MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0300	**Your Ref:**	P/2026/0300
Date:	03/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL ANNEDD BRESENNOL A CHODI ANNEDD NEWYDD / DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT DWELLING

LOCATION: LLYS LLEWELYN, BLACKWOOD ROAD, GARTH, TREVOR, LLANGOLLEN, LL20 7YL

I refer to your consultation / email dated 22/05/2026 in respect of the above.

Access

The proposed development site is located on a narrow, rural, classified road subject to a 60mph speed limit. However, the LHA estimate typical speeds at being around 30mph given the geometry of the road.

Based on typical speeds of 30mph, any proposed / existing access would require visibility splays of 2.4 x 43m in both directions measured to the centreline of the adjoining highway. Visibility from the existing / proposed access appears adequate providing splays in excess of 2.4 x 43m measured to the centreline of the adjoining highway.

The existing access / driveway is approximately 2.5m wide and surfaced with loose bound materials. If the application is supported, the LHA recommend the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

Parking & Turning Provision (Drg. No. 0526-LA-01 Rev P0)

The proposed development would require a maximum of 3 car spaces in accordance with LPGN 16 maximum requirements.

There would appear to be adequate parking and turning provision within the curtilage of the site to accommodate at least 3 cars.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

If the application is supported, the LHA recommends 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.

In conclusion, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **@@@**

ZJ16 VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the centreline 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.

ZJ07 ACCESS SURFACE (5 metres)
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 NO GATES WITHIN 5 METRES
033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN
026R 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.

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