Retrospective Planning, Design and Access Statement

Site: 2 Oak Tree Cottages, Harwoods Lane, Rossett, Wrexham, LL12 0EU
Enforcement Reference: [redacted]
Application Type: Retrospective Full Planning Permission

Proposal:
Retrospective change of use of part of adjoining agricultural land to a use incidental to the dwelling for parking and turning purposes only, comprising the retention of 162 square metres of permeable hardstanding, the continued use of a pre-existing field gate onto Harwoods Lane for vehicular access, and the retention of associated means of enclosure including a short section of fence within one metre of the highway boundary.

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1. Introduction

1.1 Purpose of This Statement

This Retrospective Planning, Design and Access Statement accompanies a retrospective full planning application relating to development identified by Wrexham County Borough Council Planning Enforcement under reference [redacted]

The statement describes the development as carried out, explains the site and its surroundings, and sets out the material planning considerations relevant to the retained arrangement. It addresses matters of highway safety and the safeguarding of countryside character, having regard to the development plan policies of the Wrexham Unitary Development Plan, notably Policy GDP1 (General Development Principles) and Policy PS2 (Development in the Countryside).

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan comprises Future Wales: The National Plan 2040 and the Wrexham Unitary Development Plan. This statement has been prepared having regard to the development plan and relevant material considerations including Planning Policy Wales and Technical Advice Notes. Given the scale and nature of this minor retrospective proposal, Future Wales does not contain site-specific policies that materially alter the assessment, and the proposal is therefore assessed primarily against the relevant development management policies of the Wrexham UDP and the material considerations addressed in Sections 8 to 10 of this statement.

The statement also explains how the limited extent of land subject to the change of use can be appropriately constrained by planning condition to prevent incremental encroachment and domestication beyond that defined area, in line with the Council's adopted guidance on controlling domestic extensions into the countryside (Local Planning Guidance Note 14).

This submission seeks retrospective permission to regularise a limited and clearly defined incidental use for parking and turning purposes only, together with modest boundary works and landscaping to provide a clear, contained rural edge.

A separate pre-application enquiry has previously been submitted in respect of land within the wider field under the same ownership; however, it relates to a different area outside the application red line boundary and is not material to the assessment of this retrospective proposal. No previous planning applications have been submitted in respect of 2 Oak Tree Cottages. The current submission is a retrospective application made in response to the Council's enforcement correspondence.

1.2 Summary of the Proposal

The application seeks retrospective permission to regularise the retention and use of 162 square metres of permeable hardstanding for vehicle parking and turning incidental to the dwelling, the continued use of a pre-existing agricultural field gate as the sole vehicular access serving that parking and turning area, and the retention of associated means of enclosure along the frontage including a short section of timber fencing located within one metre of the highway boundary.

No buildings, structures, lighting, storage areas, or other domestic appurtenances form part of this application. The use is limited strictly to parking and turning only and is not proposed as an extension of garden activity into the adjoining field. This reflects the approach set out in the Council's Local Planning Guidance Note 14, which seeks to avoid incremental domestication of the open countryside beyond settlement limits.

This submission is accompanied by a site location plan, block plan showing the red line boundary, an existing and retained site layout plan, parking and turning layout, fence location and height plan, and supporting photographs.

2. Background and Enforcement Matters

Following a site inspection and subsequent discussion with the occupier, Wrexham County Borough Council Planning Enforcement identified two breaches of planning control at the site.

The first relates to the installation and retention of timber fencing along the frontage, including a short section within one metre of the highway boundary which exceeds the height permitted under permitted development allowances and therefore requires planning permission if retained at that height, having regard to highway safety considerations under UDP Policy GDP1.

The second relates to the change of use of a limited area of adjoining agricultural land associated with the formation and use of a parking and turning area served from Harwoods Lane via a pre-existing field gate.

The hardstanding and associated access arrangements were formed during 2025. The frontage fencing was also installed during 2025.

