MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0050 Res(2)	**Your Ref:**	P/2026/0050
Date:	22/05/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR O FOD YN AMAETHYDDOL I GWRTIL PRESWYL AT DDIBENION PARCIO A THROI, GAN GYNNWYS CADW'R LLAWR CALED/FFENSYS FFINIOL A'R DEFNYDD PARHAUS O FYNEDFA BRESENNOL / CHANGE OF USE OF LAND FROM AGRICULTURAL TO RESIDENTAL CURTILAGE FOR PARKING AND TURNING PURPOSES, INCLUDING RETENTION OF HARDSTANDING/BOUNDARY FENCING AND CONTINUED USE OF AN EXISTING ACCESS

LOCATION: 2 OAK TREE COTTAGES, HARWOODS LANE, ROSSETT, WREXHAM, LL12 0EU

I refer to your consultation / email dated 13/05/2026 and Highways Consultation Response in respect of the above.

General

The proposed development comprises a retrospective application to create alternative off-road parking & turning provision for the existing dwelling on agricultural land served off an existing agricultural field access. It is understood that the use of the existing sub-standard access located alongside the property is to cease and only be used as a pedestrian access / access for bins.

Access

The proposed development site is located on Harwood's Lane which is an unclassified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Existing Access (alongside property)

Visibility from the existing access located alongside the property is inadequate providing splays of approximately 2.4 x 2m to the east and 2.4 x 12m to the west measured to the nearside edge. Visibility is impeded in the easterly direction by the existing telegraph pole / boundary fence / hedgerow. Visibility in the westerly direction is limited in that the required splay would need to cut across 3rd party land.

The existing access is approximately 3.1m wide, gated at around 2.5m behind the carriageway edge and surfaced with loose bound materials. **A plan indicating the existing parking & turning arrangements has not been provided.**

It is understood that this access will no longer operate as a vehicle access but will only be used for pedestrian access and access for bins. **If the application is supported, the LHA recommends a suitable condition is included which controls the use of this access and reduces the access width so it cannot be used as a vehicle access.**

Proposed Access (via existing field access)

Visibility from the existing field access located to the east of the property is adequate in the easterly direction providing a splay in excess of 2.4 x 33m measured to the nearside edge. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 5m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow and egg selling stand (located on corner of access).

The submitted Highways Consultation Response indicates the egg selling stand has been removed and a visibility splay of 2.4 x 40m is available to the west. Following a site visit on 19/05/26, the egg stand is still present. This feature along with the existing hedgerow impedes visibility in this direction. If the application is to be supported, the LHA recommend the applicant indicates a significant improvement to visibility in the westerly direction. This could be achieved by removing the egg selling stand and lowering a section of the hedgerow to maximum height of 1m above the adjoining carriageway level. Measuring a visibility splay to the opposite side of the road as indicated in the submitted Highways Consultation Response is unacceptable.

The submitted Design & Access Statement appears to indicate that the existing field access will continue to be used for both agricultural purposes and for access to the new parking / turning area for the dwelling. It is noted that the field access has improved visibility (although still significantly below standard in the westerly direction) when compared with the existing domestic access. However, the proposal would indicate an increase in the use of a sub-standard access.

The submitted Highways Consultation Response indicates that the proposed access generates "no regular agricultural vehicle movements are associated with the proposal" and "It does not function as an operational agricultural access generating regular vehicle movements". These statements do not appear to confirm that there will be no agricultural related vehicle movements / use via this access.

If the application is supported, the LHA recommend that a suitable condition is included which requires all agricultural related use to cease at the site / access.

The LHA would not normally support any proposed development that would result in any significant increase in vehicle movements utilising this sub-standard access.

The existing access is approximately 5.8m wide, gated at around 2.4m behind the carriageway edge and surfaced with loose bound materials.

The LHA recommend that the applicant provides the following:-

- **A suitably scaled plan indicating the existing / proposed visibility splays from the proposed access (field access). In order to improve visibility, modifications will be required to the existing hedgerow, removal of egg box stand and any other obstructions present impeding visibility.**

- **Details of maximum size / length of vehicles (both agricultural & domestic) that will be using the access eg/ tractor plus trailer for agricultural use, van plus trailer for domestic use.**

- **A suitably scaled plan (including annotated dimensions) of the proposed access, position of any gates (no gates within 10m of highway boundary or greater if above vehicles exceed this length – eg/ tractor plus trailer), appropriate hard bound paving, Aco drain or similar to intercept any private surface water run-off, adequate parking and turning provision to suit both agricultural and domestic vehicles**

Traffic Generation

No details of the existing / proposed daily vehicle movements generated by the agricultural use and what agricultural uses takes place with what size / length of vehicles has been provided. **The LHA recommends the applicant provides this detail.**

Parking & Turning Provision

Adequate parking & turning provision will need to be provided at the site in accordance with LPGN 16 requirements.

The property would appear to be 3 bedroomed for which a maximum of 3 parking spaces would be required. Given the location of the site, the LHA recommends maximum parking standards are provided. The submitted layout plan includes a photograph of 3 vehicles parked off the proposed access (which includes a large van).

Given that the proposed access may well be intended for shared use ie/ domestic & agricultural, adequate turning provision will need to be provided within the curtilage of the site. As indicated above, the LHA recommend that **details of maximum size / length of vehicles (both agricultural & domestic) that will be using the access eg/ tractor plus trailer for agricultural use, van plus trailer for domestic use are provided and suitable turning facilities for such vehicles are indicated on a suitably scaled plan plan (ie/ include annotated dimensions of turning areas and parking spaces).**

Conclusion

In conclusion, the LHA request the following information :-

- **<u>Proposed Access (via existing field access)</u>**

    - A suitably scaled plan indicating the existing / proposed visibility splays from the proposed access (field access). In order to improve visibility, modifications will be required to the existing hedgerow, removal of egg box stand and any other obstructions present impeding visibility.

    - Details of maximum size / length of vehicles (both agricultural & domestic) that will be using the access eg/ tractor plus trailer for agricultural use, van plus trailer for domestic use.

    - A suitably scaled plan (including annotated dimensions) of the proposed access, position of any gates (no gates within 10m of highway boundary or greater if above vehicles exceed this length – eg/ tractor plus trailer), appropriate hard bound

paving, Aco drain or similar to intercept any private surface water run-off, adequate parking and turning provision to suit both agricultural and domestic vehicles.

- **Traffic Generation**

  No details of the existing / proposed daily vehicle movements generated by the agricultural use and what agricultural uses takes place with what size / length of vehicles has been provided. **The LHA recommends the applicant provides this detail.**

- **Parking & Turning Provision**

  Adequate parking & turning provision will need to be provided at the site in accordance with LPGN 16 requirements.

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  Given that the proposed access may well be intended for shared use ie/ domestic & agricultural, adequate turning provision will need to be provided within the curtilage of the site. As indicated above, the LHA recommend that **details of maximum size / length of vehicles (both agricultural & domestic) that will be using the access eg/ tractor plus trailer for agricultural use, van plus trailer for domestic use are provided and suitable turning facilities for such vehicles are indicated on a suitably scaled plan plan (ie/ include annotated dimensions of turning areas and parking spaces).**

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.

KW Edwards

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