# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Dafydd Thomas |
| **Our Ref:** | ET/DC/PP/P/2025/0715 | **Your Ref:** | P/2025/0715 |
| **Date:** | 08/01/2026 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**AILRADDIO TIR AR GYFER GOSOD TRAC AC ARDAL DROI A LLEOLI 2 GYNHWYSYDD LLONGAU DROS DRO / REGRADING OF LAND FOR INSTALLATION OF TRACK AND TURNING AREA AND TEMPORARY SITING OF 2 NO SHIPPING CONTAINERS**

**LAND SOUTH OF FARM LANE, TANYFRON ROAD, TANYFRON, WREXHAM, LL11 5SF**

I refer to your consultation / email dated 14/11/2025 in respect of the above.

**General**

The proposed development comprises the installation of a track and turning area for agricultural use within an existing field off Farm Lane.

**Access**

The proposed development site is located on Farm Lane which is an unadopted road accessed off Tanyfron Road. Tanyfron Road is an unclassified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed / existing access in this location would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge.

Visibility at the junction of Farm Lane onto Tanyfron Road is inadequate providing splays of approximately 2.4 x 4m to the west and 2.4 x 9m to the east measured to the nearside edge. Visibility is impeded in the easterly direction by the existing hedgerow (3rd party land) and by 3rd party land in the westerly direction.

The existing lane is typically narrow with limited passing places and no formal turning head where it terminates just past the last property known as Mayville. The lane only appears to serve 2 no. existing properties.

Public Footpath PROW no. 53 Brymbo runs along the lane and should not be interfered with. The WCBC - Public Rights of Way Section are aware of the proposed development and have no objections.

The LHA would normally not be able to support any proposed development that would result in any significant increase in vehicle movements utilizing this lane / access for the reasons highlighted above. However, the LHA understand that the proposed development is simply to provide improved access into the field and to provide temporary covered storage for existing agricultural purposes.

The submitted Panning Statement indicates that the applicant does not intend to operate a profitable farming enterprise. The intention is to create a small holding on the land. This will be for his personal enjoyment, not for commercial gain. The applicant works as a mechanic and purchased the land for its health and well being benefits.

On this basis, the LHA have no objections to the proposed development on highway grounds. It may be considered appropriate to include a condition / personal permission which limits the development to a non-commercial small holding to ensure that the site does not generate any significant increase in vehicle movements.

**Supplementary Notes**

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

KW Edwards

Contracts & Engineering Manager

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 / 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.*