MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Phillip Mullineux
Our Ref:	ET/DC/DB/P/2024/1049 Response 2	**Your Ref:**	P/2024/1049
Date:	06/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR AMAETHYDDOL I SAFLE SIPSIWN/TEITHWYR AR GYFER LLAIN I UN TEULU YN CYNNWYS GOSOD CYFLEUSTER TRIN CARTHION BIO-DISC A GWELL MYNEDIAD I GERBYDAU, LLAWR CALED A MAN TROI / CHANGE OF USE OF AGRICULTRUAL LAND TO GYPSY/TRAVELLER SITE FOR SINGLE FAMILY PITCH INCLUDING BIO-DISC SEWAGE TREATMENT PLANT AND IMPROVED VEHICULAR ACCESS, HARD STANDING AND TURNING AREA

LOCATION: Land at, Llyndir Lane, Rossett, Wrexham, LL12 0DH

I refer to your re-consultation with amended plans dated 19/01/2026 in respect of the above.

This application relates to pitches for a single 2-bedroom static caravan, and a touring caravan together with associated entrance/infrastructure works accessing off Llyndir Lane, an adopted narrow country lane subject to the National Speed Limit.

This updated response is following receipt of drg 71422:1004 Rev A with a 7.7m wide entrance proposed between gate posts.

The LHA are unable to support this proposal from a highway's perspective for the following reasons:

1. The proposal does not include any drainage/topography details to demonstrate that the site does not discharge surface water from onto the public highway. The site is in close proximity to a ditch and pipe adjacent/below the road which should not be discharged into.
2. There is no separate pedestrian access along Llyndir Lane, which is a country lane that is already used by both vehicles and pedestrians.
   The LHA suggest a limit be placed on further increase in occupancy beyond that included on the application form without any improvements to pedestrian access, particularly the bottleneck at the access onto Chester Rd.
3. The gates are within 5m of the highway so should be either removed or set back to an absolute minimum of 5m from the public highway.
4. The entrance should be hard surfaced for a minimum distance of 5m minimum, with independent drainage provision such as aco drainage, that is not saddled onto the highway drainage system. Hard surfacing reduces the risk of loose gravel or similar discharging onto the highway surface. Loose gravel reduces the skid resistance and damages the road surface.

5. The visibility splay either side is drawn free of any obstruction. The applicant is required to add a note on the drawing confirming the splays will be maintained to a height less than 0.6m at the applicant's expense. The LHA stipulate that the LPA include a standard condition as below, noting that no obstructions are to be placed or grown within the visibility splay zones.
6. LHA require confirmation with regards to the proposed usage of agricultural access point to the fields to the rear.
7. The applicant is required to illustrate and clarify how refuse collection will be carried to the site.
8. Cycle parking is shown on Block Plan 71422:1001 Rev A. This should be constructed prior to occupation.

The suggested highways related conditions relating to the above are as follows:

HW15 **VISIBILITY SPLAYS (CENTRELINE) EMPTY SPLAY**

016R Prior to first use of the development hereby permitted the vehicular access shall provide visibility splays of 2.4 metres x 25 metres to the North and 2.4metres x 25metres to the South measured to the centerline of the adjoining highway. Within these splays there shall be no obstruction greater than 600mm above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NON STD **ACCESS SURFACE (5 metres)**

014R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway. The width of the entrance splay should be constructed and surfaced to a width to enable a WCBC 11.5m refuse collection HGV to be able to pull in and not obstruct the highway. This increased splay also assists vehicles passing if turning in, whilst other vehicles are coming from an opposite direction.

HW23 **PROVISION OF CYCLE PARKING FACILITIES**

020R Prior to first use of the development on-site bicycle parking facilities shall be provided in strict accordance with a scheme that shall have first been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction and made available solely for the parking of bicycles.

HW29 **NO PRIVATE SURFACE WATER RUN OFF**

013R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development and thereafter permanently retained.

