MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lauren Rawlinson
Our Ref:	ET/DC/DB/P/2026/0271 Response 2	**Your Ref:**	P/2026/0271
Date:	22/06/2026		

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.

Following on from the LHA's initial response the LHA have reviewed the information provided and advise as follows:

1. The submission refers to provision of 1 parking space. On closer review, there is insufficient space available to provide 1 parking space. (The documents provided were indicative without any dimensions to be able to review easily). A space should be a minimum of 4.8m x 2.4m, plus consideration for access for pedestrian access including disabled and for prams. These parameters are referred to in LPG16. For a 2 bedroomed house the maximum parking provision is 2 parking spaces, plus an allowance for access.
2. Typically, a HMO would offer low-cost accommodation more likely to be utilising public transport, walking or cycling, rather than their own car. Therefore, on reflection, the conversion to 2 nr dwellings would increase the probability of car ownership, thereby increasing pressure on parking locally. In this location, on the junction of Railway Rd and Harwd Rd, there is simply no capacity for any increased potential for roadside parking.

Conclusion
The LHA are concerned that there is no effective parking provision associated with this proposal, given the lack of space available, and the increased probability of car ownership typically for housing versus HMO use.

Consequently, the LHA are reluctant to support this application from a highway's perspective.

Should the LPA support this application, further information relating to bin refuge (incl recycling), and cycle parking would be required. Is the only route to both bin and cycle storage through the house for nr. 1? The plan should be updated to demonstrate recycling/refuge location and cycle storage provision?

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.