MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/DB/P/2026/0409	**Your Ref:**	P/2026/0409
Date:	21/10/2026		

PROPOSAL: ADDASU'R YSGUBOR YN ANNEDD / CONVERSION OF BARN TO DWELLING

LOCATION: BRYN Y CABANAU FARM, WREXHAM ROAD, MARCHWIEL, WREXHAM, LL13 0SR

I refer to your consultation dated 7 July 2026 regarding the above application.

The Local Highway Authority acknowledges receipt of the Design and Access Statement together with the existing and proposed site plans submitted in support of the proposal to convert the existing barn to a single four-bedroom dwelling, utilising the existing point of access onto the A525 at Bryn y Grog.

In order for the Local Highway Authority to fully assess the proposal and determine its potential impact on the local highway network, the applicant is requested to provide the following additional information:

a) Confirmation of the existing and proposed site use, including whether agricultural activities and associated vehicle movements will continue following the conversion. This should clarify whether any agricultural trip generation will remain in addition to the residential trips associated with the proposed dwelling.

b) Details of any proposed access drainage improvements to ensure that surface water associated with the access does not discharge onto the public highway. The Local Highway Authority would support the provision of suitable measures, such as an ACO drain or similar arrangement, where necessary to prevent runoff entering the highway drainage system.

c) Amended plans to scale demonstrating that appropriate visibility splays can be achieved from the existing access. The submitted information should demonstrate the availability of visibility splays of 2.4m x 160m in both directions, measured from a point set back 2.4m from the nearside carriageway edge. Given the presence of a wall at the entrance and changes in gradients/levels, the drawings should also include details of the vertical visibility envelope in accordance with National standard (with reference to TAN 18, DMBR and Manual for Streets).

d) In addition, the applicant should demonstrate that adequate stopping sight distance is available to accommodate vehicles slowing to turn right into the site from the A525.

Whilst it is acknowledged that the access is an established entrance serving existing residential, agricultural and utility-related uses, **the Local Highway Authority is aware of two serious road traffic collisions having occurred in close proximity to the access since 2022**. Given this history, it is considered reasonable to seek confirmation that the existing access arrangements provide adequate visibility and can safely accommodate even a modest increase in vehicle movements associated with the proposed residential use, together with the temporary intensification of traffic likely to occur during the construction phase.

For the purposes of the assessment, the posted 50 mph speed limit on this section of the A525 is accepted as representing the anticipated 85th percentile vehicle speed in both directions.

Pedestrian Accessibility

The site occupies a semi-rural location and would not be considered highly sustainable in terms of pedestrian accessibility. However, given the nature of the proposal and its location, the provision of significant pedestrian infrastructure improvements at the site access would be disproportionate. Future occupants would reasonably be expected to be aware of the site's rural characteristics and the associated limitations in terms of pedestrian connectivity. Whilst formal pedestrian crossing facilities and tactile provision are not available in the immediate vicinity, these factors would not, in themselves, warrant a highway objection. The prevailing highway environment is primarily suited to private vehicle movements, with pedestrian and cycle accessibility limited by the nature of the surrounding road network.

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.