These matters were confirmed in written correspondence from the Council's Planning Enforcement Officer following a telephone discussion with the applicant. The correspondence set out options for remedying the breaches, including alteration or removal of the works, or submission of a retrospective planning application to regularise the development. The applicant has therefore elected to submit this retrospective planning application to regularise the development.

3. Site and Context

3.1 Site Description

2 Oak Tree Cottages is a two-bedroom dwellinghouse fronting Harwoods Lane. The dwelling and the adjoining land are under the control of the applicant and form part of a wider agricultural field extending to approximately six acres.

The application does not seek to extend the residential curtilage into the wider field. Only the defined parking/turning area is proposed for use incidental to the dwelling, all remaining land stays in agricultural use.



The current application relates solely to a defined area of 162 square metres used for parking and turning incidental to the dwelling. The hardstanding is used only for the parking of private cars, one work van and one small general-duty trailer when not in use. No materials, plant, fuel, tools, waste or aggregates are stored on the hardstanding. No loading or unloading takes place within the area and no staff, customers or business visitors attend the site.

Vehicle movements typically range from none to two per day on weekdays and the use remains clearly incidental to the residential occupation of the dwelling rather than operating as a commercial yard. This restrained form of use aligns with the planning distinction between incidental domestic activity and the establishment of a separate operational use and supports the appropriateness of controlling the use through condition in accordance with UDP Policies GDP1 and PS2.

3.2 Surrounding Context and Highway Environment

Harwoods Lane is a rural two-way road subject to a signed 30mph speed limit. Near the site the carriageway is wide enough to allow two vehicles to pass, although the road environment has variable alignment and limited formal markings.

A pavement is present on the opposite side of the road to the driveway. A residential property and driveway are located directly opposite the access.

Prior to the formation of the retained hardstanding, vehicles associated with the dwelling were parked on Harwoods Lane. The retained arrangement enables private cars and the work-related van to be parked and turned within the site, reducing reliance on on-street parking. When the trailer is in use, it is reversed from Harwoods Lane through the field gate into the application area to park.

This approach is consistent with UDP Policy GDP1, which requires development to provide safe and convenient vehicular access, and UDP Policy T8, which seeks to ensure adequate off-street parking provision having regard to road safety and amenity considerations arising from on-street parking. It also aligns with national transport guidance in TAN 18, which encourages layouts that allow vehicles to turn within the site and minimise reversing movements on the public highway where practicable.

Local Planning Guidance Note 16: Parking Standards sets expectations for off-street parking provision for dwellinghouses, and the retained arrangement provides on-site parking and turning in a manner capable of being assessed positively against those standards.

3.3 Constraints

The site lies within the open countryside for development plan purposes, but it sits within an established road corridor where built development is present in the immediate vicinity, including a residential cul-de-sac on the opposite side of Harwoods Lane. The site is not located within an Area of Outstanding Natural Beauty, Special Landscape Area, Conservation Area or any other statutory landscape designation, and the dwelling is not listed.

A public footpath runs through the wider agricultural field at approximately 100 metres from the application site and is unaffected by the development. The route is shown for context and labelled on the submitted plans, and no works take place on or within the PROW corridor and access remains unobstructed at all times. A new hedgerow has been planted approximately 50 metres from the application area.



A stream is located at the lower end of the field approximately 100 metres from the hardstanding and localised flooding can occur in that area. The application site itself does not experience flooding or ponding and, based on site observation following periods of heavy rainfall, the hardstanding does not retain surface water.

The permeable nature of the surfacing aligns with the objectives of UDP Policy GDP1 and national planning policy, which seek to manage surface water close to where it falls and to avoid increased runoff onto the highway or adjacent land. Based on site observation following periods of heavy rainfall, the retained hardstanding does not give rise to ponding or surface water discharge beyond the application site.

No trees, protected habitats or ecological designations are affected by the development.

