MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0939 Res(2)	**Your Ref:**	P/2025/0939
Date:	13/04/2026		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI YSGUBOR YN LLETY GWYLIAU, TROSI ADEILAD ALLANOL YN SWYDDFA, NEWIDIADAU I'R FFERMDY GAN GYNNWYS ESTYNIAD OCHR UNLLAWR, FFENESTRI NEWYDD, NEWIDIADAU I ADEILADU FFRÂM DDUR, ADEILADU GAREJ A MYNEDFA NEWYDD A GOSOD OFFER TRINIAETH / CONVERSION OF BARN TO HOLIDAY LET, CONVERSION OF OUTBUILDING TO OFFICE, ALTERATIONS TO FARMHOUSE INCLUDING SINGLE STOREY SIDE EXTENSION, REPLACEMENT WINDOWS, ALTERATIONS TO STEEL FRAME BUILDING, CONSTRUCTION OF NEW GARAGE AND ACCESS AND INSTALLATION OF TREATMENT PLANT

PONT Y MEIBION, TREGEIRIOG, LLANGOLLEN, LL20 7HS

I refer to your consultation / email dated 18/03/2026 in respect of the above.

General

It is understood that the development site comprises an existing farmhouse and associated outbuildings which previously operated as a farm where all farming activities have now ceased. It is intended to retain the existing farmhouse as a 4 bed dwelling, convert the existing stone outbuilding to a 4 bed holiday let and convert the existing outbuilding and storage shed at the front of the site to an office with a storage building. It is understood that the proposed holiday barn is intended to attract cyclists and ramblers / walkers to the area.

It is assumed that the 4 separate double bedrooms could be let out to 4 independent customers who are able to share the communal lounge, dining and kitchen areas during their stay.

Access

The proposed development site is located on the B4500 which is classified, rural road subject to a 50mph speed limit.

Based on typical speeds of 50mph, any proposed / existing access would require visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is inadequate providing splays of approximately 2.4 x 20m to the north and 2.4 x 12m to the south measured to the nearside edge.

Visibility is impeded in both directions by the existing boundary walls / hedgerows.

A speed survey was commissioned by the applicant and carried out between the 21st – 27th June 2025. This speed survey determined 85th percentile speeds of 36.8mph for vehicles travelling southbound and 31.3mph for vehicles travelling northbound. Based on the above speeds and assuming an approximate carriageway gradient of around 10%, any existing / proposed access in this location would require visibility splays of approximately 2.4 x 53m in both directions measured to the nearside edge in accordance with Manual for Streets. The stopping distances indicated in the submitted Highways Technical Note vary slightly from these figures.

The submitted Highways Technical Note includes a Visibility Splay Plan (Drg. No. 166321-001) which includes visibility splays from both the existing and proposed accesses. Both existing & proposed accesses indicate splays of 2.4 x 54.6m to the north and 2.4 x 47.8m to the south measured to the nearside edge. **Visibility splays indicated from the existing access are incorrect as they currently measure approximately 2.4 x 20m to the north and 2.4 x 12m to the south measured to the nearside edge.**

The existing access is gated at around 4m behind the edge of carriageway where it is approximately 4.2m wide. The existing gates open towards the highway which is not acceptable. The access is hard paved and slopes steeply towards the highway. The access would appear to be steeper than 1:12 which is a maximum gradient required by DDA - Inclusive Mobility Standards. The existing access width is considered sub-standard to serve as a shared access and could not accommodate the simultaneous passage of a car / van.

The existing access layout and design including visibility is sub-standard. **The LHA would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access.**

Landscaping & Bio-diversity Plan Drg. No. P.2024.91.D06 Rev D

The revised plan indicates that the existing sub-standard access will be closed up and replaced with an alternative access located approximately 15m away from the existing access to the south. **However, clarification is required on the actual width of this access.**

There is a sharp bend located just inside the proposed access which may well cause vehicles exiting the site to encroach onto the opposite side of the main access when exiting the site. **The LHA recommend that swept paths of a van / car (5m) are provided passing simultaneously at this point when entering / exiting the site (using standard swept path software).**

There would appear to be a significant difference in levels along the site frontage between the development site and the adjoining carriageway. The site frontage has significant sections of hedgerow / vegetation / embankment in its current form. **In order to ascertain whether adequate visibility splays and access to the site can be achieved, the LHA recommend that a topographical survey is carried along the site frontage (with proposed visibility splays indicated that comply with Manual for Streets / TAN 18 requirements). Appropriate cross section plans along the site frontage will also be required to ascertain whether any retaining walls are required to support the existing embankment. Cross Sectional plans of the proposed access into the site will also be required.**

Note: If the application is supported any works in the highway are likely to require a s.278 agreement. Any potential retaining walls in close proximity to the existing highway may also require Technical Approval.

