MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0431	**Your Ref:**	P/2025/0431
Date:	01/08/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR O AMAETHYDDIAETH I ARDALOEDD LLINIARU ECOLEGOL YNGHYD AG ADEILADU BYNDIAU / CHANGE OF USE OF LAND FROM AGRICULTURE TO ECOLOGICAL MITIGATION AREAS TOGETHER WITH CONSTRUCTION OF BUNDS

LOCATION: LAND OFF, FRANCIS LANE, RIDLEY WOOD, WREXHAM, LL13 9YB

I refer to your consultation / email dated 21/04/2024 in respect of the above.

General

The site comprises two areas of land as follows:-

Land off Francis Lane ("the Northern Ecological Mitigation Area") and Land adjacent to the B5130 and Land off Maesgwyn Lane ("the Southern Ecological Mitigation Area"), Wrexham. Combined, they extend to approximately 20.85 ha and both currently comprise agricultural land.

Physical changes to the land are proposed for the Land off Francis Lane and the Land off the B5130, however no physical change will occur to the land off Maesgwyn Lane. For the Land off Maesgwyn Lane, this planning application is seeking to continue the use of this land as agricultural.

The Northern Ecological Mitigation Area is bound by residential dwellings to the west including an area of hardstanding. The site is bound to the north and east by agricultural fields, with a new development proposal for an extension to the industrial estate submitted to Wrexham Council for the land southeast of Francis Lane.

The Southern Ecological Mitigation Area is bound by Wrexham Industrial Estate to the west, the existing Net World Sports Headquarters to the north and open fields to the east and south. The B5130 splits the parcels up, with three parcels located to the west of the road and one to the east. In total, this area is approximately 17.14 ha.

The Southern Ecological Mitigation Area is made up of four separate parcels of land. The land in between parcels one and two is held in Third Party ownership and already benefiting for planning permission for ecological purposes.

There is an existing Public Right of Way (PRoW) which runs close by to the north and west boundary of parcel 2. This will remain on site within this development proposal.

Access

Francis Lane Site (Phase 1A)

The development site is located on Francis Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph along this section given the geometry of the road.

Assuming typical speeds of 40mph, TAN 18 would require any proposed access to provide visibility splays of 2.4 x 120m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

There is an existing field access serving the site which is 3.6m wide and gated at 2.6m behind the edge of carriageway. Visibility from this access is inadequate providing splays of approximately 2.4 x 7m in both directions measured to the centerline of the adjoining highway. Visibility can be permitted to the centrelne of the road in this instance given the restricted carriageway width along this section. The access is unsurfaced.

However, it is not clear if this access is to be used to serve the development site. **The LHA recommend further details on the following:-**

- Which access is proposed to serve the site during and after the proposed works.

- Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

- Details of any proposed improvements to access or provision of passing bays.

- Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

B5130 Holt Road Site (Phase 2)

The development site is located on the B5130 Holt Road which is a rural, classified road subject to a 30mph speed limit.

Assuming typical speeds of 30mph, any existing / proposed access would require visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

There is an existing field access serving the site which is 4.5m wide and gated at approximately 8m behind the edge of carriageway. Visibility from this access is adequate in the northerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 20m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow. The access is unsurfaced.

However, it is not clear if this access is to be used to serve the development site. **The LHA recommend further details on the following:-**

- Which access is proposed to serve the site during and after the proposed works.

- Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

- Details of any proposed improvements to access or provision of passing bays.

- Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

Maesgwyn Lane Site (Phase 1B)

The development site is located on Maesgwyn Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph for vehicles travelling southbound and 30mph for vehicles travelling northbound along this section given the geometry of the road.

Assuming typical speeds of 40mph, any existing / proposed access would require visibility splays of 2.4 x 120m in the northerly direction measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height. Assuming typical speeds of 30mph, any existing / proposed access would require a visibility splay of 2.4 x 43m in the southerly direction measured to the centreline of the adjoining highway Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

There is an existing field access serving the site which is 3.6m wide and gated at 4.4m behind the edge of carriageway. Visibility from this access is inadequate providing splays of approximately 2.4 x 7m in both directions measured to the centerline of the adjoining highway. Visibility can be permitted to the centrelne of the road in this instance given the restricted carriageway width along this section. The access is unsurfaced.

However, it is not clear if this access is to be used to serve the development site. **The LHA recommend further details on the following:-**

- Which access is proposed to serve the site during and after the proposed works.

- Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

- Details of any proposed improvements to access or provision of passing bays.

- Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

B5130 Holt Road Site (Phases 1B, 2 & 3)

The development site is located on the B5130 Holt Road which is a rural, classified road subject to a 20mph speed limit.

The site comprises 3 phases ie/ Phase 1B to the north, Phase 2 to the south and Phase 3 to the east all of which appear to be served by a central shared access.

Assuming typical speeds of 20mph, any existing / proposed access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

There is an existing field access serving the site which is 3.7m wide and gated at approximately 6.3m behind the edge of carriageway. Visibility from this access is adequate in the southerly direction providing a splay of approximately 2.4 x 29m measured to the nearside edge of the adjoining highway. However, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 12m measured to the nearside edge of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow / 3rd party land. The access is unsurfaced.

However, it is not clear if this access is to be used to serve the development site. **The LHA recommend further details on the following:-**

- Which access is proposed to serve the site during and after the proposed works.

- Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

- Details of any proposed improvements to access or provision of passing bays.

- Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

Public Rights of Way

Any existing public footpaths that pass through the development sites and should not be interfered with. The LHA strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Highway Condition Survey

Subject to the review of the requested information, it may be considered appropriate to include a condition requiring a “Highway Condition Survey (Before / After the proposed works)” to assess any potential damage to the existing highway verges.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Subject to the review of the requested information, it may be considered appropriate to include a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking.

In Conclusion:-

The LHA request the following additional information:-

- **All Sites / Phases**

  - Which access is proposed to serve the site during and after the proposed works.

  - Details of any existing / proposed access points ie/ access width, visibility splays, access surfacing , position of any gates from carriageway edge, max size / length of vehicles likely to visit the site, details of proposed parking & turning provision for such vehicles, maximum number of vehicles requiring parking on site at any one time (plan showing adequate provision), which routes will these vehicles take to and from the site, details of existing / proposed daily vehicle movements, duration (time period) of works.

  - Details of any proposed improvements to access or provision of passing bays.

  - Details of any Public Rights of way passing through the proposed sites (indicated on plans with any proposed modifications)

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.