Horsley Lodge, Marford, Wrexham

Highways Technical Note 02

Description of Proposed Site Access

Prepared for: Mrs A Kynaston-Mainwaring

July 2025

3659-01-HTN02

1.0 INTRODUCTION

Preamble

1.1.1 Axis has been appointed by Mrs. A Kynaston-Mainwaring to provide highways and transport advice relating to Condition 10 of a recently approved planning application (Ref: P/2024/1018), which permits alterations and extensions to an existing residential property, including a loft conversion and the addition of a basement with garage. The planning permission, approved on 20th December 2024 and the Decision Notice (included in **Appendix A)**, states under Condition 10 that the existing vehicular access must be permanently closed before the new access shown on **Axis Drawing 3659-01-D02 Rev A** (shown in **Appendix B**) is brought into use, following prior written approval from the Local Planning Authority (LPA).

1.1.2 This Highways Technical Note 02 (HTN02) has been prepared to support an application to vary to Condition 10, to be submitted to Wrexham County Borough Council (WCBC), acting as both the LPA and Local Highway Authority (LHA). The proposed amendment seeks to retain the existing access for inbound vehicle movements only, while using the newly-approved access onto Hoseley Lane (see also **Drawing 3659-01-D02 Rev A** in **Appendix B**) exclusively for outbound movements. This access arrangement is required under Condition 12 of the permission.

Background & Pre-Application Discussions

1.1.3 Axis held pre-application discussions (Ref. ENQ-2023-0194) with the LPA at WCBC in 2023 and the discussions were related to the new access point off Cox Lane, in addition to the existing site access at the junction of Hoseley Lane / Cox Lane.

1.1.4 A summary of the LHA's comments is provided below, and a full copy of the LHA's pre-application response is contained in **Appendix C**, to the rear of this report:

i) Whilst Hoseley Lane is subject to a 60mph speed limit, typical vehicle speeds are likely to be at around 30mph due to the geometry of the road within the vicinity of the site;

ii) On the basis of the above, any access located off Hoseley Lane would need to provide visibility splays of 2.4m x 43m in both directions, measured to the nearside edge of the carriageway where it is a minimum of 4.1m wide, and to the centreline of the approaching carriageway where the carriageway is less than 4.1m wide;

iii) The LHA sets out that the existing site access located at the junction of Hoseley Lane / Cox Lane is substandard in terms of its design / layout, and the lack of visibility that is achievable in the southerly direction due to the existing boundary wall / hedge;

iv) Any access off Cox Lane would be required to provide visibility splays of 2.4m x 25m. Details of visibility and the geometry of a new access would need to be provided on a suitably scaled and annotated layout plan; and

v) If an alternative access is proposed off Cox Lane to a suitable deign / standard, then the LHA recommend that the site existing access is closed up. One of the LHA's reasons for this is because it would be difficult to control a one-way system through the site as a result of the creation of a new access.

1.1.5 Following the pre-application discussions, Axis prepared a HTN01B dated April 2024 in support of the now-approved application (Ref: P/2024/1018). Within the HTN01B, the new access onto Hoseley Lane was established and is shown on **Axis Drawing 3659-01-D02 Rev A** in **Appendix B** of this HTN.

1.1.6 As discussed earlier in the preamble, Condition 12 of the approval states; *"Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No.03659-01-D02 REV A".* This drawing shows a 4.5m wide access road with 4m kerb radii onto Hoseley Lane with 2.4m x 40m visibility splays to the centreline of the carriageway to both the left and right. In addition, the drawing shows the swept path tracking of a farm tractor turning left and right out of the new access (tractor access to the wider agricultural land is retained).

1.1.7 The remainder of this HTN02 has been prepared to support the proposed variation to Condition 10, specifically to justify the retention of the existing access for inbound vehicle movements only. Appropriate infrastructure will be proposed to enforce this restriction, ensuring that all outbound traffic exits the site via the newly-approved access onto Hoseley Lane.

Report Structure

1.1.8 The remainder of this HTN02 is structured as follows:

i) Chapter 2 sets out the existing highway-related conditions on and around the site;

ii) Chapter 3 provides a description of the proposed development, including a description of, and justification for, the proposed site access arrangements; and

iii) Chapter 4 summarises the report and concludes that there are no transport or highway-related reasons why the variation to Condition 10 should not be approved.

