MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rawlinson
Our Ref:	ET/DC/DB/P/2026/0271	**Your Ref:**	P/2026/0271
Date:	16/06/2026		

Town and Country Planning Act 1990

PROPOSAL: TROSI ANNEDD YN 2 ANNEDD / CONVERSION OF DWELLING INTO 2 DWELLINGS
LOCATION: 1 HARWD ROAD, BRYMBO, WREXHAM, LL11 5BP

I refer to your consultation / email dated 7 May 2026 in respect of the above.

The existing dwelling is a 4 bedroomed registered HMO (C3). It is proposed this be converted into 2nr dwellings with the same total occupancy.

The proposal is to create 1nr off road parking space, where previously there was none, which is an improvement. Easy access to local amenities such as shops, school and bus stops is noted, thus demonstrating this development is in a sustainable village centre location.

New separate pedestrian access is provided to one of the new dwellings (1A).

It is note that both plots have adequate rear space for cycle storage (one with access through the property).

Can the applicant confirm if no 1's bins would need to be taken through the house for collection?

Can the applicant confirm that the proposed parking space would be hard paved and include drainage provision separate to the highway drainage?

Subject to the above the Local Highway Authority have no further comments.

Supplementary Notes

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

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 / 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.