4. Development to be Regularised

4.1 Retrospective Change of Use

The retrospective change of use relates solely to a defined area of adjoining agricultural land used for parking and turning incidental to the dwelling. It does not constitute a general extension of residential garden use into the wider field and it does not involve any broader change to the agricultural use of the remaining land. This distinction is material in policy terms, having regard to UDP Policy PS2, which seeks to protect the character of the countryside from inappropriate or incremental domestication.



The area subject to the change of use extends to 162 square metres and is clearly defined by the red line boundary shown on the submitted plans. The layout comprises a parking and turning head measuring 8.5 metres in width and 12 metres in length, together with an access strip measuring 20 metres in length and 3 metres in width connecting to the existing field gate. The extent of the area reflects the site geometry and the need to accommodate vehicles off the public highway and reduce reliance on on-street parking and routine on-highway manoeuvring on a constrained rural lane, having regard to the transport considerations that are

material to the assessment of planning applications, as set out in UDP Policy GDP1, UDP Policy T8, and national guidance in TAN 18.

The area accommodates the parking of private cars, one work-related van and one general duty trailer. No loading or unloading takes place within the area. The van and trailer are parked when not in use and vehicle movements are low and typical of a single dwelling. The area does not function as an operational business base and no materials, plant, tools, fuel, waste or equipment are stored within it. The use remains incidental to the residential occupation of the dwelling, consistent with the intent of UDP countryside policies and the distinction drawn in planning between incidental domestic use and the establishment of a separate operational use.

The defined extent of the change of use enables effective control by planning condition, including conditions restricting the use to parking and turning only and preventing any incremental encroachment into the adjoining agricultural land. This approach aligns with Local Planning Guidance Note 14, which seeks to prevent incremental domestication in the countryside by requiring proposals to be limited in extent, clearly contained and capable of effective enforcement.

4.2 Hardstanding Construction and Drainage

The retained hardstanding is formed from light grey crushed stone and recycled aggregate laid over a geotextile membrane, with a stone depth of approximately four inches. The surface is laid directly onto the ground without kerbs, retaining edges or raised features and presents as a functional rural surface rather than a formal domestic driveway, consistent with the rural character of the site and the design principles set out in UDP Policy GDP1.

The surface is permeable in nature. Based on site observation following periods of heavy rainfall, surface water infiltrates through the stone surface without ponding and without discharge onto Harwoods Lane. The hardstanding is laid without falls directing water toward the highway. As such, the retained arrangement does not give rise to increased surface water runoff or hazard, in accordance with UDP Policy GDP1, which requires development not to result in flooding or other environmental harm on or off site.

The drainage approach accords with the principles set out in Planning Policy Wales, which promotes sustainable surface water management and the management of rainfall close to where it falls. The permeable construction of the hardstanding provides confidence that surface water impacts are appropriately addressed as part of the retained development.

In Wales, SuDS approval is a separate consenting process administered by the local authority acting as the SuDS Approving Body (SAB) under Schedule 3 of the Flood and Water Management Act 2010. The retained hardstanding exceeds 100m^2 and the surfacing is permeable; photographs/details of the materials used are provided in Section 4.2/Appendix A. No separate SuDS/SAB application has been submitted, and no infiltration testing or SuDS design calculations have been commissioned as part of this planning submission. Whether formal SAB approval is required for the works as carried out, and what supporting information (if any) is necessary, is a matter for the SAB to determine. The applicant will submit any separate SAB application and provide any further information/testing that the SAB requires, if approval is confirmed to be necessary. Nothing in this statement should be taken as implying that SAB approval has been granted.

4.3 Vehicular Access via Pre-Existing Field Gate

Vehicular access to the site is taken solely from Harwoods Lane via a pre-existing field gate which has historically served the adjoining agricultural land. The access has not been relocated or materially altered as part of the development. The opening measures approximately seven metres in width and is formed by two manually operated gate leaves which open inward only.



