MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0824 Res(4)	**Your Ref:**	P/2025/0824
Date:	25/08/2026		

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 24/08/2026 including revised plan / additional information in respect of the above:-

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..

The proposed access will require 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 2m 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).* This can be included as a planning condition.

It is considered possible to achieve the required splays from the proposed widened access by significant lowering of **the existing boundary walls either side of the 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 Path Details

The submitted swept path details indicate the turning movements of a 5m long car within the site and exiting the site from all parking spaces and are considered acceptable.

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 previously submitted sketch indicated a simple rectangle being 2m x 0.75m which is inadequate. A suitable covered shelter / store for 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 have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **@@@**

NONSTD **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 in both directions measured to the centreline of the adjoining highway. The required visibility envelope shall range from 1.05 m (for car drivers) to 2 m (for lorry drivers) from a setback distance of 2.4m. Drivers need to be able to see obstructions 2m high down to a point 600 mm above the adjoining carriageway within the required splays. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ07 **ACCESS SURFACE (5 metres)**

043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

ZJ09 **NO GATES TO BE ERECTED**

033R There shall be no gates or other means of enclosure erected across the vehicular access point.

ZJ46 **NO PRIVATE SURFACE WATER RUN OFF**

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

NONSTD **PROVISION OF CYCLE PARKING FACILITIES**

020R Prior to first use of the development on-site bicycle parking facilities shall be provided in strict accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of bicycles.

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