reverse approximately half way down the road (which is approximately 260m in length) and collect the bins from this point which is far from ideal. It is understood that residents beyond this point have to bring their bins to this point to be emptied.

In addition, given there is no formal turning head available, it is assumed that any delivery vehicles / vans would also struggle to access the street and would either have to reverse down or reverse back up which is far from ideal.

The maximum distance a resident can reasonably be expected to drag their bin to a collection point is typically 30m from their dwelling. This is obviously not possible for a number of the existing residents given the constraints of the road.

Manual for Streets recommends a maximum reversing distance of 12 m for refuse vehicles. However, this is impractical given the length of the road.

Revised Site Layout Plan (Drg. No. BRP/PD/02 – Rec'd 22/09/2026)

The revised layout plan indicates a refuse / recycling collection point at the top / eastern end of the site which accesses onto the High Street. **However, insufficient details of the proposed levels of the collection point in respect of the High Street have been provided.**

Comments from WCBC Structures Section:-

The mid-terraced retaining wall doesn't require an AIP but will require planning permission and will need to be built in accordance with current Building Regulations. However, the potential difference in ground levels to build the garage could require retaining elements more than 4m in height if the proposed driveway remains on a level plain. ***This is almost certain to require a retaining structure which will require an AIP. The LHA therefore request a revised section along the centreline of the proposed driveway / bin collection area clearly indicating / annotating levels & gradients.***

The High Street is an unclassified road subject to a 20mph speed limit. The applicant appears to have removed a 9m (approximate) wide section of sandstone wall off the High Street to access their land by construction vehicles without either Planning or Highway consent. It is understood that the property lies within a conservation area.

Having discussed the above issues with the WCBC Building Control Section, the LHA understand that the Building Regulations - Part B requirements would not be met by the proposed development for access by a fire tender given the lack of suitable turning provision.

Street Lighting

The submitted layout plan (Drg. No. BRP/PD/02 – Rec'd 22/09/2026) appears to indicate a lighting column on the western corner of the proposed access to the property. **If the application is supported, the applicant will need to contact our Street LIghting Section for advice on the re-location of such a feature.**

Parking & Turning Provision

Adequate parking & turning provision would need to be provided at the site in accordance with LPGN 16.

Based on LPGN 16 requirements, the proposed 5 bedroom dwelling would require a maximum of 4 parking spaces. Given the geometry of the road, the LHA recommends maximum parking standards are provided.

The submitted layout plan (Drg. No. BRP/PD/02 – Rec'd 22/09/2026) indicates 4 spaces located alongside the property. However, the proposed driveway layout appears very tight and there

appears to be limited space for turning to allow any car within the site to turn and access the site in a forward gear. **The LHA recommends that the above issues are addressed and the applicant provides appropriate swept path details of how all cars will access, turn and exit the site in a forward gear. The LHA recommends that all 4 cars can access and turn within the site independently as there is no communal turning area once the cars leave the property.**

Retaining Walls

Any proposed retaining walls would need to be assessed by the WCBC Structures Section and will require the submission of an AIP (Approval in Principle). **The WCBC Structures Section have advised that the retaining wall adjacent to King Street retains approximately 2.5m of private garden and will require an AIP.**

WCBC Structures Section have advised that work to construct the above retaining walls has already commenced.

Revised Site Layout Plan (Drg. No. BRP/PD/02 – Rec'd 22/09/2026**)**

The revised layout plan indicates a refuse / recycling collection point at the top / eastern end of the site which accesses onto the High Street. However, insufficient details of the proposed levels of the collection point in respect of the High Street have been provided.

Comments from WCBC Structures Section (as indicated above)

The mid-terraced retaining wall doesn't require an AIP but will require planning permission and will need to be built in accordance with current Building Regulations. However, the potential difference in ground levels to build the garage could require retaining elements more than 4m in height if the proposed driveway remains on a level plain. This is almost certain to require a retaining structure which will require an AIP. **The LHA therefore request a revised section along the centreline of the proposed driveway / bin collection area.**

Construction Traffic Management Plan

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

Given the issues raised above, it would be difficult for the LHA to support the proposed development.

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