The gates are normally kept open and tied back during day-to-day use, such that vehicles entering or leaving the site do not stop within the carriageway to operate them. The gate leaves do not swing toward the public highway and do not encroach into the running lane. Entry to the site therefore occurs as a single turning manoeuvre, rather than a stop-start operation on Harwoods Lane.

No highway works have been undertaken in connection with the access. There has been no verge removal, widening, resurfacing or alteration to the carriageway, and no new walls, posts or structures have been introduced in connection with the access.





Visibility from the vehicular access is acceptable in both directions along Harwoods Lane, with approximately 40 metres to the left and approximately 60 metres to the right. Appendix A includes photographs taken from the access demonstrating the available visibility in both directions.

The retained parking and turning arrangement enables private cars and the work-related van to enter the site in forward gear and turn within the application area. When the trailer is in use, the towing vehicle positions on Harwoods Lane and reverses the trailer through the field gate into the application area to park. Overall, the retained arrangement reduces reliance on on-street parking and limits reversing movements on Harwoods Lane to occasional trailer use.

In this context, national guidance in TAN 18 confirms that existing accesses should be assessed having regard to their actual operation, safety performance and net impact, rather than against absolute dimensional standards applied in isolation. Having regard to its established use, low-intensity nature, retained visibility, and the net reduction in on-street parking and routine on-highway manoeuvring for private cars and the work-related van (with reversing limited to occasional trailer movements), the access arrangement is consistent with the safety objectives of UDP Policy GDP1 and national transport guidance.

4.4 Former Narrow Access and Driveway

The property also benefits from an older, narrower driveway with a gate opening of approximately 2.8 metres. While a single vehicle can physically pass through the opening, the driveway is constrained in width, visibility is poor due to the presence of a telegraph pole, and there is no space within the site to turn vehicles.

Use of the former driveway would require vehicles to reverse either onto or off Harwoods Lane. In transport and highway safety terms, and in the context of the day-to-day needs of the dwelling, the former driveway represents a substandard arrangement



when compared with the retained access via the pre-existing field gate. This comparison is material having regard to national transport guidance in TAN 18, which seeks to minimise unsafe reversing manoeuvres onto the public highway where practicable.

The former driveway is no longer used for vehicle parking or manoeuvring and is retained only for bin presentation and general frontage access. It does not operate as a secondary vehicular access and does not give rise to intensification, consistent with the objectives of UDP Policy GDP1.

5. Design Response

The design approach is intentionally modest, functional and containment led. No buildings or structures are proposed and the retained works do not introduce formal domestic features into the countryside, consistent with UDP Policy PS2 and the general design principles of UDP Policy GDP1.

From Harwoods Lane, visibility of the development is limited to the field gate and the immediate access area. Beyond this point, the wider agricultural field forms the backdrop and the hardstanding does not present as a dominant or visually intrusive feature within the street scene.

To reinforce the limited and controlled nature of the change of use, a native hedgerow is proposed along the outer edge of the application red line boundary. This boundary treatment will provide a clear and permanent rural edge, prevent incremental encroachment into the adjoining agricultural land, and be retained and maintained thereafter. This approach responds directly to Local Planning Guidance Note 14, which seeks to ensure that countryside-related domestic extensions are properly contained and do not result in incremental domestication of agricultural land.

6. Access



Vehicular access is via the pre-existing field gate onto Harwoods Lane. The retained on-site parking and manoeuvring provision accommodates two private cars, one commercial van and one small general-duty trailer, all within the application area. Car parking is provided to minimum bay dimensions of 4.8m x 2.4m in accordance with Local Planning Guidance Note 16, and the layout includes a turning area so that private cars and the work-related van can enter and leave the site in forward gear. When the trailer is in use, the towing vehicle positions on Harwoods Lane and reverses the trailer through the field gate into position within the application area as required; once within the application area, trailer positioning takes place off the public highway. Overall, the retained arrangement reduces reliance on on-street parking and provides a safe and functional access arrangement in accordance with UDP Policy T8, UDP Policy GDP1 and TAN 18.

