MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0672 Res(3)	**Your Ref:**	P/2025/0672
Date:	30/01/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI ANNEDD YN 2 ANNEDD GAN GYNNWYS DYMCHWEL YR YSTAFELL HAUL BRESENNOL, CODI FFENSYS A STORFEYDD BINIAU PREN, DWY SET O RISIAU METEL A RHEILIAU, FFURFIO MYNEDFA I GERBYDAU A MAES PARCIO CEIR A NEWIDIADAU I FFENESTRI / CONVERSION OF DWELLING INTO 2 DWELLINGS INCLUDING DEMOLITION OF EXISTING CONSERVATORY, ERECTION OF FENCING AND TIMBER BIN STORES, TWO METAL STAIRCASES AND RAILING, FORMATION OF VEHICULAR ACCESS AND CAR PARKING AND ALTERATIONS TO WINDOWS

LOCATION: BROAD OAK, HIGH STREET, GLYN CEIRIOG, LLANGOLLEN, LL20 7EH

I refer to your consultation / email dated 26/01/2026 in respect of the above.

General

The proposed development comprises the conversion of an existing 4 bed dwelling to 2 no. 2 bed dwellings.

Access

The proposed development site is bounded by the High Street to the north and the B4500 New Road to the south which are both classified roads subject to a 20mph speed limit.

The property has an existing 2.8m wide access onto the B4500 providing parking for up to 3 cars. There is no turning area provided within the site curtilage.

Based on speeds of 20mph, any proposed / existing access in this location would normally require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Given the location of the site, the LHA recommend that adequate pedestrian visibility is provided from any proposed access measured from the centreline of the vehicular access 2.4 metres back from the back edge of the footway to points 3.3 metres either side measured along the back edge of the footway. Within these splays there shall be no obstruction in excess of 0.6 metres in height

above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 3m to the west and 2.4 x 4m to the east measured to the nearside edge. Visibility is impeded in the westerly direction in that the required splay would need to cut across 3rd party land. Visibility is impeded in the easterly direction by the existing hedgerow / wall.

Site Layout Plans (Drg. Nos. HS-R02-PR-104 Dated 16-01-26 & HS-R02-PR-104.1 – Dated 16-01-26)

The submitted plans indicate 2 parking spaces accessed off the rear of the site onto the B4500 in accordance with LPGN 16 standards which is considered acceptable for 1 no. 2 bed dwelling. However, the submitted plans also indicate 2 no. proposed parking spaces on the High Street which is considered unacceptable. The High Street already suffers with on-street parking issues which interferes with two- way flows along the road. Adequate parking provision should be provided within the curtilage of the site as previously indicated on an earlier layout plan for both properties. **The LHA recommend that the applicant submits a revised layout plan indicating adequate parking / turning provision within the curtilage of the site with an appropriate shared access onto the B4500.**

The swept path details indicating turning movements in / out of the driveway from the proposed spaces have not been carried out with standard swept path software and some of the turning movements are likely to be difficult within the curtilage of the site. However, if the entire front boundary wall is removed then both lateral and pedestrian visibility is considered to be significantly improved compared with the existing access arrangements at the site. The LHA would therefore have no objections to the proposed access arrangements in this instance. **The LHA recommend that the applicant provides a revised layout plan indicating a revised centralized access position of adequate width indicating the full extent of the proposed lateral and pedestrian visibility splays.**

If the application is supported, the LHA recommend that a condition is included which ensures that nothing shall be planted, allowed to grow or erected to a height greater than 1 metre in height above the level of the nearside edge of the adjoining carriageway for a distance of 2.4 metres measured back from the adjoining highway (back of footway) along the entire site frontage.

The LHA recommend that a dropped kerb vehicular crossing is constructed across the full frontage of the site onto the B4500. The applicant will require s.184 / 171 consent from the Council for this work.

Any proposed access will need to be paved with hard bound materials for a minimum distance of 5m behind the highway boundary with no gates being erected. An Aco drain or similar will be required across the access to intercept any private surface water run-off.

The submitted layout plan indicates a proposed access which is around 4m wide in approximately the same location as the previous 2.8m wide access at the south western end of the site. No indication of visibility has been provided but it is unlikely that adequate visibility could be provided from this access due to 3rd party land.

Parking & Turning Provision

The provision of 4 off road parking spaces would be considered adequate which would comply with LPGN 16 maximum requirements. The submitted plans indicate 2 parking spaces accessed off the rear of the site onto the B4500 in accordance with LPGN 16 standards which is considered acceptable for 1 no. 2 bed dwelling. However, the submitted plans also indicate 2 no. proposed parking spaces on the High Street which is considered unacceptable. The High Street already suffers with on-street parking issues which interferes with two- way flows along the road. Adequate parking provision should be provided within the curtilage of the site as previously indicated on an earlier layout plan for both properties. **The LHA recommend that the applicant submits a revised**

layout plan indicating adequate parking / turning provision within the curtilage of the site for both properties with an appropriate shared access onto the B4500.

Cycle Parking / Storage

Adequate cycle parking / storage will need to be provided in accordance with LPGN 16 / Active Travel Guidance. No details appear to have been provided. **The LHA recommend that the above detail is indicated on a suitably scaled plan (including annotated dimensions).**

Waste / Recycling

There would appear to be adequate space for waste /recycling storage within the curtilage of the site.

Conclusion

In conclusion, the LHA request the following information:-

- Site Layout Plans (Drg. Nos. HS-R02-PR-104 Dated 16-01-26 & HS-R02-PR-104.1 – Dated 16-01-26)

  The submitted plans indicate 2 parking spaces accessed off the rear of the site onto the B4500 in accordance with LPGN 16 standards which is considered acceptable for 1 no. 2 bed dwelling. However, the submitted plans also indicate 2 no. proposed parking spaces on the High Street which is considered unacceptable. The High Street already suffers with on-street parking issues which interferes with two- way flows along the road. Adequate parking provision should be provided within the curtilage of the site as previously indicated on an earlier layout plan for both properties. **The LHA recommend that the applicant submits a revised layout plan indicating adequate parking / turning provision within the curtilage of the site for both dwellings with an appropriate shared access onto the B4500.**

  The swept path details indicating turning movements in / out of the driveway from the proposed spaces have not been carried out with standard swept path software and some of the turning movements are likely to be difficult within the curtilage of the site. However, if the entire front boundary wall is removed then both lateral and pedestrian visibility is considered to be significantly improved compared with the existing access arrangements at the site. The LHA would therefore have no objections to the proposed access arrangements in this instance. **The LHA recommend that the applicant provides a revised layout plan indicating a revised centralized access position of adequate width (as a shared access) indicating the full extent of the proposed lateral and pedestrian visibility splays.**

- Cycle Parking / Storage

  Adequate cycle parking / storage will need to be provided in accordance with LPGN 16 / Active Travel Guidance. No details appear to have been provided. **The LHA recommend that the above detail is indicated on a suitably scaled plan (including annotated dimensions).**

KW Edwards
Contracts & 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.