MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0703	**Your Ref:**	P/2025/0703
Date:	07/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI YSGUBOR SEGUR YN 1 ANNEDD / CONVERSION OF REDUNDANT BARN INTO 1 DWELLING

LOCATION: TYDDYN DEDWYDD, FRON DEG, RHOSTYLLEN, WREXHAM, LL14 4ND

I refer to your consultation / email dated 15/09/2025 in respect of the above.

Access

The proposed development site is located on a narrow, unclassified, rural lane subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 20mph for vehicles approaching from the west and 25mph for vehicles approaching from the east given the geometry of the road.

Based on the above speeds, any proposed / existing access would require visibility splays of 2.4 x 33m to the east and 2.4 x 25m to the west measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centreline of the road given the limited carriageway width along this section. It would appear possible to provide the required splays subject to regular maintenance of vegetation in the westerly direction.

The LHA recommends the applicant submits a suitably scaled plan indicating the full extent of the required splays.

The existing access appears to serve existing farm buildings and provides access to a scaffolding storage area which is assumed to be connected to a scaffolding business. The existing access is approximately 7.2m wide being gated at 6m behind the edge of carriageway. The access is part paved with hard bound materials and part paved with loose bound materials. **The LHA recommend that the access is paved with hard bound materials for at least 5m behind the adjoining highway.**

No private surface water run-off shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the proposed access. **The LHA recommend this detail is indicated on a revised layout plan.**

The submitted plan (Drg. No. SK/01 Rev B) appears to indicate a reduced access width of 5m which would be considered acceptable.

However, on the basis that flat-bed lorries of a given length (size unknown) would appear to be required to access the site, it is important that such a vehicle can still manoeuvre, turn within the site and adequately enter / exit the site should the application be supported. **The LHA recommend that swept path details of such a vehicle are provided indicating how such a vehicle will enter, turn and exit the site when existing cars are parked at the site and the access is reduced in width.**

Parking & Turning Provision

Adequate parking & turning provision will be required within the site curtilage.

The submitted plan (Drg. No. SK/01 Rev B) indicates the provision of 3 parking spaces which is considered adequate for the proposed property (3 bed). However. A minimum 6m clearance would be required behind each space for turning (not indicated on plan). **The LHA recommend that this detail is indicated on a suitably scaled plan.**

As indicated above, on the basis that flat-bed lorries of a given length (size unknown) would appear to be required to access the site, it is important that such a vehicle can still manoeuvre, turn within the site and adequately enter / exit the site should the application be supported. **The LHA recommend that swept path details of such a vehicle are provided indicating how such a vehicle will enter, turn and exit the site when existing cars are parked at the site and the access is reduced in width.**

Cycle Parking / Storage

Adequate cycle parking / storage will need to be provided in accordance with LPGN 16 / Active Travel Guidance ie/ 2 spaces per dwelling. **The LHA recommend this detail is indicated on a revised layout plan.**

Conclusion

In conclusion, the LHA request the following additional information:-

- **Visibility**

  Based on the above speeds, any proposed / existing access would require visibility splays of 2.4 x 33m to the east and 2.4 x 25m to the west measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centreline of the road given the limited carriageway width along this section. It would appear possible to provide the required splays subject to regular maintenance of vegetation in the westerly direction.

  The LHA recommends the applicant submits a suitably scaled plan indicating the full extent of the required splays.

- No private surface water run-off shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the proposed access. **The LHA recommend this detail is indicated on a revised layout plan.**

- **Access Width / Swept Path Details**

  The submitted plan (Drg. No. SK/01 Rev B) appears to indicate a reduced access width of 5m which would be considered acceptable.

  However, on the basis that flat-bed lorries of a given length (size unknown) would appear to be required to access the site, it is important that such a vehicle can still manoeuvre, turn within the site and adequately enter / exit the site should the application be supported. **The LHA recommend that swept path details of such a vehicle are provided indicating how such a vehicle will enter, turn and exit the site when existing cars are parked at the site and the access is reduced in width.**

- Cycle Parking / Storage

  Adequate cycle parking / storage will need to be provided in accordance with LPGN 16 / Active Travel Guidance ie/ 2 spaces per dwelling. **The LHA recommend this detail is indicated on a revised layout plan.**

KW Edwards

Contracts and Engineering Manager
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.