MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0825	**Your Ref:**	P/202/0825
Date:	20/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: RHYDDHAU AMOD 3(DEUNYDDIAU), 4(MANYLION FFENESTRI A DRYSAU), 5(GORFFENIADAU PAENT ALLANOL), 12(GOLEUADAU), 14(MYNEDFA I GERBYDAU), 18(TIRLUNIO) A 24(SEILWAITH BAND EANG) CANIATÂD CYNLLUNIO P/2024/1689 / DISCHARGE OF CONDITIONS 3(MATERIALS), 4 (WINDOW AND DOOR DETAILS), 5 (EXTERNAL PAINT FINISHES), 12 (LIGHTING), 14 (VEHICULAR ACCESS), 18 (LANDSCAPING) AND 24 (BROADBAND INFRASTRUCTURE) OF PLANNING PERMISSION P/2024/1689

LOCATION: LOWER FARM, BOWLING BANK, WREXHAM, LL13 9RY

I refer to your consultation / email dated 31/10/2025 including revised layout plan (Drg. No. R121/009 Rev D) in respect of the above.

CONDITION 14 (VEHICULAR ACCESS)

Visibility

The development site is located on Lower Farm Road which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, a previously conducted speed survey commisioned by the applicant along this section determined 85th percentile speeds of 20.8mph for vehicles travelling in the easterly direction and 26.8mph for vehicles travelling in the westerly direction.

Based on these speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 26m in the westerly direction and 2.4 x 37m in the easterly direction measured to the centreline 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 accesses serving the farm (ie/ westerly & easterly access)

Westerly Access

The revised layout plan indicates that this access is proposed to be permanently closed up as part of the development and the verge reinstated with topsoil and grass seed which is considered acceptable.

Easterly Access

The revised layout plan indicates that the easterly access will remain and serve as a shared access for the existing 2 residential units in the original farmhouse and the proposed 5 barn conversions.

The proposed / existing access is approximately 18m wide reducing to 4.1m wide at around 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve as a shared access

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The existing access is surfaced in loose bound materials. **The LHA recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway.** The access would benefit from having no gates across the shared access. No gates are indicated on the submitted layout plan which is considered acceptable.

There would appear to be adequate communal space within the site to accommodate the turning movements of a 7m long medium sized delivery vehicle which is considered acceptable.

In conclusion, the LHA have no objections in respect of the proposed access arrangements.



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

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

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 / 171 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.