MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Phil Mullineux
Our Ref:	ET/DC/DB/P/2025/0874	**Your Ref:**	P/2025/0874
Date:	08/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I GREU SAFLE SIPSIWN/TEITHWYR SY'N CYNNWYS 2 GARTREF SYMUDOL, 2 GAR TEITHIO AC 1 YSTAFELL DDYDD YNGHYD Â GWAITH CYSYLLTIEDIG / CHANGE OF USE OF LAND TO CREATE GYPSY/TRAVELLER SITE COMPRISING 2 NO MOBILE HOMES, 2 NO TOURING AND 1 NO DAYROOM WITH ASSOCIATED WORKS

LOCATION: LAND AT SERVICE AREA SITE, GRASS LANE, BURTON, ROSSETT, WREXHAM, LL12 0AU

I refer to your consultation / email dated 01/12/2025 in respect of the above.

General
This application proposes the construction of 2 nr mobile homes, plus associated infrastructure and parking including that for 2nr touring caravans. The site is currently used for HGV trailer parking at time of visit, and what appears to be a recently constructed stable block.

The site may previously have been used for service land by the trunk road agency.
Have the immediate neighbours have the North and Mid Wales Trunk Road Agency (MMWTRA) been consulted? There may be practical requirements such as fencing and drainage that if not considered may impact on the A483.

Access: Entrance and track

The access is proposed via the existing tarmacked access that serves not only this service yard but 2nr dwellings, 2 fields, a telecommunication tower, 2 fields and an area of scrub and spoil.

The existing adopted and surfaced bellmouth access would allow for the passing of two suitably sized vehicles (a delivery van and car) to pass one another without causing obstruction to moving traffic on Cobblers Lane.

There is sufficient space within the bellmouth for a 7-metre delivery van to wait while a car or other small vehicle exits the site, without causing an obstruction to traffic on Cobblers Lane.

The posted speed limit on Cobblers Lane is the National Speed Limit (up to 60 mph). However, in this instance, the Local Highway Authority considers that visibility splays based on a design speed of 30 mph would be appropriate. This is due to the geometry of the road and the proximity of the railway level crossing, which are expected to result in vehicle speeds not exceeding 30 mph in the vicinity of the proposed access.

Accordingly, visibility splays of 2.4 metres x 43 metres should be provided in both directions, measured to the nearside kerb.

Existing visibility spays are 2.4m x 30m to the nearside kerb in the westerly direction and 2.4m x 43m to the bend in the easterly direction.

At time of visiting, the vegetation had grown to limit the visibility to the west.
It is estimated that with some cutting back of the vegetation, the visibility could be increased to 2.4m x 43m, which is what would be needed for the LHA to support this application.

Maintenance of the hedgerow is essential to maintain visibility for all who access the track. There are no recorded incidents on the Crash Map UK site at the junction. The verge is within the adopted highway control, so the applicant is reminded that if the visibility is reduced due to vegetation growth then they should contact the Environmental Team of Wrexham County Borough Council to request cutting back to maintain the 2.4m x 43m to the nearside kerb

The unsurfaced unlit access track beyond the junction is narrow with only 3m width in places and does not facilitate the passing of large vehicles such as HGVs.
The LHA recommend that a plan with detailed passing places is provided.

The applicant is required to confirm if they wish to engage a private company for refuse collection, or arrange a refuse collection point within 15m of the adopted highway.

The track is unadopted and poorly maintained. Whilst the condition and width of the existing privately maintained track does not fall within the LHA's direct responsibility to comment, we would advise that the **ability of the emergency services to be able to access the site may be restricted** because of the poor access.
Their input should be sought to confirm minimum standards required to be able to provide access for a fire engine, ambulance and police vehicles.
This is a matter for the LPA to consider and not the LHA.

Parking and turning

The location of two mobile homes and two touring caravans has been provided. Whilst there appears plenty of space on the site, the applicant is requested to set out parking places and turning areas on the site plan. Given the unsustainable location maximum parking spaces in accordance with LPG16 should be provided and shown on an amended plan.

The applicant is required to confirm if any other usage classifications are to be retained on the site?
At the time of the LHA's visit, articulated HGV trailers were stored on site, and there appears to be a recently constructed stable block. If the HGV parking is both permitted, and proposed to continue, the applicant should provide separate pedestrian access and segregated areas within the developable area, fenced off from each use for child safety.

Drainage
The road slopes away from the highway so water run off from the lane/proposed development onto the highway at the site access is of no concern.

Summary

Pedestrian access is substandard, this locality cannot be described as sustainable. Other recent similar applications are closer to village amenities and bus routes.

An amended site layout should be provided that demonstrates adequate parking and turning provision, and clarifying that the residential areas are segregated from any other use, such as stables, HGV parking etc. Should any HGV or other usage be retained on the site, this needs to be separate and safely fenced off from residential area.

Segregated pedestrian access should be provided if HGV storage use is permitted and is to be retained.

The applicant should ensure that adequate visibility is maintained via direct liaison with the Environmental department of WCBC to ensure visibility is maintained.

Confirmation of the proposed refuse collection arrangements is required. Should the applicant intend to utilise the Council's refuse collection service, an amended plan shall be submitted showing a refuse collection point located within 15 metres of the public highway boundary.
Safe access for emergency surface vehicles, with passing points and adequate construction should be provided to the emergency services' requirements.

Cycle parking should be shown on an updated plan, although it is accepted there is adequate space available.

The LHA require a response to these queries and amended plans prior to being able to conclude the consultation response.

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 184/171 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.