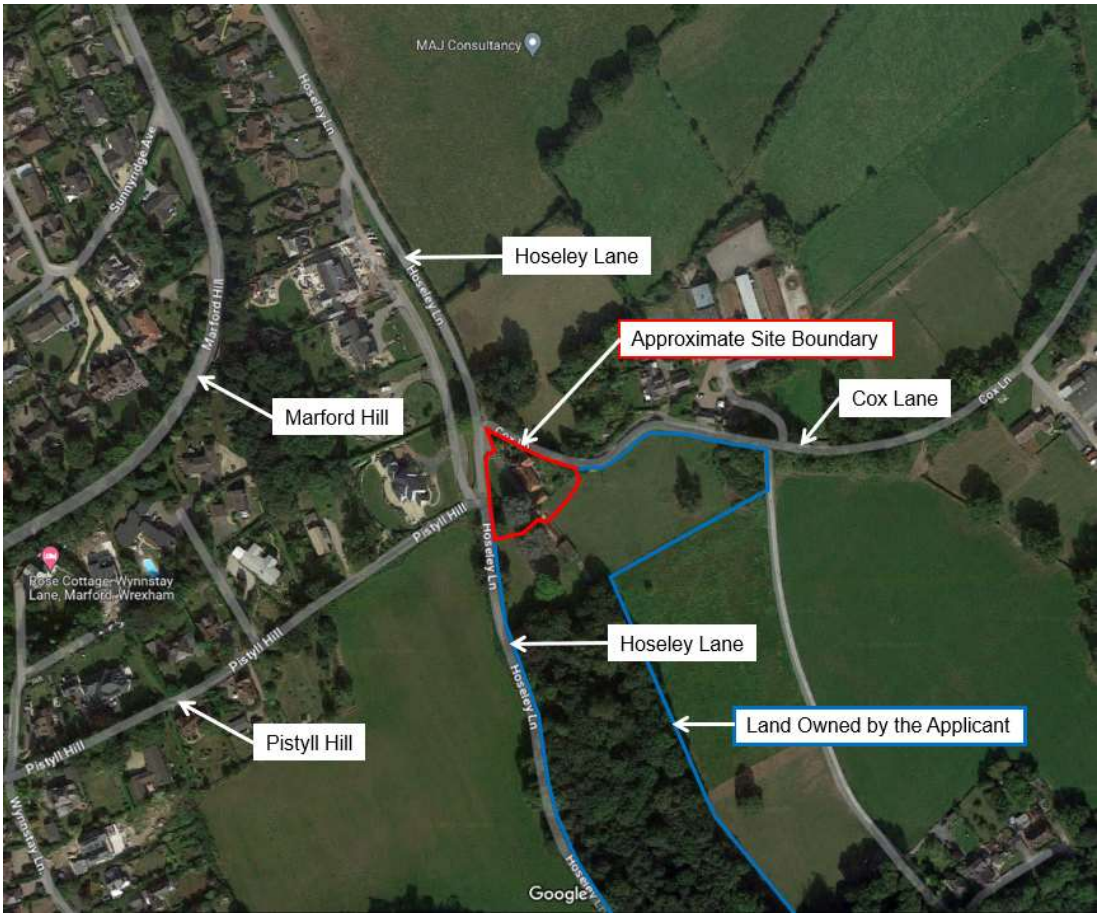
2.0 EXISTING CONDITIONS

Site Location

2.1.1 The site is located at the junction of Hoseley Lane / Cox Lane, on the eastern edge of Marford Village.

2.1.2 The location of the site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location



Existing Use and Access Arrangements

2.1.3 The site currently comprises a single storey, three-bedroom cottage. Access is achieved via a priority-controlled junction on the corner of the Hoseley Lane / Cox Lane junction. It comprises a circa 3.4m wide access with gates set back approximately 8m behind the edge of the carriageway.

2.1.4 The existing site access is shown on **Image 2.2**.

Image 2.2 – Existing Site Access Junction



2.1.5 Visibility from the existing access is adequate in the northern direction along Hoseley Lane. However, visibility is constrained to the south along Hoseley Lane, and to the south-east along Cox Lane due to the location of the boundary wall on either side of the access and the geometry / layout of the highway network local to the site.

2.1.6 Specifically, **Drawing Number 3659-01-D01** in **Appendix D** demonstrates that the following level of visibility is achievable from the existing site access:

i) 2.4m x 100m+ visibility splay to the north of the existing access for vehicles turning right out of the site onto Hoseley Lane;
ii) 2.4m x 8m visibility splay to the south-east of the existing access for vehicles turning right out of the site onto Cox Lane; and
iii) 2.4m x 14m visibility splay to the south of the existing access for vehicles turning left out of the site onto Hoseley Lane.

Local Highway Network

Hoseley Lane

2.1.7 Hoseley Lane is a rural, C-classified road which routes in a general north – south direction between its priority-controlled junction with Marford Hill to the north, and its priority-controlled junction with Borras Road to the south.

2.1.8 Within the vicinity of the site, Hoseley Lane has a carriageway width of approximately 3.8m and is subject to a 60mph speed limit.

Cox Lane

2.1.9 Cox Lane routes in an easterly direction from its priority-controlled junction with Hoseley Lane at the northern corner of the site and ultimately connects to Park Lane.

2.1.10 Cox Lane is also a rural, C-classified road which comprises a single lane two-way carriageway with a width of approximately 4.0m within the vicinity of the site.

Pistyll Hill

2.1.11 Approximately 35m to the south of the Hoseley Lane / Cox Lane junction, Hoseley Lane forms a priority-controlled junction with Pistyll Hill.

