MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/DB/P/2025/0108	**Your Ref:**	P/2025/0108
Date:	04/07/2025		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI CAPEL YN ANNEDD (A GYMERADWYWYD YN FLAENOROL O DAN P/2015/0469) / CONVERSION OF CHAPEL TO DWELLING (PREVIOUSLY APPROVED UNDER P/2015/0469)

FORMER METHODIST CHAPEL, PONT Y BLEW, CHIRK, WREXHAM, LL14 5BH

I refer to your consultation / email dated 12/02/2025 in respect of the above.

For the LHA to fully appraise the conversion of the former methodist chapel to a dwelling, can the following information be added to the Site and Location Plan drg nr S107/001:

- Visibility splays in both directions, set back 2.0m from the edge of the highway and extending 25m to the centre of the lane in both directions. (This requirement is based on 20mph being considered a reasonable 85th percentile speed to drive along this lane.)
- Hard surface for the first 5m
- Either no gate, or a gate set back 5m to reduce the risk of obstructing the highway
- If the proposed driveway is level or falls towards the highway, an Aco drain or similar should be provided and shown on a drawing that avoids additional surface water from a private dwelling flowing onto the highway. Consideration could be given to increasing the pond capacity and it's use as an attenuation device. The plan suggests there may be some form of drain linking the pond to the river.

3 parking spaces, with provision for turning as drawn, is more than adequate for compliance with LPG16, and it is assumed the retained outbuildings could be utilised for cycle storage. There is ample space for refuse collection storage without impacting upon the highway.

When the amended plan is received, the LHA will review and confirm accordingly, but from initial appraisal don't envisage any major issues with the proposal, given the negligible impact on trip generation in this locality and there is an existing gated access.



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.