Pedestrian access to the dwelling remains unchanged. The occupier accesses the house from the driveway via the existing garden path. Servicing and deliveries continue to take place in the usual manner and the retained parking arrangement does not alter established pedestrian routes.

7. Means of Enclosure and Boundary Treatment

The boundary along the frontage and former narrow driveway has historically been more clearly defined by boundary features typical of Harwoods Lane. The applicant advises that this previously included low walling and established vegetation which were removed during garden clearance works undertaken by the current owners in 2025. No historic photographs are available to accompany this submission; however, the planning merits of the proposal do not rely on the precise form of any previous boundary arrangement. The fence is proposed and assessed as a proportionate containment measure to provide a clear, permanent rural edge and avoid any perception of incremental domestic encroachment.



The former narrow driveway is no longer used for routine vehicular access. Visibility when emerging from that point is materially constrained to the right by the alignment of the lane and the presence of the telegraph pole,





which would require vehicles to pull out into Harwoods Lane before completing a turn. The retained arrangement therefore utilises the established field gate access and the defined on-site turning area, and the fencing along the former driveway reinforces that the former driveway is not intended to be used as a separate vehicular access. The fence follows the established frontage line and does not project beyond it.

The fence provides a rural edge and a physical separation between the application area and the wider field. Its height and appearance are typical of rural boundary treatments, and the proposed native hedgerow will provide further softening and containment over time.

Crucially, the fencing does not restrict visibility, does not project toward the carriageway, and does not form part of the operational vehicular access serving the retained parking and turning area. Sightlines at the access via the pre-existing field gate are unaffected, and the fencing does not give rise to any highway safety concerns. On this basis, the retention of the fence is consistent with UDP Policy GDP1 and national guidance in TAN 18, both of which require development to be assessed based on actual highway impact rather than fixed dimensional thresholds applied in isolation.

In residential amenity terms, the fencing performs an important screening function by protecting the privacy of the occupiers within their principal garden area from direct views from the public highway. Planning Policy Wales places clear emphasis on the need for development to safeguard residential amenity through appropriate design responses, including boundary treatments that respect context while providing reasonable levels of privacy. The retention of the fence achieves this objective in a proportionate manner and reflects the legitimate expectation of privacy within the curtilage of a dwelling, particularly at the edge of a settlement where properties interface directly with the public realm.

The fencing also represents a low-maintenance and stable boundary solution, avoiding the need for ongoing hedge management adjacent to overhead utility infrastructure. In this respect, it provides a practical and sustainable alternative to a reinstated hedge,

without altering the perceived character of the boundary or increasing its visual impact. This approach aligns with the broader objectives of Planning Policy Wales to promote durable, context-appropriate design solutions that minimise long-term management issues.

Importantly, the fencing relates solely to the residential frontage and former narrow access and does not form part of, or facilitate, the change of use of agricultural land associated with the parking and turning area. It therefore does not contribute to incremental domestication of the countryside and remains consistent with UDP Policy PS2 and Local Planning Guidance Note 14, which seek to ensure that domestic features at the countryside edge are clearly contained and do not encroach beyond established boundaries.

Having regard to its relationship with the former boundary treatment, its visual containment, its lack of highway impact, and its amenity benefits, the retention of the fence at its existing height represents a site-specific and policy-compliant response. In these circumstances, the fencing can be supported as an acceptable boundary treatment that respects local character, safeguards residential amenity, and does not result in material harm to highway safety or countryside character.

8. Key Material Considerations

8.1 Highway Safety and Practical Operation

The development plan comprises Future Wales: The National Plan 2040 and the Wrexham Unitary Development Plan; however, given the scale and nature of this minor proposal, the assessment below focuses on the relevant development management policies of the Wrexham UDP, alongside Planning Policy Wales and Technical Advice Notes as material considerations.

The retained on-site layout provides space for vehicles to park off the public highway, with on-site turning for private cars and the work-related van. While reversing is required when positioning the trailer into the site, this is an occasional, low-speed manoeuvre and the overall arrangement reduces reliance on on-street parking on Harwoods Lane.

