MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0790	**Your Ref:**	P/2025/0790
Date:	04/02/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CAIS AMLINELLOL AR GYFER CODI 8 ANNEDD (TIRLUNIO, CYNLLUN A GRADDFA) / OUTLINE APPLICATION FOR ERECTION OF 8 DWELLINGS (LANDSCAPING, LAYOUT AND SCALE RESERVED)

LOCATION: HIGHFIELD HALL, WORTHENBURY, WREXHAM, LL13 0AL

I refer to your consultation / email dated 22/10/2025 in respect of the above.

General

The development site comprises a redundant farmhouse and number of outbuildings. The LHA understand that the proposed development is for 8 new dwellings served off the existing access onto the B5069 Worthenbury Road. However, the submitted layout plan indicates 8 new dwellings and a menage (private or commercial use unknown) served off the existing access. It is also unclear whether any existing agricultural activities will continue from the adjoining land utilising the same shared access. **The LHA recommends the applicant clarifies this detail.**

The LHA will only be providing specific comments on access (as not reserved) and only general comments on the proposed layout (reserved matter).

Access

The proposed development site is located on the B5069 Worthenbury Road which is a rural, classified road subject to a 40mph speed limit.

Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 8m in the north easterly direction and 2.4 x 11m in the south westerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

The existing access is approximately 10m wide reducing to 2.9m at around 5m behind the adjoining carriageway. The access is surfaced with loose bound materials. The access track leading to the development site is typically 2.5m wide with no passing places. The access track is gated at approximately 60m behind the adjoining highway.

The LHA would therefore be unable to support any proposed development that is likely to generate any significant increase in vehicle movements through this sub-standard access.

Proposed Site Plan (Drg. No. 2790.P102)

The submitted plan does not appear to indicate any improvements to the existing access, track into the site or indicate any appropriate turning head / facility for a refuse vehicle (11.2m in length).

Standard information not included as part of the application includes the following:-

- A suitably scaled plan indicating the full extent of the proposed visibility splays from a modified access ie/ 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

- Detailed plan indicating the widening of existing access onto the B5069 to a minimum width of 4.8m for a minimum distance of 15m behind the adjoining highway (to accommodate a car and refuse vehicle passing simultaneously).

- Access road surfaced with hard bound materials up to and including a suitable turning head to adoptable standards / dimensions.

- Details of passing places along the private track (which are inter-visible) that can accommodate the simultaneous passage of a refuse vehicle (11.2m long) and a large car (5m in length).

- Swept path details of a refuse vehicle (11.2m long) and a large car (5m in length) entering, negotiating, turning and exiting the site.

- Where an access falls towards the highway, an Aco drain or similar is required to intercept any private surface water run-off.

Note: The applicant would require s.184 / 171 consent to widen the access

The LHA would not adopt a residential estate road of this nature but would require appropriate means of access to service the site with a refuse vehicle.

Layout (Reserved Matter)

Parking & Turning Provision

Adequate parking and turning provision will be required in accordance with LPGN 16 requirements. Given the remote location of the site, the LHA recommend that maximum parking provision is provided. A plan indicating this provision including annotated dimensions will be required.

Cycle Parking Provision

If the application is supported, adequate cycle parking will be required at the development site in accordance with LPGN 16 / Active Travel Guidance for which further details will be required.

Traffic Generation

The development site comprises a redundant farmhouse and number of outbuildings. The LHA understand that the proposed development is for 8 new dwellings served off the existing access onto the B5069 Worthenbury Road. However, the submitted layout plan indicates 8 new dwellings and a menage (private or commercial use unknown) served off the existing access. It is also unclear whether any existing agricultural activities will continue from the adjoining land utilising the same shared access. **The LHA recommends the applicant clarifies this detail**
No details of the existing / proposed traffic generation (ie/ daily vehicle movements) served off this access has been provided. **The LHA recommend that this detail is provided.**

Public Transport

The WCBC Transport Section (contact: Andrew Mytton) have advised that there is no standard bus service serving this area. There is only one return trip between Horsemans Green and Wrexham once every Monday and Thursday to Wrexham provided by a 16 seater accessible service bus which picks up / drops off in Worthenbury village.

There are no bus stops / raised kerbs / hardstanding either side of the main road close to the development site. If the application is supported, **the LHA recommends that the applicant constructs / funds 2 no. bus stops either side of the road just outside the proposed access.** However, this may be difficult to achieve if the applicant has no control of the land on the opposite side of the road.

Sustainability

The development site is located on a relatively remote location, the road (B5069) connecting Bangor on Dee to Worthenbury has very little footway provision or lighting. There are no local facilities / services available in Wothenbury and very limited facilities in Bangor on Dee. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

A recent similar development for 9 dwellings at Happy Days Coaches, Mill Lane, Bronington (Planning Ref: P/2021/0137) was dismissed at appeal with significant weight given by the inspector in respect of the unsustainable location of the site.

Highway Surface Water Drainage

The LHA understand that the applicant will require SABs consent for this development.

Waste Disposal / Recycling

Any proposed estate road would need to provide a suitable turning head which meets WCBC standard requirements providing turning for an 11.2m long refuse vehicle.

It is important that any proposed bin store / compound or individual collection points are of adequate size / design to accommodate the required number / type of bins and are suitably located to allow WCBC to carry out any required waste / recycling collection at the site.

The LHA strongly recommend that the applicant consults with our Waste Strategy Officer –Gabrielle Povey (email: gabrielle.povey@wrexham.gov.uk) to discuss the above detail and the adequacy of any area(s) allocated to waste collection.

Conclusion

In conclusion, it would be difficult to support the proposed development for the reasons highlighted above.

Supplementary Notes

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

Note to Applicant

VERGE CROSSING LICENCE
A licence should be obtained (as required by section 184 / 171 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Environment & Technical Department of Wrexham County Borough Council on telephone 01978 729670.

KWEdwards
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 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.