MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Lois Body
Our Ref:	ET/DC/PP/P/2026/0629	**Your Ref:**	P/2026/0629
Date:	02/11/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ESTYNIAD UNLLAWR I OCHR A CHEFN YR EIDDO / SINGLE STOREY SIDE AND REAR EXTENSION

LOCATION: 9 BRYN SIRIOL, COEDPOETH, WREXHAM, LL11 3PZ

I refer to your consultation / email dated 16/10/2026 in respect of the above.

General

The proposed development comprises the erection of a single storey side and rear extension with a single width access.

Access

The proposed development is located on an unclassified, residential road subject to a 20mph speed limit.

The existing access is approximately 1.9m wide served by a 2.7m wide dropped kerb. The access is surfaced with hard bound materials and gated at the back of the footway.

The submitted Planning Statement includes the following:-

10. Parking, Access and Highway Considerations

The proposal includes an enlargement of the existing off-road parking area at the front of the property. The additional parking surface will be formed using permeable hardstanding, allowing surface water to be appropriately managed within the site rather than creating an unnecessary increase in impermeable surfacing.

To facilitate improved access to the enlarged parking area, the existing dropped kerb/vehicular crossing is proposed to be extended. The submitted Block Plan identifies both the existing crossing and proposed extension, with works to the highway being subject to the necessary Highway Authority approval.

Bryn Siriol currently experiences a notable level of on-street parking. By increasing the ability of the application property to accommodate vehicles within its own curtilage, the development has the potential to reduce the property's reliance upon on-street parking, representing a modest but positive highway benefit. The proposed access and parking alterations therefore provide a practical improvement to the existing arrangement whilst maintaining appropriate off-road parking provision.

The submitted Block Plan (Drg. No. 441/BSC/PL/102 Rev A) indicates a revised access arrangement widening the dropped kerb on the northern side of the property frontage. The LHA assume that the applicant intends lowering the kerb along the entire site frontage which would be considered acceptable. The applicant will need to apply for s.184 / 171 consent from the LHA to carry out this work. The applicant may wish to arrange for a h-bar marking to be installed across the proposed access with the LHA**.**

If the application is supported, the LHA recommends a suitable condition is included which prevents anything being erected or planted within the first 1 metre behind the back of footway greater than 0.6m in height above the adjoining carriageway level in order to maximise visibility from the proposed access.

The LHA recommends the applicant provides a revised layout plan indicating the following details :-

- **width / extent of existing / proposed dropped kerb**

- **Width of access**

- **Any proposed boundary features along the site frontage (including height above carriageway level) indicating that nothing will be erected or planted within the first 1 metre behind the back of footway greater than 0.6m in height above the adjoining carriageway level in order to maximise visibility from the proposed access.**

- **Minimum 5m of hard bound paving behind the highway boundary (not loose bound materials)**

- **Aco drain or similar to intercept any private surface water run-off where the access / driveway falls towards the highway.**

- **Proposed parking spaces (number & dimensions).**

Parking Provision

The existing property comprises 2 bedrooms. The proposed extension / layout appears to maintain the provision of 2 bedrooms with a study which could potentially be used as a 3rd bedroom. Based on LPGN 16 requirements the existing / proposed 2 bed dwelling would require a maximum of 2 cars spaces.

There would appear to be off-road parking for up to 2 cars at present. As the applicant has highlighted that Bryn Siriol currently experiences a notable level of on-street parking, it would seem preferable to provide 3 off-road parking spaces at the property.

The LHA recommends the applicant provides a revised layout plan which clearly indicates the proposed parking spaces (including annotated dimensions in accordance with LPGN 16).

Conclusion

In conclusion, the LHA requests the following information:-

- **Access**

  The LHA recommends the applicant provides a revised layout plan indicating the following details :-

  - width / extent of existing / proposed dropped kerb
  - Width of access
  - Any proposed boundary features along the site frontage (including height above carriageway level) indicating that nothing will be erected or planted within the first 1 metre behind the back of footway greater than 0.6m in height above the adjoining carriageway level in order to maximise visibility from the proposed access.
  - Minimum 5m of hard bound paving behind the highway boundary (not loose bound materials)
  - Aco drain or similar to intercept any private surface water run-off where the access / driveway falls towards the highway.
  - Proposed parking spaces (number & dimensions).

- **Parking Provision**

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  The LHA recommends the applicant provides a revised layout plan which clearly indicates the proposed parking spaces (including annotated dimensions in accordance with LPGN 16).

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