On balance, the arrangement improves day-to-day parking provision for the dwelling, reduces on-street parking and associated highway interaction, and provides a contained and enforceable solution in accordance with UDP Policy T8, UDP Policy GDP1 and national guidance in TAN 18.

8.2 Visual Impact and Countryside Character

The principal consideration in visual and landscape terms is the risk of domestication and incremental encroachment into adjoining agricultural land. Local guidance highlights the need for domestic-related changes at the edge of settlements and in the countryside to remain contained, clearly defined and to avoid gradual extension beyond what is justified, reflecting the objectives of UDP Policy PS2 and Local Planning Guidance Note 14.

In this case, the change of use is confined to a defined area of 162 square metres used for parking and turning incidental to the dwelling. The surface is formed from loose stone with no kerbs, edging or domestic features that would read as a conventional domestic driveway. The proposed boundary treatment, in the form of a native hedgerow along the outer edge of the red line, provides a clear and permanent edge, supporting containment and reducing the scope for incremental change. On this basis, and having regard to UDP Policies PS2 and GDP1, the proposal does not give rise to material harm to the character of the countryside or to visual amenity.

8.3 Drainage and Surface Water

Planning Policy Wales requires development to manage water in a sustainable manner and to avoid increasing flood risk or creating adverse surface water impacts.

The retained hardstanding is formed using a permeable stone surface which allows rainfall to infiltrate on site rather than discharge onto Harwoods Lane or adjoining land. Based on site observation following periods of heavy rainfall, the arrangement does not result in ponding or surface water runoff beyond the application area.

In Wales, SuDS approval is a separate consenting process administered by the local authority acting as the SuDS Approval Body (SAB) under Schedule 3 of the Flood and Water Management Act 2010. No separate SuDS/SAB application has been submitted as part of this planning submission and no infiltration testing or drainage calculations have been commissioned. The permeable construction of the retained hardstanding provides confidence that rainfall is managed close to where it falls. Whether formal SAB approval is required for the works as carried out is a matter for the SAB to determine; should SAB approval be confirmed as necessary, the applicant will submit any separate application and provide any information requested by the SAB.

The retained development therefore accords with UDP Policy GDP1, which requires development not to result in flooding or other environmental harm on or off site. The permeable nature of the surfacing can be retained and maintained through appropriately worded planning conditions to ensure the continued effective management of surface water.

8.4 Residential Amenity

The development does not involve any buildings and the use is limited to parking and turning incidental to the dwelling. Planning Policy Wales seeks to protect residential amenity and to ensure development does not create unacceptable impacts through noise, disturbance or loss of privacy.

The retained arrangement is modest in scale and intensity, with vehicle movements limited and typical of a single dwelling. The boundary treatment provides privacy to the occupiers and does not affect visibility at the operational access. In these circumstances, and having regard to UDP Policy GDP1, there is no material harm to neighbouring residential amenity.

The retained boundary fencing along the frontage also plays a role in safeguarding residential amenity by screening the principal garden area from direct views from Harwoods Lane. In this respect, the fence contributes positively to the living conditions of the occupiers without giving rise to wider visual or highway impacts. This aligns with the objectives of Planning Policy Wales and UDP Policy GDP1, which seek to ensure that development protects reasonable expectations of privacy through context-sensitive design.

8.5 Green Infrastructure Statement

Planning Policy Wales expects a proportionate Green Infrastructure Statement. The application site comprises a small, defined area of permeable stone hardstanding and an access strip within a wider agricultural field. No trees, designated sites or identified habitats are affected, the remainder of the field remains in agricultural use, and the nearby Public Right of Way within the wider field (approximately 100 metres from the application area) is unaffected. The proposal is containment-led and avoids domestic encroachment: the use is limited strictly to parking and turning incidental to the dwelling, with no buildings, storage, lighting, kerbs or formal edging, thereby reducing visual domestication and disturbance. The retained surface is permeable, allowing rainfall to infiltrate close to where it falls and avoiding runoff beyond the application area. A native hedgerow is proposed along the outer edge of the application red line boundary to provide a clear rural edge, strengthen containment, and deliver a long-term landscape and biodiversity enhancement, to be retained and managed with any failures replaced in the first available planting season. No external lighting is proposed, helping to maintain dark corridors and avoid impacts on nocturnal species.

9. Proposed Controls and Conditions

The acceptability of the proposal is strengthened by the ability to control it through appropriately worded planning conditions. The applicant confirms that nothing further will be changed without planning permission.

Conditions are appropriate to restrict the application area to parking and turning incidental to the dwelling only, to prevent any extension of the application area, and to prohibit any buildings, outbuildings or structures within the area. Conditions are also appropriate to prevent the installation of external lighting and to require the proposed boundary treatment to be implemented and retained. These measures directly support the objectives of UDP Policy PS2 and Local Planning Guidance Note 14, which seek to prevent incremental domestication of the countryside through clear containment and enforceable limits.

A condition can also require the area to remain available for parking and turning use only, with no storage of materials, plant, equipment, fuel or waste, ensuring the use remains incidental and does not evolve into an operational yard. Parking and turning provision can be assessed by reference to UDP Policy T8 and local parking guidance, and the proposed controls provide certainty as to how the area will function in practice.

The former narrow driveway will continue to be used only for bin presentation and pedestrian/frontage access. It will not be used for vehicular access, parking, turning or manoeuvring, and it will not operate as a secondary vehicular access in connection with the application. The sole vehicular access serving the parking and turning area will remain via the pre-existing field gate onto Harwoods Lane.

10. Planning Balance and Conclusion

By Order of the High Court of Justice, dated 19 May 2025, Wrexham County Borough Council's decision on 20 December 2023 to adopt the Local Development Plan (LDP) has been quashed, and the LDP is no longer part of the development plan for Wrexham. The development plan context therefore reverts to the Wrexham Unitary Development Plan, alongside national policy set out in Planning Policy Wales.

The retained arrangement also consolidates vehicular access and manoeuvring to a single defined access point and avoids reliance on the former narrow driveway where visibility is constrained. This reinforces the containment-led approach and supports the objective of preventing incremental intensification of domestic use beyond the defined application area.

The proposal seeks retrospective permission to regularise a limited and clearly defined change of use and associated works in response to an identified enforcement matter. In the planning balance, the primary public benefit is the reduction of on-street parking on

Harwoods Lane, with associated day-to-day highway safety benefits arising from private cars and the work-related van being accommodated and manoeuvred within the site. While reversing is required when positioning the trailer into the site, this is an occasional, low-speed manoeuvre, and the overall arrangement limits the frequency of on-highway manoeuvring compared to reliance on on-street parking. This outcome is consistent with UDP Policy GDP1, UDP Policy T8 and national transport guidance in TAN 18.

Any potential harm relates principally to the perception of domestication of agricultural land. The retained frontage fencing has been assessed separately and, for the reasons set out above, does not give rise to material harm in visual, highway safety or amenity terms and does not undermine the overall containment strategy of the site. That risk is limited by the defined red line boundary, the absence of domestic features, the continued agricultural use of the wider field, and the delivery of a clear boundary treatment to establish a contained edge, consistent with UDP Policy PS2 and Local Planning Guidance Note 14.

Overall, the retrospective proposal is proportionate in scale, clearly contained, and capable of being controlled by condition. It results in vehicles being accommodated off the public highway, reduces on-street parking, provides a clearer rural edge to avoid incremental domestication, and it is therefore recommended for approval.

On balance, having regard to the development plan and national policy, the development results in no material harm to countryside character, visual amenity, drainage or residential amenity, and delivers a clear and identifiable highway safety benefit. Subject to the imposition of appropriate conditions, planning permission should be granted.