2.1.12 Pistyll Hill is an unclassified, rural road which routes in a westerly direction towards Wynnstay Lane. It is subject to a 60mph speed limit and a Traffic Regulation Order (TRO) regime in the form of a 7.5T weight restriction (except for access).

Highway Safety

2.1.13 The online CrashMap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the application site for the most recently available complete 5-year period (2019-2023 inclusive). This is shown on **Image 2.3**.

Image 2.3 – CrashMap Extract (2019 – 2023 Inclusive)



2.1.14 **Image 2.3** demonstrates that, notwithstanding the substandard nature of the existing access (see **Section 2.2**) no accidents have been recorded within the vicinity of the site between 2019 and 2023 (inclusive).

2.1.15 Highway safety is not therefore considered to present a cause for concern in the context of the proposed development.

3.0 DEVELOPMENT PROPOSALS

Overview

3.1.1 As discussed at Chapter 1, planning permission was granted in December 2024 for alterations and extensions including a loft conversion and the addition of a basement with garage to a single dwelling house at Horsley Lodge, in Marford, Wrexham.

3.1.2 The client wishes to vary planning Condition 10 which otherwise requires permanent closure of the existing access on the corner of Hoseley Lane / Cox Lane.

3.1.3 It is instead proposed that physical alterations to the existing access will be made to the gates at the existing access to enable it to operate as inbound only, with all vehicles exiting via the newly-approved junction onto Hoseley Lane.

Proposed Revised Site Access Arrangements

3.1.4 The proposed revised site plan is shown at **Flint Architecture Drawing 2304 / PL03 Rev 03 attached in Appendix E.** The proposed alterations are discussed below with reference to the numbering on the drawing.

i) Inbound-Only Access (Corner of Hoseley Lane / Cox Lane)

The existing access at the junction of Hoseley Lane and Cox Lane will be retained for inbound vehicle movements only. Inward-opening gates will be installed, as detailed on **Drawing 2304 / PL17** attached in **Appendix E.** Vehicle detection sensors will be installed on the outside of the gate pillars only. These sensors will trigger the gates to open inward for vehicles entering the site. No sensors will be installed on the inside of the gate pillars, meaning vehicles attempting to exit via this access will be unable to activate the gates, which will remain closed.

ii) Driveway Surface and Tree Root Protection

The existing tarmac driveway will be replaced with Breedon self-binding gravel, providing a permeable surface more in keeping with the rural setting. The current parking area located in front of the dwelling will be removed to avoid encroachment into the tree root protection zone, thereby preserving existing mature trees. Its removal will also make it improbable for vehicles to undertake a three-point turn to exit via the inbound-only access, thus physically reinforcing the intended one-way internal operation of the property.

iii) New Access Construction (Hoseley Lane Junction)

The new vehicular access onto Hoseley Lane will be constructed with a 10-metre length of bituminous macadam surfacing from the highway edge. This is in accordance with Condition 6 of the approved planning permission (Ref: P/2024/1018), ensuring a durable and stable junction suitable for vehicle movements. The kerb radii will be increased from 4.5m to 6m as shown on **Flint Architecture Drawing 2304 / PL03 Rev 03.**

iv) Outbound-Only Access Track

The new outbound access route leading from the property to Hoseley Lane will be constructed using a 'no-dig' method to protect tree roots along its alignment. The track will be surfaced with Breedon Amber self-binding gravel.

3.1.5 It is reconfirmed that the proposed development will not lead to any intensification of traffic movements to or from the site, as the use of the property will remain as a single dwellinghouse.

3.1.6 The proposed access arrangements comprising inward-opening, inbound-only gates at the existing access together with the newly-approved outbound access onto Hoseley Lane will improve the safety and efficiency of vehicle movements associated with the site. These arrangements are expected to benefit the operation of the local highway network. Accordingly, there is no highway justification for requiring the permanent closure of the existing access.

4.0 SUMMARY AND CONCLUSIONS

Summary

4.1.1 This Highways Technical Note 02 has been prepared by Axis on behalf of Mrs. A Kynaston-Mainwaring to support a proposed variation to Condition 10 of planning permission P/2024/1018, granted in December 2024. The approved development relates to alterations and extensions to an existing residential property at Hoseley Lodge, Marford, including a loft conversion and basement garage. Condition 10 currently requires the permanent closure of the existing access at the corner of Hoseley Lane and Cox Lane before the new access is brought into use.

4.1.2 The revised proposal seeks to retain the existing access for inbound vehicle movements only, supported by physical infrastructure including inward-opening gates and one-way vehicle detection sensors. All outbound vehicle movements would be directed via the newly approved access onto Hoseley Lane.

4.1.3 The proposed site access arrangements have been developed with due regard to highway safety and design standards. The existing tarmac driveway will be replaced with a more sympathetic and permeable Breedon gravel surface, while the parking area in front of the dwelling will be removed to protect tree root zones and prevent vehicle turning that might undermine the one-way system. The new outbound access will be constructed using a no-dig methodology and surfaced with Breedon Amber gravel, while the first 10 metres of the new access onto Hoseley Lane will be surfaced in bituminous macadam to comply with Condition 6 of the permission.

Conclusion

4.1.4 Overall, with the proposed controlled gate mechanism restricting the existing access to inbound vehicle movements only, it is considered that there is no highway or transport-related reason why Condition 10 should not be varied to allow the continued use of the existing access for inbound movements.

Appendix A – Decision Notice

In pursuance of its powers under the Acts an Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

Applicant MRS ALISON KYNASTON-MAINWARING

Reference P/2024/1018

Agent MR WILLIAM FLINT
FLINT ARCHITECTURE, THE STUDIO, PLAS YN GROVE,HORSESHOE LANE, SHROPSHIRE SY12 9JT

Date Received 09/05/2024

Decision Date 20/12/2024

Town and Country Planning Act, 1990

Location of Application

HORSLEY LODGE, HOSELEY LANE, MARFORD, WREXHAM, LL12 8YD

Description of Application

ADDASU AC ESTYN TY, YN CYNNWYS TROS'IR ATIG A CHREU ISLAWR GYDA GAREJ
ALTERATIONS AND EXTENSIONS TO EXISTING HOUSE INCLUDING LOFT CONVERSION AND ADDITION OF BASEMENT WITH GARAGE

In reaching this decision the Council has had regard to the following relevant policies: -

National Policies and Technical Advice Notes (TAN):
TAN 12 : Design

Wrexham Local Development 2013 – 2028:

DM1 - Development Management Considerations
SP12 - Design Principles & Masterplanning Framework
SP2 - Location of Development

Revision	Date	Description of Decision
0	20/12/2024	Planning permission issued

Particulars of decision : GRANTED subject to the following:-

Condition(s)

In pursuance of its powers under the Acts an Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

wrexham COUNTY BOROUGH COUNCIL CYNGOR BWRDEISTREF SIROL wrecsam

Applicant MRS ALISON KYNASTON-MAINWARING

Reference P/2024/1018

Agent MR WILLIAM FLINT FLINT ARCHITECTURE, THE STUDIO, PLAS YN GROVE,HORSESHOE LANE, SHROPSHIRE SY12 9JT

Date Received 09/05/2024

Decision Date 20/12/2024

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.

2. The development shall only be carried out in strict accordance with the details shown on the following plan(s) and document(s): PL09 Rev 02, PL08 Rev 02, PL07 Rev 02, PL03 Rev 02, PL01 REV 2

3. Prior to the commencement of the development hereby permitted, samples of the materials to be used in the construction of the external surfaces of the development shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

4. The development hereby permitted shall not be occupied until the measures to deliver net benefit for biodiversity (NBB) shown on Ecological Impact Assessment REF HOR100723 have been implemented in full. The measures shall thereafter be maintained for the lifetime of the development.

5. No land drainage run-off or surface water shall be permitted to discharge or connect to the public sewerage system, either directly or indirectly, and foul and surface water shall be drained separately from the site.

6. 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 10 metres behind the adjoining highway.

In pursuance of its powers under the Acts an Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

wrexham COUNTY BOROUGH COUNCIL CYNGOR BWRDEISTREF SIROL wrecsam

Applicant MRS ALISON KYNASTON-MAINWARING

Reference P/2024/1018

Agent MR WILLIAM FLINT FLINT ARCHITECTURE, THE STUDIO, PLAS YN GROVE,HORSESHOE LANE, SHROPSHIRE SY12 9JT

Date Received 09/05/2024

Decision Date 20/12/2024

7. Prior to first use of the development hereby permitted the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

8. No development shall take until a scheme of landscaping has been submitted to and approved in writing by the Local Planning Authority.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any Order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within shall be erected, constructed or placed across the access within 11 metres of the highway boundary.

10. The existing vehicular access as shown on the plan numbered3659-01-D02 REV A shall be permanently closed up prior to first use of the new vehicular access hereby approved in accordance with details that shall first have been submitted to and approved in writing by the Local Planning Authority.

11. Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

12. Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. 3659-01-D02 REV A

In pursuance of its powers under the Acts an Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

Applicant MRS ALISON KYNASTON-MAINWARING

Reference P/2024/1018

Agent MR WILLIAM FLINT
FLINT ARCHITECTURE, THE STUDIO, PLAS YN GROVE,HORSESHOE LANE, SHROPSHIRE SY12 9JT

Date Received 09/05/2024

Decision Date 20/12/2024

Reason(s)

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

2. To comply with Section 91(3) of the Town and Country Planning Act, 1990.

3. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DM1, SP12 and SP14 of the Wrexham Local Development Plan.

4. To ensure the development delivers net benefit to biodiversity in accordance with paragraph 6.4.5 of Planning Policy Wales 12.

5. To protect the integrity of the public sewerage system and prevent hydraulic overloading of the public sewerage system. To protect the health and safety of existing residents and to ensure no detriment to the environment in accordance with Policy DM1 of the Wrexham Local Development Plan.

