MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/AC/P/2025/0620	**Your Ref:**	P/2025/0620
Date:	26/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: SITING OF SHEPHERDS HUT/ LLEOLIAD CWTH Y BUGAIL

LAND OFF, QUARRY ROAD, GLYN CEIRIOG, LLANGOLLEN

The Local Highway Authority (LHA) has reviewed the submitted planning application and supporting documentation.

The proposal seeks to re-situate an existing shepherd's hut within the site, relocating it closer to the northern boundary of the land, approximately 10 metres from the existing gated access onto Quarry Road. The development is minor in nature and does not involve the construction of a new building or intensification of use beyond the existing low-level agricultural use of the land.

Access to the site is to be taken via the existing field gate onto Quarry Road, as shown on the submitted location plan. No new or altered vehicular access arrangements are proposed as part of the development.

Given the limited scale of development, the retention of the existing access arrangements, and the absence of any material increase in traffic generation, the proposal is not considered to have an adverse impact on the local highway network or highway safety.

Conclusion
The Local Highway Authority raises no objection to the proposed development.

KWEdwards

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.