MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Stuba
Our Ref:	ET/DC/PP/P/2025/0673 Res(2)	**Your Ref:**	P/2025/0673
Date:	28/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

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

LOCATION: TANYFFORDD, RUTHIN ROAD, BWLCHGWYN, WREXHAM, LL11 5UU

I refer to your consultation / email dated 20/07/2026 in respect of the above.

General

The proposed development comprises the demolition of an existing dwelling and erection replacement 4 bed dwelling with connected annexe to provide 24-hour care for a family member with complex needs.

It is also proposed to carry out improvements to the existing vehicular access and driveway. The submitted Design & Access Statement indicates that the above improvements are critical to ensure safe and inclusive access for residents, carers, emergency services and visitors.

Access

The proposed development site is located on the A525 Ruthin Road which is a rural, classified road subject to a 30mph speed limit.

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 nearside edge of the adjoining highway. Visibility from the existing access is adequate in the westerly direction providing splays in excess if 2.4 x 43m measured to the nearside edge subject to the regular maintenance of the existing hedgerow. However, visibility in the easterly direction is inadequate providing a splay of approximately 2.4 x 7m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow.

The LHA suggests that the applicant carries out improvements at the access point onto the A525 to improve visibility in the easterly direction ie/ lower / setback / remove a section of hedgerow, providing they have control of the land / hedgerow along this section.

The access / driveway is only approximately 2.4m wide and surfaced with loose bound materials. The access meets the adopted highway at an acute angle and access by vehicles approaching from the west and exiting in the westerly direction would be relatively difficult.

Highways Statement

The submitted Highways Statement includes the following:-

- The existing access will be surfaced with hard bound materials for the first 10m behind the adjoining highway.

- A turning area will be provided to enable an ambulance to turn within the site and exit in a forward gear (swept path details provided).

- There is limited scope to widen the access due to the gradient of the land.

The above improvements are considered to be beneficial in highway safety terms and it is accepted that the gradient / difference in levels at the main access make any access widening difficult.

Traffic Generation

While the proposed development may slightly increase traffic (e.g. visits by carers and family) the increase is not expected to be significant, therefore the LHA raise no objections on highway grounds.

Parking & Turning Provision

Based on LPGN 16 requirements the proposed dwelling would require a maximum of 3 parking spaces. In respect of the proposed 2 bed annexe, provision for carer(s) parking their vehicle(s) would also need to be considered.

The LHA recommend that the applicant provides a suitably scaled plan indicating the proposed parking spaces on site (plus turning space) that cater for both the replacement dwelling and parking by carers along with the swept paths of the ambulance turning within the site when the car parking spaces are occupied (including annotated dimensions).

Conclusion

In conclusion, the LHA request the following information:-

- **Parking & Turning Provision**

  Based on LPGN 16 requirements the proposed dwelling would require a maximum of 3 parking spaces. In respect of the proposed 2 bed annexe, provision for carer(s) parking their vehicle(s) would also need to be considered.

  The LHA recommend that the applicant provides a suitably scaled plan indicating the proposed parking spaces on site (plus turning space) that cater for both the replacement dwelling and parking by carers along with the swept paths of the ambulance turning within the site when the car parking spaces are occupied (including annotated dimensions).

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 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