MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0637	**Your Ref:**	P/2025/0637
Date:	22/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMRYWIO AMODAU 2 A 10 CANIATÂD CYNLLUNIO P/2024/1018 I DIWYGIO CYNLLUN Y SAFLE A GEIRIAD AMOD / VARIATION OF CONDITIONS 2 AND 10 OF PLANNING PERMISSION P/2024/1018 TO AMEND SITE LAYOUT AND WORDING OF CONDITION

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

I refer to your consultation / email dated 12/09/2025 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.

In respect of the previous planning consent at the site (ref: P/2024/1018), the LHA included comments as follows:-

As an alternative access is being proposed off Hoseley Lane of a suitable design / standard, then the LHA would typically recommend the existing sub-standard access onto Hoseley Lane is closed up. It is understood that the existing sub-standard vehicular access will be permanently closed up / locked with only pedestrian access being permitted if required. This can be controlled by a suitable condition.

The LHA do not normally support the use of 2 vehicle access points for a single dwelling where the original access is sub-standard in the interests of highway safety.

The existing access arrangement is far from ideal given the following:-

- Any vehicles approaching from the north along Hoseley Lane indicating to turn left into the property in such close proximity to the junction with Cox Lane are likely to cause confusion to any vehicles waiting at the junction of Cox Lane waiting to turn right along Hoseley Lane and could pull out of the junction thinking that the approaching vehicle on Hoseley Lane is intending to turn left into Cox Lane. A similar issue may occur in respect of vehicles approaching along Hoseley Lane from the south when vehicles are waiting to exit the Cox Lane junction.

  It is not clear how the proposed vehicle detection sensors would operate in terms of timing and may cause vehicles to wait whilst the gates open.

- The previous application referred to providing access to a tractor / trailer which was 10.572m in length. Given the depth of the existing access to the gates, such a vehicle has the potential to encroach onto the highway whilst waiting for the gates to open.

- Given the geometry of the existing access, it would appear awkward for either a car or tractor / trailer to turn right into the access off Hoseley Lane.

The LHA understand that the LPA would not view the proposed access arrangements and one way system as being enforceable should the application be supported.

Given the issues raised above, the LHA would be unable to support the proposed access arrangements at the site (one way system).



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.