ZJ09 **NO GATES WITHIN 5 METRES**

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

Previous response comments for reference:
The following summarises the LHA's previous response for ease of reference:

Entrance Proposal:
In the absence of accurate independent survey information the Local Highway Authority (LHA) would consider 20mph to be a ***reasonable 85th percentile speed*** *to drive along this road given the narrow width and proximity to bends. Therefore, any access will need to provide maintained 2.4m x 25m visibility to the centre of the road in both directions. At the time of visit, fencing and a gate had been erected, verges either side grassed, and entrance gravelled.* ***(The gate erected did not reflect that shown on the drawing for info.)***

Ordinarily the LHA would request swept path analyses demonstrating that a HGV can access the site safely. The fact that the static caravan is installed, suggests sufficient width and space is available for infrequent HGV access.

The gate is set back approximately 3.4m from the apparent edge of the highway. Ordinarily the LHA would request 5m minimum giving space for a LG Van, or car to park whilst opening or closing the gate. The entrance width at 5.4m is adequate, but the 6.7m detailed is preferred and assists the tracking of larger vehicles.

The entrance surface should be hard paved as soon as is possible by the applicant to avoid the risk of gravel eroding the road surface, reducing skid resistance and blocking highway drainage gulleys.

Drainage to the Entrance

Drainage is detailed within the proposals, although we would recommend the soakaway is offset from below the entrance for ease of maintenance and to reduce the risk of the entrance subsiding, if it's effectiveness can be proven. Given there is a slight fall in level from the site to the highway, the applicant should include for an Aco drain along the back edge of the highway to prevent any surface water from the site running into the highway. This work should be carried out as soon as is practically possible in consultation with SAB@wrexham.gov.uk. The ability of the ground to soakaway is a concern given the nearby ditches and likely high watertable. Specialist drainage design is likely to be required to satisfy flood officer and highway requirements. To minimise highway flooding risk, the Local Highway Authority would strongly recommend early consultation with the local Flood Officer, given the close proximity to drainage and ditches for this site.

Trip Generation and Chester Road junction
This application refers to one single static pitch and one tourer. The resulting traffic flows onto Llyndir Lane and then onto the main Chester road and is not expected to create a significant increase, as long as the site use is limited to the single static caravan and touring caravan.

Any further increase in traffic flows at the Llyndir Lane junction with Chester / Wrexham Road would be unacceptable as the junction is below standard in terms of visibility splays and width to accommodate two cars passing. Furthermore, any significant residential development would require provision of pedestrian access to and from Chester Rd.

Pedestrian Access
Some form of illumination should be provided at the entrance and it is noted that there is no direct footpath link to the bus stops, schools, and local amenities of Rossett. For the 2 caravans as listed, totalling 3 bedrooms in effect, the volume of pedestrians walking to and from the site to Chester Rd is low. Whilst the LHA would recommend provision of footway and cycletrack to and from new dwellings, for 3 bedrooms, it may be the LPA accept that it would be disproportionate to request this, or to refuse, given the number of other properties in similar situations within the county. Restricting further expansion/increase in numbers of

residents, without providing junction improvements and continuous footpath, could be covered by condition if considered necessary.

Refuse Collection and Cycle Provision

Can the applicant confirm proposals for refuse collection and include provision of cycle storage to the standards required in LPG16.

Conclusion and Update from a Site Visit

The main issues that remain prior to LHA support for the scheme include:

1. *At the time of the LHA visit, the fenceline, gate and soft landscaping either side of the entrance were installed. It was noticed that there was water settled in the gravel, with potential to flood the highway. It is important that the aforementioned drainage works and surfacing works are carried out as soon as possible* ***prior to the LHA being able to support the proposed development****. The drainage proposals require the prior approval of WCBC flood defence/SAB team. The applicant should email SAB@wrexham.gov.uk with proposals and contact details.*

2. *Can the applicant also confirm that they will maintain visibility splays 2.4m in from edge of highway in the centre of the access, by 25m in both directions with no obstructions greater than 1m in height? Any planting should be maintained at the applicant's expense to safeguard their own entrance access.*

3. *Proposals for Cycle parking to standards required in LPG16*

4. *Refuse collection should be incorporated into the proposed site plan.*

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.