MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Matthew Roberts
Our Ref:	ET/DC/PP/P/2026/0088	**Your Ref:**	P/2026/0088
Date:	23/03/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI TŶ ALLAN UNLLAWR ODDI AR Y BRIF ANNEDD / ERECTION OF SINGLE STOREY OUTBUILDING ANCILLARY TO MAIN DWELLING

LOCATION: LLAN GAU, LLANARMON DYFFRYN CEIRIOG, LLANGOLLEN, LL20 7LL

I refer to your consultation / email dated 20/02/2026 in respect of the above.

General

The proposed development comprises the erection of single storey outbuilding to serve as an artist's studio ancillary to the existing dwelling. It is assumed that the proposed studio is for personal use and not used for business purposes.

Access

The proposed development is served off a narrow, rural, unclassified 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 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 carriageway given the narrow nature of the road.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 33m in both directions measured to the centreline of the adjoining highway.

The existing access is approximately 6m wide reducing to around 2.4m at approximately 10m behind the edge of carriageway. The existing access is gated at approximately 10m behind the edge of carriageway. The access slopes steeply towards the existing highway and is surfaced with loose bound materials. The access track beyond the gates is typically 2.4m wide and cannot accommodate the simultaneous passage of 2 vehicles.

If the application is supported, the LHA recommend the following access improvements:-

- Access surfaced with hard bound materials for a minimum distance of 5m behind the highway boundary.

- An Aco drain across the access (located in private land) to intercept any private surface water run-off.

Parking & Turning Provision

Adequate parking & turning provision will be required at the development site in accordance with LPGN 16. The submitted Proposed Site Plan only indicates 2 parking spaces which it is assumed are for both the existing dwelling and proposed studio. However, it is not clear how many bedrooms the existing property comprises. **The LHA recommends that this detail is confirmed.**

It is assumed that the proposed studio is for personal use and not used for business purposes and a suitable condition will be included to control this use in any consent.

Conclusion

The LHA recommend the applicant provides the following information:-

- **Parking & Turning Provision**

  Adequate parking & turning provision will be required at the development site in accordance with LPGN 16. The submitted Proposed Site Plan only indicates 2 parking spaces which it is assumed are for both the existing dwelling and proposed studio. However, it is not clear how many bedrooms the existing property comprises. **The LHA recommends that this detail is confirmed**

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

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 / 171 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.



On behalf of Chief Officer, Environment & Technical