MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Matthew Phillips
Our Ref:	ET/DC/AC/P/2025/0510	**Your Ref:**	P/2025/0510
Date:	06/10/2025		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR O AMAETHYDDOL I BRESWYL I GYNNWYS LLEOLI ANNEDD CARTREF SYMUDOL, DRAENIO, PARCIO, DREIF A MYNEDIAD/CHANGE OF USE OF LAND FROM AGRICULTURAL TO RESIDENTIAL TO INCLUDE SITING OF MOBILE HOME DWELLING, DRAINAGE, PARKING, DRIVEWAY AND ACCESS

Location: MOSS BANK FARM, BORRAS ROAD, BORRAS, WREXHAM, LL13 9TN

We refer to your consultation / email dated 04/07/2025 in respect of the above.

Access and Visibility
The site has two existing vehicular accesses off Borras Road. The primary access serves the farmhouse and barn conversions, while the secondary access serves the lodge and is the subject of this application.

The submitted Block Plan (Drawing 71441:1001) indicates visibility splays of 2.4m x 120m, based on an assumed average speed of 40mph. While Borras Road is subject to the national speed limit, the proposed visibility is considered acceptable subject to confirmation of actual vehicle speeds and the implementation of hedgerow removal and replanting as shown.

It is noted that visibility improvements are to be achieved by removing existing hedgerow and replanting within the inner boundary, in accordance with TAN 18. This approach is supported, provided the visibility envelope is maintained in perpetuity.

Parking and Turning
The proposal includes a compacted gravel driveway and parking area adjacent to the lodge, with sufficient space for vehicles to turn and exit the site in a forward gear. This arrangement is acceptable and complies with local standards.

Traffic Impact
The lodge replaces a previously sited static caravan and is occupied by the applicant and his family. The proposal is not expected to result in a material increase in traffic generation. The seasonal nature of the holiday lets and the low density of development across the wider site further mitigate cumulative impact.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

KWEdwards
Contracts & Engineering Manager

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.