MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Philip Mullineux
Our Ref:	ET/DC/PP/P/2025/0347	**Your Ref:**	P/2025/0347
Date:	18/06/2025		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR O DIR AMAETHYDDOL I GAE SIPSIWN / TEITHWYR UN TEULU, NEWIDIADAU I FYNEDIAD I GERBYDAU / CHANGE OF USE OF LAND FROM AGRICULTURAL LAND TO A SINGLE-FAMILY GYPSY / TRAVELLER PITCH, ALTERATIONS TO VEHICULAR ACCESS

LAND AT PENTRE FRON ROAD, PENTRE FRON ROAD, COEDPOETH, WREXHAM, LL11 3BU

I refer to your consultation / email dated 23/04/2025 in respect of the above.

Access

The development site is located on Pentre Fron Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph on the approaches to the site due to the geometry of the road along this section.

The existing access is approximately 10m wide and surfaced with loose bound materials.

Based on typical speeds of 20mph, any proposed access would require visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the road given the limited carriageway width (ie/ < 4.1m wide) along this section.

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 16m to the south west and 2.4 x 18m to the north east measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site.

The submitted layout plan (Drg. No. 71434:1001) does not indicate the proposed splays from the new access. **The LHA recommend that this detail is indicated on a suitably scaled plan.**

The submitted layout plan indicates a 3.6m wide access gated at approximately 4.5m behind the adjoining highway. Any proposed gates would need to be setback a minimum distance equating to the length of a car plus touring caravan to accommodate such vehicles clear of the adjoining highway (preferably no gates to be erected). **The LHA recommend that this detail is indicated on a suitably scaled plan.**

Any proposed access would require hard bound paving for a minimum distance of 10m behind the adjoining highway.

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. **The LHA recommend an Aco drain or similar is provided across the approved access to intercept any such run off prior to first use of the development.**

Sustainability

The site is accessed along Pentre Fron Road and can be reached either via Talwrn Road to the south west or Llewelyn Road to the north east. There are no footways along Pentre Fron Road and very limited lighting provision. The lane typically comprises mature hedgerows either side of the road and forward visibility is limited in a number of locations. There are very limited opportunities for 2 vehicles to pass given the narrow nature of the lane and any larger vehicles are likely to struggle along a number of sections along the lane.

The development site is located on a remote, rural, classified road along which there is no footway provision and limited lighting provision. There are no local facilities / services available. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

Swept Path Details (Caravan Delivery)

Given the geometry of the lane, it is considered likely to be difficult for a low loader or similar vehicle to transport a static caravan to the site. No details of how such a vehicle would negotiate the lane to deliver a large caravan have been submitted. **The LHA would recommend that appropriate swept path details of such a vehicle accessing, maneuvering along the lane inc. entering and exiting the site are provided.**

Parking & Turning Provision

Parking and turning provision at the site would need to comply with LPGN 16 requirements. The provision of 2 no. parking spaces for a 2 bed static caravan would be considered acceptable. However, each proposed 4.8m parking space would require a minimum clearance of 6m behind for maneuvering. This has not been indicated on the submitted layout plan. **The LHA would recommend that appropriate turning space is provided / indicated (including annotated dimensions) on a revised layout plan.**

Conclusion

In conclusion, given the issues highlighted above, it would be difficult to support the proposed development for the reasons highlighted above.

KW Edwards

Contracts and 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 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.