6. To ensure that no deleterious material is carried onto the highway, in the interests of highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.

7. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy DM1 of the Wrexham Local Development Plan.

In pursuance of its powers under the Acts an Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

Applicant MRS ALISON KYNASTON-MAINWARING

Reference P/2024/1018

Agent MR WILLIAM FLINT FLINT ARCHITECTURE, THE STUDIO, PLAS YN GROVE,HORSESHOE LANE, SHROPSHIRE SY12 9JT

Date Received 09/05/2024

Decision Date 20/12/2024

8. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies DM1, SP12 and SP14 of the Wrexham Local Development Plan.

9. In the interests of highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.

10. In the interests of highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.

11. In the interests of highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.

12. In the interests of highway safety in accordance with Policy DM1 of the Wrexham Local Development Plan.



David Fitzsimon
Prif Swyddog Yr Economi a Chynllunio, Cyngor Bwrdeistref Sirol Wrecsam
Chief Officer Economy and Planning, Wrexham County Borough Council

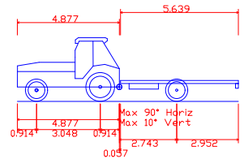
Refer to Statement of Applicant's Rights and General Information on our planning web site at:-
Planning and building control | Wrexham County Borough Council

Appendix B – Approved Axis Drawing Number 3659-01-D02

Q:\3651-3700\3659-01 Horsley Lodge, Marford\Dwgs\CAD\DWG, NO 3659-01-D01 & D02.dwg



Design Vehicle:



Farm Tractor	
Overall Length	10.572m
Overall Width	3.048m
Overall Body Height	3.048m
Min Body Ground Clearance	0.586m
Max Track Width	3.048m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.700m

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Client

Mrs A Kynaston-Mainwaring

Project

Horsley Lodge, Marford, Wrexham

Drawing Title

Proposed Site Access

Scale: **1:500 @A3**

Status: **Preliminary**

Date: **04-04-2024**

Drawn: **AB**

Checked: **LK**

Dwg no: **3659-01-D02**

Rev

Appendix C – Pre-App Response ENQ-2023-0194

MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:** FAO:	Chief Officer Economy & Planning **Amy Brittain**
Our Ref:	ET/DC/PP/ENQ-2023-0194	**Your Ref:**	ENQ-2023/0194
Date:	27th October 2023		

Proposed Extension to Existing House and New Access

Horsley Lodge, Hoseley Lane, Marford, Wrexham.

I refer to your email / enquiry (ref: ENQ-2023-0194) and email from Flint Architecture dated 18/10/2023 in respect of the above.

Access (off Hoseley Lane)

The proposed development site is located on Hoseley Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

Based on typical speeds of 30mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway where the carriageway is a minimum of 4.1m wide and to the centerline where the carriageway is less than 4.1m wide. Visibility from the existing access serving Horsley Lodge appears adequate in the northerly direction providing a splay in excess of 2.4 x 100m measured to the nearside edge. However, visibility in the southerly direction is inadequate providing a splay of approximately 2.4 x 32m measured to the centerline of the road. Visibility is impeded in this direction by the existing boundary wall / hedge.

The access is approximately 3.4m wide, gates setback approximately 8m behind the edge of carriageway and paved with hard bound materials. This existing access is of inadequate design / layout. The access is also located in close proximity to the junction with Cox Lane which is far from ideal.

If an alternative access is being proposed off Cox Lane of a suitable design / standard, then I would normally recommend the existing sub-standard access onto Hoseley Lane is closed up. The submitted Design Statement appears to suggest that the existing sub-standard access will be left operational with an additional access being constructed along Cox Lane so a one way system can be operated exiting via the new access. This would be difficult to control and would not be supported from a highways perspective

Hoseley Lane is typically narrow and vehicles quite commonly struggle to pass each other simultaneously. Forward visibility along Hoseley Lane is also poor due to the existing hedgerows and geometry of the road. Hoseley Lane has no street lighting provision (to the south of Cox Lane) or any footway provision on either side of the road.

Alternative Access (off Cox Lane)

The proposed alternative access is located on Cox Lane which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the geometry of the road along this section.

Based on typical speeds of 20mph any existing / proposed access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway.

Insufficient details of the proposed access have been provided in respect of proposed visibility splays, forward visibility or width / design / drainage of the access. **I would recommend that this detail is provided on a suitably scaled / annotated layout plan.**

Cox Lane is typically narrow and vehicles quite commonly struggle to pass each other simultaneously. Forward visibility towards Hoseley Lane is also poor due to the existing hedgerows and geometry of the road.

Cox Lane has no street lighting provision or any footway provision on either side of the road.

Parking & Turning Provision

Parking provision at the site will need to be compliant with LPGN 16 requirements.

I would recommend that a suitable turning facility is provided within the curtilage of the site.

