MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Philip Mullineux
Our Ref:	ET/DC/PP/P/2025/0536	**Your Ref:**	ET/DC/PP/P/2025/0536/R2
Date:	18/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I SAFLE SIPSIWN A THEITHWYR TEULUOL Â 4 LLAIN / CHANGE OF USE OF LAND TO A 4 PITCH FAMILY GYPSY AND TRAVELLER SITE

LOCATION: LAND NORTH OF CROESFOEL COURT, WREXHAM ROAD, RHOSTYLLEN, WREXHAM, LL14 4DR

Following the provision of additional information, the Local Highway Authority (LHA) make the following comments:

Additional information has been provided with regards to points made in the initial LHA consultation response (01/09/25). This includes an updated site access plan, which presents proposed visibility splays. This plan presents splays based on a 2.4m 'X' distance (distance from edge of carriageway) and a 140m 'Y' distance (distance along the kerb). The previous LHA response made clear that given the speed limit of the B5098 (50mph) as set out in Transport Advisory Note (TAN) 18, a 'Y' distance of 160m would be required to be demonstrated. This site access plan does not demonstrate a 160m splay is achievable. No evidence or data has been provided in relation to the actual speed of vehicles on this section of the B5098, therefore the LHA can only judge the acceptability of visibility against the speed limit, which requires a 160m splay. Notwithstanding this, it is apparent that the 160m splay to the south of the access is not achievable given the alignment of the carriageway.

The site is proposed to be surfaced with loose bound materials. In the previous LHA response it was noted that the site access would need to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining carriageway. The LHA required the applicant provide a suitably scaled plan indicating this provision. The latest site plan does not show this detail and appears to show a 6.6m area of what could be hard bound surface, but this is not specified.

Summary:
Whilst other matters relating to parking and on-site manoeuvrability are now considered acceptable, the LHA cannot support the application given a safe access arrangement has not been proposed with acceptable visibility not demonstrated. This raises unacceptable road safety risks.

KWEdwards

Contracts & Engineering Manager
On behalf of the Chief Officer, Environment & Technical