Proposed Access Improvements Drg. No. VS/91/2025/01 Rev B

The LHA make the following observations :-

- Swept Paths

    - Do not show simultaneous passage of medium sized delivery vehicle / car entering / exiting the access.
    - The swept paths indicated have not been carried out with standard swept path software.

- Parking

    - The 7 no parallel spaces indicated will need to be 6.6m x 2.4m (not shown).

- Gradient of Embankment (south of existing barn / fronting neighboring land)

    - There is a significant difference in levels between the c/way level and neighboring land in this location which may well require an appropriate retaining wall.

- Longitudinal Cross Section

    - The cross-sectional plan is unclear and does not clearly demonstrate that the required / proposed visibility splays can be achieved in accordance with TAN 18. The proposed sightlines of visibility in both directions will need to be clearly shown on such plans.

    - No Cross Section at 90 deg to the kerb edge along the site frontage have been indicated to demonstrate the existing / proposed gradients for at least the first 10m behind the kerb edge.

The LHA recommend the applicant addresses the above issues.

Parking & Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 requirements for the existing farmhouse, proposed 4 bed holiday let and office building.

The submitted application does not include details of the existing / proposed class uses (associated gross floor areas – accommodation & office use) along with detailed plans of the existing / proposed parking & turning arrangements for the individual elements of the site. **The LHA recommend this detail is provided.**

The 7 no parallel spaces indicated will need to be 6.6m x 2.4m (not shown).

LPGN 16 does not include garages as contributing to parking provision.

Swept Path Details

Appropriate swept path details (using standard swept path soiftware) of the largest size of vehicle / delivery vehicle likely to visit the site would be required detailing how such a vehicle will access, park, turn-around and exit the site. This detail has not been submitted. **The LHA recommend this detail is provided.**

Proposed Garage – swept path details indicating how vehicles parking in front of the proposed garage will access / exit this area will need to be provided.

Active Travel

The proposed development would need to provide appropriate cycle parking / storage required under the Active Travel Act Guidance / LPGN 16 requirements. The applicant would need to discuss / agree any such requirements with our Active Travel Section which would need to be referenced / indicated on a suitably scaled layout plan.

The applicant will need to clarify how any guests visiting the site will safely access the site in respect of both cycling and walking.

The LHA recommend this detail is provided.

Traffic Generation

No details of the existing / proposed daily vehicle movements have been submitted along with potential movements of pedestrian / visitors and cyclists that could access the site. It is understood the applicant wishes to restrict / limit the number of clients visiting the site by car. However, it is understood that this would be difficult to control by a suitable planning condition. Vehicle movements relating to the existing farmhouse, proposed office (including staff nos.) and proposed holiday accommodation will need to be provided.

Following recent discussions with the applicant on site, it was indicated that various businesses previously operated from the site which may well have generated a given number of additional daily vehicle movements at the site in addition to or in lieu of the original farm movements. **The LHA understand that the applicant will be providing this information for further consideration and may also re-consider improving the existing access to serve the proposed development. The LHA recommend this detail is provided**

Sustainability

The site is located on the B4500 in a remote, rural location where there are no footways or street lighting provision. The existing public bus service is an infrequent, rural service which runs between Llangollen & Llanarmon DC. The service runs from Llangollen to Llanarmon DC between 3 to 4 times per day in both directions.

Refuse Collection / Recycling

The LHA recommend the applicant consults with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, it may be the case that the proposed business will be serviced by a private contractor. **This detail needs clarification along with further details on intended waste / recycling storage & collection points (detailed layout plan).**

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA may recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

The above requirement will need to be confirmed by the WCBC Traffic Section.

Conclusion

In conclusion, the LHA request the following information:-

- **Landscaping & Bio-diversity Plan Drg. No. P.2024.91.D06 Rev D**

  The revised plan indicates that the existing sub-standard access will be closed up and replaced with an alternative access located approximately 15m away from the existing access to the south. **However, clarification is required on the actual width of this access.**

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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