DRAFT

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0679 Res(2)	**Your Ref:**	P/2025/0679
Date:	09/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CAIS AMLINELLOL AR GYFER CODI ANNEDD MENTER WLEDIG A GAREJ AR WAHÂN A GWAITH CYSYLLTIEDIG (CEDWIR POB MATER) / OUTLINE APPLICATION FOR ERECTION OF RURAL ENTERPRISE DWELLING AND DETACHED GARAGE AND ASSOCIATED WORKS (ALL MATTERS RESERVED)

LOCATION: SPRING HILL FARM, SPRING HILL FARM ROAD, SELATTYN, OSWESTRY, SY10 7NZ

I refer to your consultation / email dated 08/10/2025 including revised layout plan (Drg. No. 77427/RJC/006) in respect of the above.

Access

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

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

There would appear to be 2 no. existing access points at the farm (ie/ west and east). The LHA understand that the easterly access is that proposed to serve the new dwelling. The existing access would appear to serve both existing agricultural activities and a riding school.

Easterly Access

Visibility from the existing access is inadequate providing splays of approximately 2.4 x 37m in the westerly direction and 2.4 x 20m in the easterly direction measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the site

The existing / proposed shared access is approximately 10m wide reducing to around 2.9m wide at a distance of 5m behind the adjoining carriageway. The access is surfaced with hard bound materials and falls towards the highway.

In order to support the proposed development, the LHA recommends the following improvements:-

- Modification to existing hedgerow to provide visibility splays of 2.4 x 43m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. **The revised layout plan indicates splays of 2.4 x 43m in both directions measured o the nearside edge. Although these splays are adequate, these splays could be relaxed to the centreline of the adjoining highway.**

- Widening of existing access to allow the simultaneous passage of 2 vehicles ie/ minimum width of 4.8m for a minimum distance of 10m behind the adjoining highway. **The revised layout plan indicates an improved 4.8m wide access for the first 10m with a gradient of 1:20 which is considered adequate.**

- Hard bound paving for a minimum distance of 10m behind the adjoining highway. **Detail indicated on revised plan which is considered adequate.**

- No gates within 10m of the highway boundary (preferably no gates).

- An Aco drain or similar across the access to intercept any private surface water run-off. **Detail indicated. However, the Aco drain will need to be setback just behind the highway boundary (currently indicated in adopted highway).**

The LHA recommend that the above detail is indicated on a suitably scaled plan (including annotated dimensions).

Parking and Turning Provision

The proposed development will require adequate parking & turning provision in accordance with LPGN 16. The LHA recommend that maximum parking provision (LPGN 16) is proposed at the site. **The revised layout plan indicates the provision of 3 parking spaces plus turning which is considered adequate to serve a 3 or 4 bedroomed property,**

P. Palmer

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.