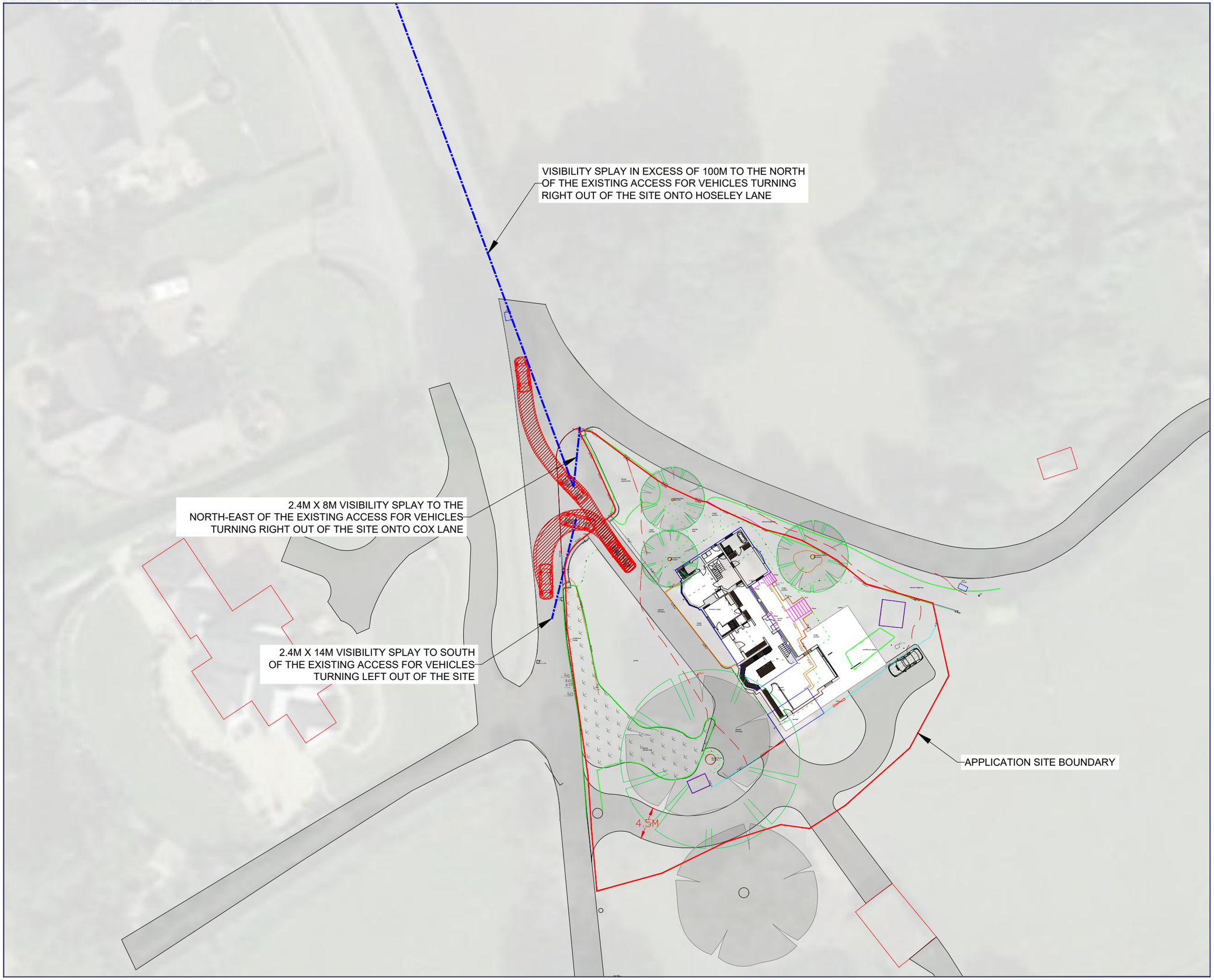
There would appear to be adequate parking and turning provision proposed at the site.

I await the requested information.

Chief Officer, Environment & Technical

Appendix D – Existing Axis Drawing Number 3659-01-D01

Q:\3651-3700\3659-01 Horsley Lodge, Marford\Dwgs\CAD\DWG. NO.3659-01-D01 & D02.dwg



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Client
Mrs A Kynaston-Mainwaring

Project
Horsley Lodge, Marford, Wrexham

Drawing Title
Visibility Splays from Existing Site Access

Scale
1:500 @A3

Status
Preliminary

Date
04-04-2024

Drawn
AB

Checked
LK

Dwg no
3659-01-D01

Rev

Appendix E – Proposed Flint Architecture Alteration Drawings



Drawing Legend

1	Entrance gate upgraded to entry only
2	Existing tarmac driveway repaired
3	Parking removed to protect tree roots
4	Existing garden room demolished
5	Existing shed demolished
6	Red line denotes extent of existing house
7	Existing garage demolished
8	New patio and landscaping with garage under
9	Existing hedge / planting
10	Lawn
11	New front door to house
12	Existing track unchanged
13	New low stone wall 400mm high with cast iron railing
14	New estate railings
15	Timber gate
16	Paddock (outside of application area)
17	New access to Hoseley Lane
18	New 'no-dig' driveway to safeguard root systems
19	Existing ground re-shaped to form landscaped bank
20	New permeable gravel driveway and parking at lower ground floor level accessing garage
21	Landscaped bank
22	New permeable gravel pathway
23	New permeable paved driveway to lower ground floor
24	New mixed native species hedge / planting
25	New trees

