MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/ PP/P/2025/0088	**Your Ref:**	P/2025/088
Date:	05/03/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI YSGUBOR YN LLETY GWYLIAU / CONVERSION OF BARN TO HOLIDAY LET

LOCATION: YSGUBOR UCHA, PEN Y BRYN, PEN-Y-CAE, WREXHAM, LL14 1UA

I refer to your consultation / email dated 10/02/2025 in respect of the above.

General

The proposed development site comprises the conversion of a barn to a 2 bedroom holiday let. The proposed property / barn is located behind an existing dwelling (Ysgubor Ucha) which accesses via a shared access onto Penybryn Road. The access is shared with the neighbouring property known as Walnut Tree Barn.

Access

The proposed development site is located on Penybryn Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, the LHA would estimate typical vehicle speeds at being around 25mph given the geometry of the road.

Based on typical speeds of 25mph, any proposed access in this location would require visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway. Visibility can be permitted to the centreline of the road given the narrow nature of the adjoining highway. Visibility from the existing shared access is inadequate providing splays of approximately 2.4 x 30m to the north west and 2.4 x 20m to the south east measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows / vegetation. The LHA would not be able to support any proposed development that would result in any significant increase in vehicle movements through this sub-standard access.

The existing / proposed access is approximately 17m wide reducing to 3.6m wide at around 6m behind the adjoining highway. The access is gated at this point. The access is surfaced with hard bound materials.

Traffic Generation

The LHA would not be able to support any proposed development that would result in any significant increase in vehicle movements through this sub-standard access. However, the proposed 2 bed holiday let is considered likely to generate no more than 4 additional movements per day which is considered insignificant.

Parking & Turning Provision

It is not clear how many bedrooms the existing dwelling comprises fronting the proposed holiday let**. The LHA recommend the applicant clarifies this detail.**

LPGN 16 would require a maximum of 2 parking spaces for the proposed holiday let. The LHA recommend that maximum parking provision (LPGN 16) is provided for both properties given the relatively remote location of the site. No details of the proposed parking and turning arrangements for the 2 properties have been provided. **The LHA recommend the applicant provides a suitably scaled layout plan indicating / annotating the proposed parking and turning arrangements at the site.**

Active Travel

The LHA recommend the applicant indicates details of the proposed cycle parking / storage provision for both properties in accordance with LPGN 16 requirements.

In Conclusion

The LHA requests the applicant submits the following information:-

- No details of the proposed parking and turning arrangements for the 2 properties have been provided. **The LHA recommend the applicant provides a suitably scaled layout plan indicating / annotating the proposed parking and turning arrangements at the site.**

- **The LHA recommend the applicant indicates details of proposed cycle parking / storage provision in accordance with LPGN 16 requirements.**



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 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.