MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/DB/P/2026/0415	**Your Ref:**	P/2026/0415
Date:	07/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

Proposal :NEWID DEFNYDD RHAN O'R LLAWR GWAELOD, LLAWR CYNTAF AC AIL LAWR ADEILAD YN 6 FFLAT/CHANGE OF USE OF PART OF GROUND FLOOR, FIRST AND SECOND FLOORS OF BUILDING TO 6 FLATS

Location: 56 PEN Y BRYN, WREXHAM, LL13 7HY

I refer to your consultation/email dated 6 July 2026 regarding the above application.

Introduction
The application seeks planning permission for the partial change of use of an existing electrical retail unit to provide 6 no. one-bedroom flats occupying part of the ground floor and the entirety of the first and second floors. The remaining ground floor accommodation is proposed to be retained for retail use, albeit with a significantly reduced floor area.
The submitted layout proposes the retention of the existing vehicular access whilst formalising the parking arrangements within the site. The scheme provides one parking space for each residential unit together with three parking spaces serving the retained retail use and maintenance access requirements.
The Design and Access Statement also refers to minor improvements to the shop frontage and entrance area to enhance accessibility and ensure compliance with current disabled access requirements.
Reference is made to planning permission P/2015/0163, approved on 5 May 2015, which considered a broadly similar form of development. The Local Highway Authority's comments on that application included conditions relating to:

1. Parking provision in accordance with Drawing No. 6 dated 05/02/2014.
2. The restriction of gates across the vehicular access.
3. The management of deliveries, including operating hours.

Although CrashMapUK records indicate a number of personal injury collisions along Pen-y-Bryn over the period for which records are available, no incidents have been identified directly outside the existing site access.

Site Access and Internal Circulation
The applicant proposes to retain the existing vehicular access without alteration.
The access currently has a clear width of approximately 5.09m and is served by a footway approximately 2.0m in width. The existing red brick boundary wall extends for approximately 5.7m adjacent to the access. Existing visibility to the south is estimated to be in the order of 2.4m x 7m, measured from the centre of the access to the nearside kerb line.

The Local Highway Authority considers that a modest reduction in the length of the existing brick wall, by approximately 0.7m, would represent a positive improvement by enabling departing vehicles to position themselves further to the left-hand side as they exit the car park. This would assist in enhancing visibility towards the south and should be reflected on an amended site layout plan that includes:

- Retaining no more than approximately 5m of the existing brick wall adjacent to parking space "S", thus increasing the entrance width to circa 5.7m;
- Introducing suitable road markings within the site to encourage vehicles to exit on the left-hand side of the access.

These measures would assist in increasing the available visibility to the south. Given the slight deviation of the footway alignment adjacent to the site, there may also be scope to justify a reduced visibility setback distance (X-dimension) of 2.0m. On this basis, the Local Highway Authority considers that a visibility splay of approximately 2.0m x 10.0m could potentially be achieved, representing a meaningful improvement over the existing situation. This increase in entrance width also improves space available for shared vehicular and pedestrian access at the entrance of the retail unit. A yellow hatching for pedestrian priority at the front door would also enhance safety on the shared surface.
Visibility to the north is considerably better, with splays in the order of 2.4m x 20m being achievable towards the centre of the carriageway, particularly if the red brick wall is also cut back. The presence of marked out on-street parking bays on the western side of Pen-y-Bryn towards town justifies a measurement of visibility splay to the carriageway centreline.

Trip Generation
The proposal would significantly reduce the retail floor area and, whilst residential use would generate replacement vehicle movements, the scale of the development is relatively modest. Accordingly, the Local Highway Authority does not consider the proposal is likely to result in a material increase in traffic generation or peak-hour activity compared with the existing lawful use.

Parking
Taking account of the site’s sustainable location, with close proximity to the city centre, bus links and other services; together with the modest size of the one-bedroom residential units, the Local Highway Authority is satisfied that the provision of one parking space per dwelling is acceptable. It is also noted that the 1.5 spaces per dwelling identified within LPG16 represents a maximum level of provision.
The parking spaces serving the retail unit may also provide opportunities for short-term visitor parking outside normal trading hours.
In relation to the retained retail use, three parking spaces are proposed. Whilst this level of provision falls below the maximum guideline of one space per 15m² contained within LPG16, the site's highly sustainable location means that this is not considered to be a significant concern. However, confirmation of the revised retail floor area would assist the Local Highway Authority in finalising its assessment. Numerous other retail units exist locally without any parking provision.
The applicant should also demonstrate that sufficient manoeuvring space is available to enable vehicles to enter and leave the site in a forward gear. Should further turning space be required, consideration should be given to reducing the footprint of the existing brick outbuilding, which would provide additional benefits for servicing and delivery vehicles turning without encroaching over residential parking spaces.

Active Travel
As part of the proposed amendments, the applicant is requested to provide details of secure and lockable cycle parking facilities together with any required disabled parking provision, in accordance with LPG16. These should be marked up on an amended plan.

Refuse and Recycling Collection
When updating the site layout, the applicant should identify suitable refuse and recycling storage areas. The submitted details should demonstrate that collection points serving both the residential and retail elements can be accommodated within an acceptable distance of the adopted highway and can be serviced efficiently by the relevant waste collection provider.

Summary

The Local Highway Authority considers that the proposed development is unlikely to result in a significant intensification of vehicular activity compared with the existing use of the site. Subject to a small number of proportionate improvements and clarifications, the proposal is capable of providing an acceptable highway arrangement.

In particular, amended plans should demonstrate:

- Road markings within the site to encourage vehicles to exit on the left-hand side as they exit the site, and to hatch out the retail unit pedestrian access;
- Removal of as much of the existing red brick wall as practicable to maximise visibility to the south;
- Surface water drainage arrangements for the parking and manoeuvring areas;
- Cycle parking and disabled parking provision in accordance with LPG16;
- Refuse and recycling storage and collection arrangements;
- Adequate space to enable vehicles to manoeuvre so they can enter and leave the site in a forward gear.

Consideration should also be given to reducing the size of the existing outbuilding in the south-western corner of the site where this would assist in improving vehicle circulation and servicing movements.

Upon receipt of amended plans addressing the above matters, the Local Highway Authority will be in a position to conclude its consultation response.

Supplementary Notes

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



On behalf of Chief Officer, Environment & Technical

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.