0 2 5 10 20m

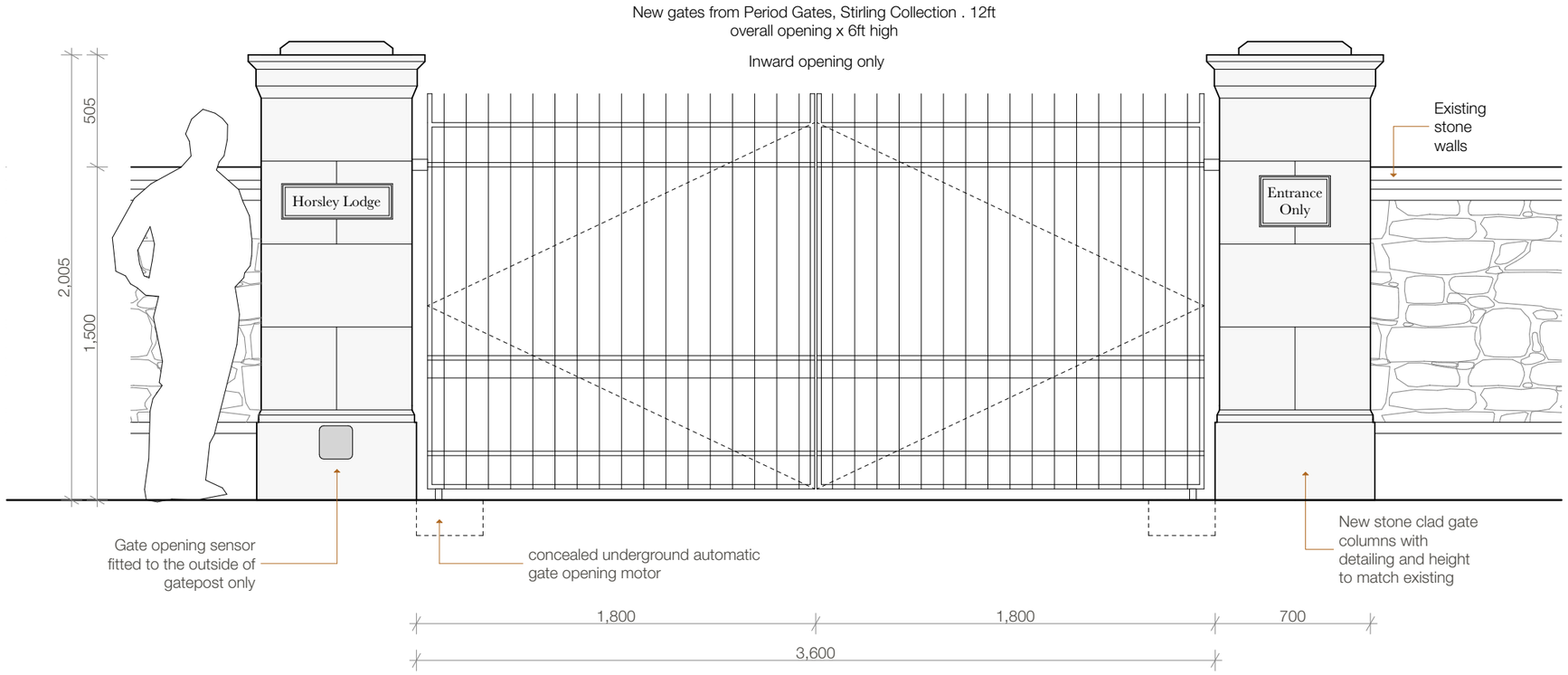
Rev. ID	Ch. ID	Change Name	Date	Modified by
02	Ch-03	Planning Application	02-May-24	Matt
03	Ch-013	Driveway enlarged	29-Jul-25	William Flint
	Ch-015	Boundary fence/wall details added and driveway radius to the main road increased		William Flint
	Ch-016	Parking removed to protect tree roots		William Flint
	Ch-017	One-way gate details added and gates upgraded		William Flint

