MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0824 Res(3)	**Your Ref:**	P/2025/0824
Date:	16/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD ADEILAD ATEGOL O YSTAFELL CIST/ TWB POETH I ANNEDD BRESWYL ANNIBYNNOL / CHANGE OF USE OF ANCILLARY BUILDING FROM A BOOT/HOT TUB ROOM TO AN INDEPENDENT RESIDENTIAL DWELLING

LOCATION: CROFT COTTAGE, PENYGELLI ROAD, COEDPOETH, WREXHAM, LL11 3RW

I refer to your consultation / email dated 22/06/2026 including revised plan / additional information in respect of the above:-

	Title	Drg. No
-	Proposed Visibility Layout	001 Rev P03
-	General Arrangement OP1	003 Rev P01
-	Vehicle Swept Path Analysis	001 Rev P03
-	Vehicle Swept Path Analysis (Entering Site)	004 Rev P01
-	Location & Block Plan	HP-CC-01
-	Additional Information (email)	---

Access

The proposed development site is located on Penygelli Road which is an unclassified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing shared access would require visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centreline of the road given the limited carriageway width along this section.

Visibility from the existing access is currently inadequate providing splays of approximately 2.4 x 10m to the north and 2.4 x 7m to the south measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing boundary walls.

The previously submitted visibility layout plan (Drg. No. 001 Rev P03) indicated splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway. Visibility in the southerly direction is considered acceptable. However , the proposed visibility splay in the northerly direction appears to cut across one of the proposed parking spaces which would be unacceptable.

The applicant does not appear to have provided a revised scaled layout plan indicating the required splays. However, the submitted details do indicate that the stone boundary wall will be lowered to achieve the required splay in the northerly direction.

The LHA recommends the applicant provides a suitably scaled revised layout plan indicating splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets *ie/ Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway. The latter dimension is used to ensure small children can be seen (Fig. 7.17).*The LHA recommends this detail is indicated / annotated on a revised layout plan showing the full extent of the proposed splays from the shared access.

The existing shared access is approximately 6.1m wide and surfaced with loose bound materials. The revised layout plans appear to indicate a 7.3m wide access which is considered acceptable. If the application is supported, the LHA recommend any proposed shared access includes the following:-

- Minimum 5m of hard bound paving.

- No gates to be erected.

- Aco drain or similar where the access falls towards the highway.

Parking & Turning Provision

Adequate parking & turning provision will be required at the development site in accordance with LPGN 16 / 21 requirements.

The LHA understand that the existing dwelling is 3 bedroom and the proposed dwelling is 1 bedroom. On this basis, provision of 4 parking spaces would be considered acceptable.

Swept Paths (Drg. No. 001 Rev P03 & 004 Rev P01)

The submitted swept path details indicate the turning movements of a 5m long car within the site and exiting the site.

The LHA comment as follows:-

Swept Paths - Drg. No. 001 Rev P03

- Parking Bay 4 – Right Turn
  The swept path of the car appears to conflict with the boundary wall on the opposite side of the road. However in this instance, it is considered likely that vehicles will typically exit the site in the northerly direction.

- Parking Bay 1 – Right & Left Turn
  The swept path of the car appears to conflict with the boundary wall on the opposite side of the road (left turn only) and the boundary wall fronting the site when turning in both directions.

The above issues need addressing on a revised layout plan.

Cycle Parking / Storage

Adequate cycle parking / storage facilities will be required for each dwelling to accord with the minimum cycle parking standards set out in LPGN 16 / Active Travel Guidance.

The submitted sketch indicates a simple rectangle being 2m x 0.75m which is inadequate. A suitable covered shelter / storefor 2 cycles would need to be a minimum of 2m x 1.2m (not shown).

The Local Highway Authority (LHA) request a suitably scaled plan indicating the proposed cycle parking / storage provision (including annotated dimensions).

Conclusion

In conclusion, the LHA request the following information:-

- **Visibility Splays**

  The applicant does not appear to have provided a revised scaled layout plan indicating the required splays. However, the submitted details do indicate that the stone boundary wall will be lowered to achieve the required splay in the northerly direction.

  The LHA recommends the applicant provides a suitably scaled revised layout plan indicating splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets *ie/ Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway. The latter dimension is used to ensure small children can be seen (Fig. 7.17).* The LHA recommends this detail / wording is indicated / annotated on a revised scaled layout plan showing the full extent of the proposed splays from the shared access.

- **Swept Path Details**

- Swept Paths (Drg. No. 001 Rev P03 & 004 Rev P01)

  The submitted swept path details indicate the turning movements of a 5m long car within the site and exiting the site.

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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.

K W Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical