MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2026/0240 Res(2)	**Your Ref:**	P/2026/0240
Date:	15/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU 2 ANNEDD / ERECTION OF 2 DWELLINGS

LOCATION: LAND ADJACENT TO GREEN COTTAGE, THE GREEN, RUABON, WREXHAM, LL14 6DP

I refer to your consultation / email dated 24/09/2026 and revised layout plan (Drg. No. P/2026/105/04 Rev A) in respect of the above.

General

The proposed development comprises the erection of 2 dwellings on an unclassified road (cul de sac) which is accessed off the B5605. The unclassified road already serves the Air Cadets building located towards its northern boundary.

Access

The proposed development site is accessed off the B5605 which is a classified road subject to a 40mph speed limit. Based on typical speeds of 40mph, any proposed junction / access would require visibility splays of 2.4 x 120m in both directions in accordance with TAN 18. Visibility at the above junction onto the B5605 appears adequate providing splays in excess of the above requirements. However, the full extent of the proposed / required visibility splays have not been indicated on the submitted plan (Drg. No. P/2026/105/04 Rev A). **The LHA recommends this detail is provided on a revised layout plan.**

It is noted that the main access / junction onto the B5605 is fenced off / gated (locked) at a distance of approximately 10.6m behind the adjoining highway (B5605). **The LHA request clarification why such an arrangement is in place given that the road proposed to serve the development is adopted highway *(no clarification provided).***

*The revised layout plan indicates the existing gates across the highway being re-located approximately 70m to the north east further along the unclassified road which is unacceptable**. No gates are permitted within the adopted highway.***

If the application is to be supported, the LHA recommend that the fencing / gates are removed. Any damage to the existing highway will need to be rectified at the applicant's expense with appropriate consent from the LHA. Any reinstatement of the existing highway will need to be discussed / agreed with the WCBC Contracts & Engineering Manager.

The existing unclassified road does not appear to have any suitable turning head to facilitate the turning of either refuse vehicles (typically 11.2m long) or medium sized delivery vehicles (typically 7.2m long). However, there is a small section of adopted highway at the north eastern end of the road. No details of this area of land have been indicated on the submitted plan or modifications considered to provide an adoptable sized turning head in this location.

The revised layout plan indicates a square turning area located between the 2 no. proposed dwellings which measures 8m x 8m. This feature is not indicated as being laid out to adoptable standards and is of insufficient design / size. Any proposed turning head would need to be constructed to WCBC adoptable standards in order to accommodate the vehicles indicated above and be located towards the north east end of the road.

The submitted swept paths indicated on the plan are considered unacceptable as they appear to have been carried out with non-standard software, use a 7.9m long refuse vehicle (not 11.2m long) and encroach over the footway on the opposite side of the road.

The LHA recommends the applicant provides appropriate details / plans in respect of providing suitable turning provision for such vehicles.

The revised layout plan appears to indicate a proposed narrowing of the existing carriageway width on the bend from around 10m wide to 6.3m wide and from 7.3m wide to 6.1m wide on the straight section fronting the proposed dwellings. The LHA recommends the existing kerblines / carriageway widths remain as existing.

The area of land behind the kerbline on the northern side of the access road between the proposed dwellings and the B5605 is overgrown and it is difficult to assess what existing features are present eg/ verge or footway. There would appear to be sections of existing footway (although in poor condition) along this area. The revised layout plan annotates parts of the site frontage (ie/ new pavement section 900mm width with dropped kerb sections). However, this footway measures 2m wide on plan and is only proposed for part of the site frontage.

The LHA recommends that the applicant provides more detailed plans (existing & proposed) indicating the layout of the site / road & footway alignment (including annotated dimensions). If the application is supported, the LHA recommend a continuous 2m wide footway is provided between the proposed dwellings and provides a continuous link with the existing footway on the northern side of the junction.

The applicant will need to enter into a s.38 / 278 agreement with the Council in order to construct the proposed footway.