PL03 Rev 03 | Planning Application | Site Plans - Proposed | 29 July 2025

2304 | Horsley Lodge Marford, Wrexham | 1:250_A3

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FLINT ARCHITECTURE

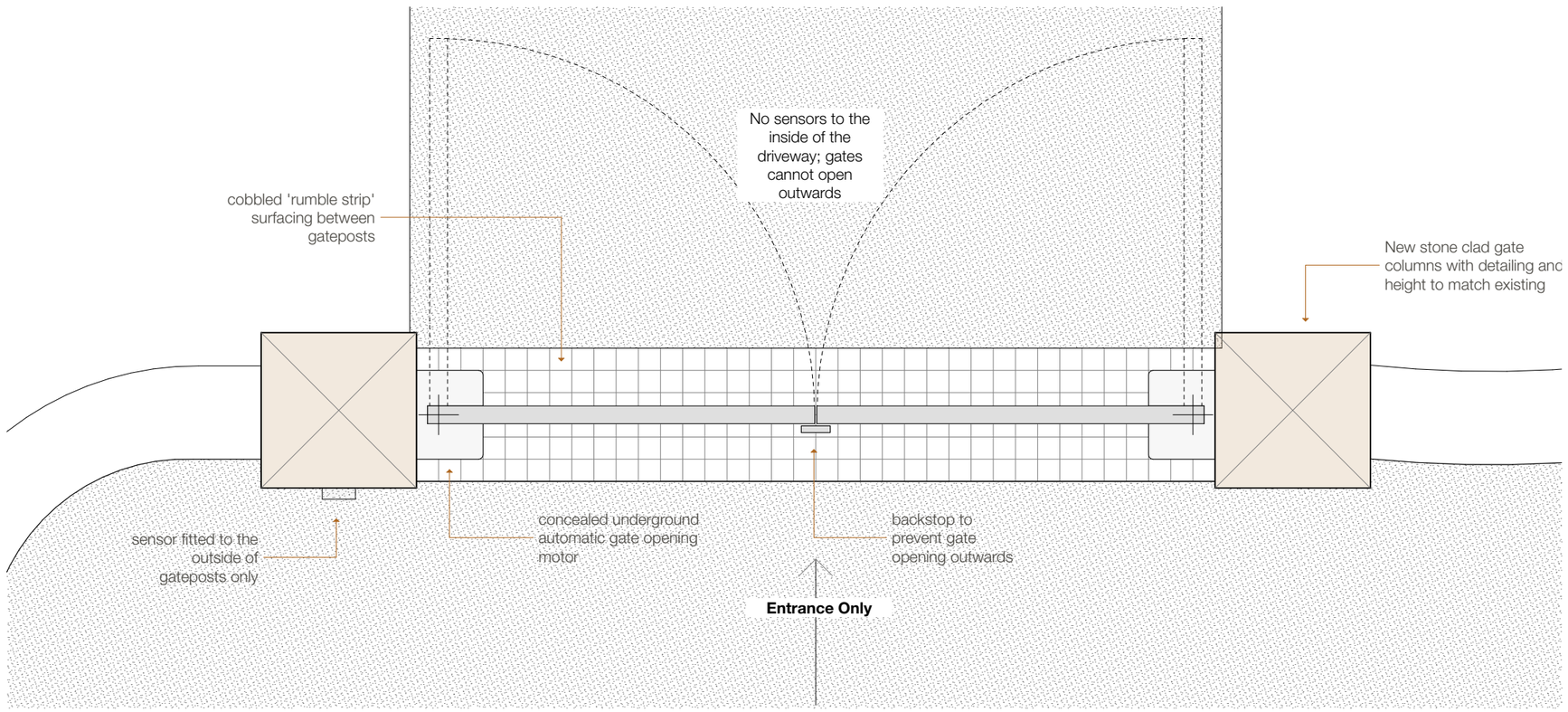


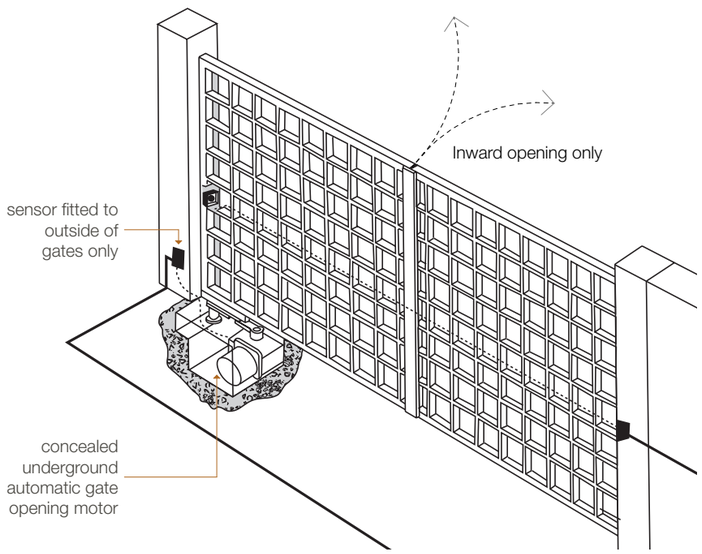


Photograph of the existing entrance to be improved



Gate detail; 12ft cast iron gate from Period Gates, Stirling Collection





Schematic diagram of gate opening mechanism; Came Frog-P Kit

PL17 Rev | Planning Application | **Entrance and Exit Gate Details** | 25 June 2025

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