MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2025/0772	**Your Ref:**	P/2025/0772
Date:	11/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

Proposal :TROI ADEILAD (ANECS A GWEITHDAI) YN ANNEDD SENGL AC ADDASIADAU I FYNEDIAD CERBYDAU BRESENNOL/CONVERSION OF BUILDING (ANNEX AND WORKSHOPS) INTO SINGLE DWELLING AND ALTERATIONS TO EXISTING VEHICULAR ACCESS
Location: BRYN EGLWYS, CASTLE ROAD, CHIRK, WREXHAM, LL14 5BS

We refer to your consultation / email dated 21/10/2025 in respect of the above.

This application refers to converting an existing workshop into 2 dwellings, one with 1 bedroom and one with 2 bedrooms.
The existing road is a classified B road and subject to a 20 mph speed limit.

Access
The LHA have reviewed the Block Plan Proposed DPA Drg nr: P-02 Rev D when appraising the entrance proposal.
The proposed access is in the same location as the existing substandard access but is widened with adequate visibility splays of 2.4m x 25m to the nearside kerb in both directions.
The entrance proposed is also splayed to provide 2m x 2m pedestrian visibility.
The driveway scales at 6m wide, considered adequate for 2 vehicles to pass if needed generally, and includes for provision of turning.
It is normal for an unadopted small scale shared access to be formed with drop kerbs and a reinforced crossover of the footpath. As the footpath is continuous there is no need for the tactile paving shown. This should be amended on the proposed site plan, but is considered a minor detail.
The driveway construction proposed is tarmac, with gates set back a minimum of 8m from the kerbline.

The applicant is required to demonstrate the direction of fall, indicating the provision of an aco drain or similar, if required, to prevent private surface water discharge onto the public highway. This should be shown on an updated plan.

Parking
The combined parking numbers provided are 7nr shown on the plan overall plan, with 3nr designated for this development. Chirk is a sizeable village with all necessary facilities available within easy walking distance, and good public transport facilities also within easy reach, so is

considered a sustainable location. Provision of 2nr spaces for the 2 bed dwelling, and 1nr space for the single bed dwelling is therefore considered acceptable.

There does not appear to be adequate space shown for turning for the spaces within Bryn Eglwys. Whilst the existing dwelling of Bryn Eglwys is outside the scope of this application, there is potential for cars to have to reverse onto the public highway as drawn. This would not be acceptable. **Amended plans need to be provided illustrating adequate turning provision for the Bryn Eglwys residents, and illustrating a swept path for a 7m long LGV van making deliveries to any one of the 3 dwellings proposed.**

Traffic Generation
Given the small scale of this development, and the fact it is in a sustainable location, trip generation from the 2 nr dwellings is not considered a concern. Furthermore, this can be offset against the loss of a business use workshop.

Conclusion
Can the applicant be requested to amend the proposed block plan to provide:

1. Access driveway drainage,
2. Turning facility for a 7m delivery van within the driveway
3. A continuous crossover with the tactile paving omitted.

The LPA may wish to secure the visibility splays with a visibility splay condition, if provision of the same on the drawing is not considered adequately robust or enforceable. A suggested condition is as follows:

ZJ15 038R	**VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)** Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

KWEdwards
Contracts & Engineering Manager

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.