Footway / Cycleway Provision

There is an existing shared cycleway / footway on the eastern side of the main access running along the B5605. The cycleway terminates at this point with cyclist having to re-join the road (B5605). On the western side of the access, the footway continues but there is no tactile paving on this side. **If the application is supported, the LHA recommends the applicant provides appropriate tactile paving at the junction. The LHA recommends the applicant indicates this detail on a revised layout plan.**

The submitted block plan (Drg. No. P/2026/105/04 Rev A) indicates a 2.0m wide footway being constructed along the frontage of the two dwellings with dropped kerbs to accommodate the 2 no. driveways. There would appear to be sections of an existing footway which are currently obscured by overgrown vegetation. As indicate above, **The LHA recommends that the applicant provides**

more detailed plans (existing & proposed) indicating the layout of the site / road & footway alignment (including annotated dimensions). If the application is supported, the LHA recommend a continuous 2m wide footway is provided between the proposed dwellings and provides a continuous link with the existing footway on the northern side of the junction.

The LHA recommends the applicant indicates which elements of the proposed footway are located within existing adopted highway and which are in private land owned by the applicant indicating this on a suitably scaled plan.

There is an existing footway located along the eastern (opposite) side of the unclassified road but this is also typically obscured with vegetation. If the application is supported, the LHA recommends that suitable dropped kerb / tactile crossing points (ie/ 400 x 400mm buff concrete tactiles are provided being 3 rows wide and 2 rows deep) on both sides of the road (requires s.278 agreement with the council).**The LHA recommends this detail is indicated on a revised layout plan.**

The proposed access point for the first dwelling off the access road is 6.5m wide which is considered acceptable. The proposed access point for the second dwelling is not clearly shown on the plan. **The LHA recommends this detail is provided on a revised layout plan.** Based on typical speeds of 20mph, each driveway will require visibility splays of 2.0 x 25m in both directions measured to the nearside edge. **The LHA recommends this detail is indicated on a revised layout plan.**

Any proposed accesses shall be surfaced with a minimum 5m of hard bound paving and no gates erected across the access.

Any proposed access falling towards the highway will require an Aco drain or similar to intercept any private surface water run-off.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided for the existing Air Cadets facility and proposed dwellings in accordance with LPGN 16.

No details of the existing parking facilities including access for the Air Cadets facility has been indicated on the submitted plan. However, there would appear to be 3 no. off road parking spaces provided at this site.

The proposed 2 no. 4 bed dwellings are provided with 4 parking spaces per dwelling (garage spaces excluded) which is considered acceptable.

<u>Cycle Parking / Storage</u>

Adequate cycle parking / storage will be required for each dwelling in accordance with LPGN 16 / Active Travel Guidance. No details of such provision have been provided. **The LHA recommend this detail is indicated on a suitably scaled plan (including annotated dimensions).**

In respect of turning provision, the LHA comment as follows:-

As indicated above, the existing unclassified does not appear to have any suitable turning head to facilitate the turning of either refuse vehicles (typically 11.2m long) or medium sized delivery vehicles (typically 7.2m long). Insufficient information has been provided with the application in respect of such provision. **The LHA recommends the applicant provides details of where such vehicles will turn within the site ie/ provision of a revised layout plan incorporating a turning head along with the submission of swept path details (using standard software) of such vehicles accessing, turning and exiting the site. Such a feature will need to be constructed to adoptable standards.**

Waste / Recycling

No details of how waste / recycling collections will be carried out at the site have been provided. In order to support the application, the LHA will require a improvements to the existing access road to include a suitably sized turning head and footway link to the existing footway on the B5605 junction **The LHA recommends the applicant provides details of how waste / recycling collections will be carried out at the site including details of a suitable turning head at the north eastern end of the site (to adoptable standards).**

Conclusion

The LHA has previously requested additional details / plans which have not been provided or adequately addressed in the latest submission. It would therefore be considered 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.

Note to Applicant

Any proposed works in the highway eg/ footway construction, construction of turning head should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.38 / 278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

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.



On behalf of Chief Officer, Environment & Technical