MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2026/0118	**Your Ref:**	P/2026/0118
Date:	26/06/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TROSI ADEILAD ALLANOL I ANNEDD / CONVERSION OF OUTBUILDING TO DWELLING

LOCATION: SMELT FARM, MINERA ROAD, FFRITH, WREXHAM, LL11 5LS

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

General

The proposed development comprises the conversion of an existing farm outbuilding to a 3 bedroom dwelling. It is assumed that any farming activity will cease at the site. **This detail will need to be confirmed by the applicant.**

Access

The proposed development site is located on the B5102 Minera Road which is a rural, classified road subject to a 40mph speed limit.

Based on typical speeds of 40mph, any proposed / exiting access would require visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing building appears to have 2 no. existing accesses , located at the northern and southerly ends of the site frontage.

Northerly Access

This access is 3.6m wide and gated 0.9m behind the edge of carriageway. Visibility from this access is approximately 2.4 x 3m in both directions measured to the nearside edge. Visibility is impeded by the existing brick pillars. The access is grassed / unsurfaced.

Southerly Access

This access is 5.9m wide. Visibility from this access is approximately 2.4 x 5m in both directions measured to the nearside edge. Visibility is impeded by the existing brick pillars. The access is surfaced with hard bound materials.

The existing dormer bungalow (2 bed) associated with the farm located to the south of the outbuilding has its own separate access. However, it is understood that vehicles associated with this property utilise the existing southerly access fronting the outbuildings.

No details of the visibility splays from the existing / proposed accesses have been provided. **The LHA recommend this detail (full extent of splays) is indicated on a revised layout plan**

No details of the existing daily vehicle movements / traffic generation associated with these outbuildings has been provided. **This detail will need to be provided.**

The existing access fronting the dormer bungalow is also sub-standard providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge. Visibility is impeded by the existing boundary walls.

Following discussions on site with the applicant, the LHA suggested that the proposed dwelling would be better served by a shared access which the existing dormer bungalow and proposed dwelling could utilise, closing up of any existing substandard access points in the interest of highway safety.

The LHA recommends the applicant considers the above suggestion and provides a suitably scaled layout plan indicating such a shared access.

Such an access would require the following detail:-

- Visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

- Minimum 4.8m wide shared access

- Minimum 5m of hard bound paving behind highway boundary

- No gates to be erected across access

- An Aco drain or similar installed across the access to intercept any private surface water run-off where the access falls towards the highway.

The LHA recommends the applicant indicates the above details on a revised layout plan.

Parking & Turning Provision

Adequate parking and turning will need to be provided within the curtilage of the site for both the existing and proposed dwelling in accordance with LPGN 16 requirements.

The submitted layout plan (Drg. No. 1055/2 – Dated Nov 2025) indicates 4 parking spaces ie/ 2 spaces either side of the proposed dwelling. These proposed spaces have less then 6m behind each space for manoeuvring which is unacceptable. No details of the existing parking & turning provision for the existing dormer bungalow have been indicated on the plan.

The LHA recommend the applicant provides a revised layout plan indicating the above details.

Conclusion

In conclusion, the LHA requests the following information:-

- **General**
  The proposed development comprises the conversion of an existing farm outbuilding to a 3 bedroom dwelling. It is assumed that any farming activity will cease at the site. **This detail will need to be confirmed by the applicant.**

- **Access / Visibility**
  The existing building appears to have 2 no. existing accesses , located at the northern and southerly ends of the site frontage.

  Northerly Access

  This access is 3.6m wide and gated 0.9m behind the edge of carriageway. Visibility from this access is approximately 2.4 x 3m in both directions measured to the nearside edge. Visibility is impeded by the existing brick pillars. The access is grassed / unsurfaced.

  Southerly Access

  This access is 5.9m wide. Visibility from this access is approximately 2.4 x 5m in both directions measured to the nearside edge. Visibility is impeded by the existing brick pillars. The access is surfaced with hard bound materials.

  The existing dormer bungalow (2 bed) associated with the farm located to the south of the outbuilding has its own separate access. However, it is understood that vehicles associated with this property utilise the existing southerly access fronting the outbuildings.

  No details of the visibility splays from the existing / proposed accesses have been provided. **The LHA recommend this detail (full extent of splays) is indicated on a revised layout plan**

  No details of the existing daily vehicle movements / traffic generation associated with these outbuildings has been provided. **This detail will need to be provided.**

  The existing access fronting the dormer bungalow is also sub-standard providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge. Visibility is impeded by the existing boundary walls.

  Following discussions on site with the applicant, the LHA suggested that the proposed dwelling would be better served by a shared access which the existing dormer bungalow and proposed dwelling could utilise, closing up of any existing substandard access points in the interest of highway safety.

  Any proposed new access will require s.184 / 171 consent from the LHA to construct the access.

  The LHA recommends the applicant considers the above suggestion and provides a suitably scaled layout plan indicating such a shared access.

  Such an access would require the following detail:-

  - Visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

  - Minimum 4.8m wide shared access

  - Minimum 5m of hard bound paving behind highway boundary

- No gates to be erected across access

- An Aco drain or similar installed across the access to intercept any private surface water
run-off where the access falls towards the highway.

The LHA recommends the applicant indicates the above details on a revised layout plan.

- **Parking & Turning Provision**

Adequate parking and turning will need to be provided within the curtilage of the site for both the existing and proposed dwelling in accordance with LPGN 16 requirements.

The submitted layout plan (Drg. No. 1055/2 – Dated Nov 2025) indicates 4 parking spaces ie/ 2 spaces either side of the proposed dwelling. These proposed spaces have less then 6m behind each space for manoeuvring which is unacceptable. No details of the existing parking & turning provision for the existing dormer bungalow have been indicated on the plan.

The LHA recommend the applicant provides a revised layout plan indicating the above details.

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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical