MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Brett
Our Ref:	ET/DC/PP/P/2026/0085	**Your Ref:**	P/2026/0085
Date:	21/04/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I LE STORIO COED, BONCYFFION A SGLODION COED / CHANGE OF USE OF LAND TO STORAGE FOR RAW TIMBER, LOGS AND WOODCHIP

LOCATION: LAND WEST OF, TUDOR DRIVE, PENLEY, WREXHAM, LL13 0JN

I refer to your consultation / email dated 03/03/2026 in respect of the above.

Access

The proposed development site is located off Tudor Drive which is an unclassified, residential road (cul de sac) subject to a 30mph speed limit. Tudor Drive already serves approximately 60 dwellings (including dwellings off West Way and Oak Avenue).

Visibility onto Ellesmere Lane (30mph) is considered adequate providing splays in excess of 2.4 x 43m in both directions in accordance with Manual for Streets.

Tudor Drive is 5.9m wide with a 1.9m wide footway on the southern side of the carriageway.

Access to the site itself is off the western end of Tudor Drive. Access into the wooded area is via a track which is approximately 5.5m wide and gated around 3.4m behind the highway boundary. However, at present, one of the gates appears to be left closed with a large tree trunk placed in front reducing the width of the access.

The existing access serving the site is mainly surfaced with hard bound materials but this is breaking up. If the application is supported, **the LHA recommends the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway at a width of 5.5m. The LHA recommends any gates remain open during operational hours.**

No surface water shall flow onto the adjoining highway from the development site. If the application is supported, **the LHA recommends an Aco drain or similar is installed across the access (in private land) to prevent any surface water flowing onto the adjoining highway.**

The LHA recommend the above detail is indicated on a revised layout plan.

Traffic Generation

The submitted covering letter indicated the following:-

Access into the timber yard is exclusively via Tudor Drive. The business is small-scale, serving the local community and is designed to have a negligible impact on the local highway network. The business operates a small fleet of modern, environmentally friendly vehicles. No Heavy Goods Vehicles (HGV's) are used as part of the development. The vehicles used to access the site are as follows: -

- 1x 4x4 vehicle: used for site management and light towing
- 1 x Isuzu 3.5 tipper: A compact vehicle for transporting woodchip and timber
- 1 x tractor: for on-site maneuvers and occasional local transport

Traffic generation to and from the Site is minimal, with each vehicle typically performing one "out and back" movement per day to reach work sites.

Typically speaking, there are 6 movements to and from the Site each day. I do not work on Sundays to there are no movements to and from the Site for business purposes. As I own the wider land, I undertake additional trips on recreational and personal business, which is not inappropriate given I manage and maintain the land.

Based on the submitted information, the proposed development appears to generate minimal daily vehicle movements using moderate sized vehicles.

Parking & Turning Provision

Any proposed development of this nature would normally require adequate parking & turning provision. No details of such provision appears to have been provided. **The LHA recommends this detail is indicated on a suitably scaled layout plan.**

Conclusion

In conclusion, the LHA have no objections in principle to the proposed development and request the following information:-

- **Access**

  The existing access serving the site is mainly surfaced with hard bound materials but this is breaking up. If the application is supported, **the LHA recommends the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway at a width of 5.5m. The LHA recommends any gates remain open during operational hours.**

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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.

K W Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical