MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0854 Res(3)	**Your Ref:**	P/2025/0854
Date:	09/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD Y TIR I GREU SAFLE GLAMPIO (SAITH UNED) / CHANGE OF USE OF LAND TO CREATE GLAMPING SITE (SEVEN UNITS)

LOCATION: LAND SOUTH OF QUEENSBRIDGE FARM, OVERTON, WREXHAM, LL13 0LE

I refer to your consultation / email dated 09/06/2026 in respect of the above.

General

The proposed development comprises the creation of a glamping site (7 units) served off an existing field access onto the A528 Overton Road.

Access

The proposed development site is located on the A528 which is rural, classified road subject to a 50mph speed limit.

Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN18 / DMRB Standards.

Adequate forward visibility would also normally be required for vehicles approaching the access heading south providing a stopping sight distance of 160m..

The LHA recommends the applicant provides revised plans indicating the provision of adequate lateral and forward visibility splays in accordance with TAN 18 Standards.

The proposed access (current field access) serving the site is located approximately 12m south of the existing private driveway serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The LHA previously raised concerns regarding the proximity of the proposed access to the existing shared access serving the above properties on highway safety grounds.**

Existing Shared Private Driveway

(serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall, Little Queensbridge)

The existing shared access road is typically less than 4.1 wide and cannot easily accommodate the simultaneous passage of 2 vehicles.

Although, not currently proposed, this private access road would not benefit from any significant increase in vehicle movements.

Existing Access (serving existing field)

The existing access is approximately 4.1m wide, unsurfaced (grassed), with gates setback approximately 3 behind the carriageway edge.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 30m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

Forward visibility for vehicles approaching the access from the south to stationary vehicles waiting to turn right into the proposed access is approximately 100m restricted by the alignment of the road (bend / cuts across 3rd party land).

The LHA would not support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access. **If the proposed development is supported accessing via the proposed revised access located further south, the LHA would recommend that the existing field access is closed up.**

Existing Traffic Generation

It is assumed that the existing field access currently generates very few daily vehicle movements. No information in respect of existing vehicle movements utilizing this access has been provided. **However, this access will need to be permanently closed up if the application is supported.**

Speed Survey

A recently conducted speed survey was carried out by the applicant between 30/01/2026 and 05/02/2026 either side of the proposed access. However, there was an issue with the survey to the south, so this was repeated from 05/02/2026 to 11/02/2026. The speed surveys determined the following 85th percentile speeds:-

- Northern Location, Southbound 48.3mph

- Southern Location, Northbound 50.8mph

Based on these speeds, any proposed access would require visibility splays of 2.4 x 139m to the north and 2.4 x 150m to the south measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

The submitted Site Access Visibility Splay plan (Drg. No. 332613092-100-005-P03) indicates splays of 2.4 x 120m in both directions measured to a point 0.5m offset from the nearside kerbline. These splays fall significantly short of the TAN 18 / DMRB standards (ie/ 2.4 x 139m to the north and 2.4 x 150m to the south). Measuring the splays to an offset distance of 0.5m away from the nearside kerb (ie/ wheeltrack position) is considered acceptable.

Given the location of the existing mature tree located to the north of the proposed access, it is considered unlikely that the required splay of 2.4 x 139m in the northerly direction could be achieved. The submitted plans only include an indicative tree trunk diameter in respect of te tree to the north of the proposed access. **The existing tree trunk diameter of the mature tree in this location is of a significant size and needs to be plotted / drawn accurately as it may well limit the available visibility in the northerly direction.**

The submitted cross section plan (Drg. No. 332613092-100-005-P03) appears to indicate that the 0.26m to 2m visibility envelope cannot be achieved without modifications to existing ground level / private shared driveway c/way levels. Even if the object minimum height was relaxed to 600mm, this would still appear to require the above modifications. **Any splays cutting across the existing private shared driveway or any physical modifications to the existing private road itself (as would appear to be the case) would require a suitable legal agreement (eg/ s.106 agreement) including all property owners served off the private driveway. This requirement has been confirmed by the WCBC Planning Department. If such an agreement cannot be achieved, then the achievable splay in the northerly direction will be significantly reduced again.**

The required splays of 2.4 x 139m to the north and 2.4 x 150m to the south have been calculated via interpolation of the values provided in TAN 18. It would appear that the required level of visibility cannot be provided in either direction as both splays appear to cross over 3rd party land.

TAN18 does not refer to any relaxation of visibility splays. TAN 18 is the prevailing standard. The consultant has included a comment that DMRB is the "current recognised and accepted standards that are applied to Trunk Roads and Motorways". The road fronting the development site is a high-speed road with demonstrable high speeds of vehicles therefore using a distance that is below the desirable minimum would not be acceptable on a rural road with horizontal and vertical curvature.

Proposed Access

It is proposed to serve the proposed development site from a new 5.5m wide access with 6m kerb radii located approximately 87m south of the existing shared private driveway (serving 6 existing properties).

The submitted plan (Drg. No. 332613092-100-005-P03) indicates proposed splays of 2.4 x 120m to the north and 2.4 x 120m to the south measured to a point 0.5m into the carriageway off the nearside kerbline. The proposed splay in the southerly direction is significantly less than that required by TAN 18 / Speed Survey (ie/ 2.4 x 139m to the north and 2.4 x 150m to the south) and is therefore considered inadequate.

The required splays would appear to cut across 3rd party land in the northerly direction including the private shared access road serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The submitted site location plan does not appear to provide evidence of ownership by the applicant of the private shared access road serving the six properties over which the proposed / required splay in the northerly direction would cut cross. It is therefore assumed that the required splay cannot be delivered over land under the applicant's control.**

The proposed access is 5.5m wide with 6m kerb radii. Any proposed access will need to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected across the access. An Aco drain or similar will be required where the access falls towards the highway.

There appears to be an existing drainage ditch in the verge in the location of the proposed access**. If the application is supported consent will be required for the proposed access (s.184 / 171 consent) and details provided relating to any required culverting of this existing ditch.**

Given that the proposed visibility splays from the new access fall significantly short of the required standards, it would be difficult for the LHA to support the proposed development.

The proposed access will need to be of sufficient width to accommodate both cars and delivery / waste vehicles accessing the site simultaneously. **The submitted Technical Note – 002 (Dated June 2026) indicates that the waste / recycling will be carried out by a private collection company. If the application is supported, the size of vehicle permitted to service the site could be controlled by a suitable planning condition (Service Delivery Management Plan – SDMP).**

The submitted swept path plan (Drg. No. 332613092/100/007 Rev P03) indicates an 9.6m long refuse vehicle entering the site from the north, turning within the site and exiting the site to the south. The submitted plan does not indicate how a large car (5m in length) and a refuse wagon will enter and exit the site in both directions simultaneously. **It is noted that the refuse vehicle would need to encroach significantly onto the north bound lane when exiting the site in the southerly direction which is far from ideal if limited visibility is proposed and the vehicle is relatively slow moving. The** Local Highway Authority (LHA) recognises that the development will be serviced by an external waste collection company, and as such, the dimensions of the refuse collection vehicle may differ from those used by WMBC. The applicant should therefore provide details of the dimensions of the likely refuse vehicle that will service the site, along with swept path assessments demonstrating that both a refuse vehicle and a car (5m in length – large car) can access and egress the site simultaneously. The car used is only 4.7m in length which is unacceptable.

The LHA recommend that the above detail (including appropriate swept path details) are provided to demonstrate this.

Any proposed access will need to be surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary and the existing dropped kerb modified to suit the new access (s.184 / 171 consent required).

An Aco drain or similar will be required across the access to intercept private surface water run-off if it falls towards the highway.

The above detail is indicated on revised layout plan (Drg. No. 360MWT01-02 Rev K).

Proposed Improvements to Existing Shared Access (serving 6 no. dwellings)

The previously submitted Technical Note indicated the following:-

*The proposed relocation of hedgerow would benefit the existing private access as the proposals significantly improve the visibility splay of the existing private access from 2.4m x 32.3m to the south and 16.8m to the north to 2.4m x 137.3m (and to tangent) to the south and 37.0m to the north. For consistency, except to the south for the proposed situation due to alignment of the road, all measurements have been taken 1m from carriageway edge**.***

The existing and proposed visibility splays at the existing private access are shown in Drawing 332613920/100/006.

Although the above improvement to visibility from the existing shared access is beneficial, the proposed splays still remain significantly short (in the northerly direction) of the required standards.
The proposed development would introduce an additional access which also does not comply with current visibility standards.

Trip Generation

Existing Field Access

The submitted Technical Note does not indicate the existing daily vehicle movements through the existing sub-standard access.

Existing Shared Private Access (serving 6 dwellings)

The submitted Technical Note indicates TRICs data for private houses in relation to the 6 dwellings served off the private shared access. This data indicates daily movements of 6.3 movements per dwelling which is accepted.

Proposed Glamping Site (7 no. units)

The submitted Technical Note includes TRICs data for holiday accommodation. The TN includes 2 tables of data which provides daily vehicle movements (per unit) of 2.078 and 1.747. For comparison purposes, the report appears to have selected the lower of the two figures (ie/ 1.747) It is not clear which sites have been included for each set of figures and why the lower value has been selected.

It is noted that where 3 freestanding sites have been listed, the 3rd site does not include a survey date. This detail should be provided (ie/ no more than 8 yrs old).

It is noted that where 5 freestanding sites have been listed, 2 of the sites are in Ireland. These sites would normally be excluded from the analysis. The most likely location category for the proposed development site is considered to be “freestanding”.

It is considered in this instance that the trip generation of 1.747 is acceptable given the low daily vehicle flows on the adjoining highway. However, the LHA still consider that the proposed visibility splays are insufficient for a development of this nature.

Parking and Turning Provision

Parking and turning provision at the site will need to comply with LPGN 16 requirements for those staying at the pods, staff and any other visitors.

The previously submitted Technical Note included the following:-

With regard to the proposed development, all seven pods will have a single bedroom. In terms of staff, there will be approximately three cleaners, one management and potentially maintenance on site in a given day.

The guests check out at 10am and check in at 3pm. When the guests check out, the cleaners will visit the site and use a parking space. The cleaners will depart the site prior to guests arriving to check in at 3pm. Also, the one management member of staff on site when guests are present on site.

To take account of the proposed operation of the site, it is proposed that there will be eight car parking spaces and seven Sheffield stands (14 cycle spaces) within the development.

Based on the above information, if a maintenance person and manager was on site when all pods were occupied then it is assumed 9 parking spaces would be required. If one pod was vacated (6 remaining occupied) and a maintenance person, manager and 1 cleaner were on site then 9 spaces would be required. It would appear that an appropriate level of parking provision would be 9 spaces.

The revised Site Layout Plan (Drg. No. 360MWT01-02 Rev K) indicates the provision of 12 parking spaces with one space being laid out to mobility standards which would be considered acceptable.

It is assumed that any larger vehicles other than cars will be refuse vehicle and a medium sized delivery vehicle (ie/ 7m in length). Such vehicles will require adequate turning provision within the curtilage of the site. The size of vehicle permitted at the site could be controlled by a suitable condition ie/ Service Delivery Management Plan (SDMP).

As indicated above, the proposed access will need to be of sufficient width to accommodate both cars and delivery / waste vehicles accessing the site simultaneously in the interest of highway safety. The submitted swept path plan (Drg. No. 332613092/100/007 Rev P03) indicates an 9.6m long refuse vehicle entering the site from the north, turning within the site and exiting the site to the south. The submitted plan does not indicate how a large car (5m in length) and a reuse wagon will enter and exit the site in both directions simultaneously. It is noted that the refuse vehicle would need to encroach significantly onto the north bound lane when exiting the site in the southerly direction which is far from ideal if limited visibility is proposed and the vehicle is relatively slow moving. The Local Highway Authority (LHA) recognises that the development will be serviced by an external waste collection company, and as such, the dimensions of the refuse collection vehicle may differ from those used by WMBC. The applicant should therefore provide details of the dimensions of the likely refuse vehicle that will service the site, along with swept path assessments demonstrating that both a refuse vehicle and a car (5m in length) can access and egress the site simultaneously.

The LHA recommend that the above details are indicated (including appropriate swept paths of the largest vehicle entering and exiting the site simultaneously (in both directions) and details of how such a vehicle will turn within the site.

<u>Cycle Parking / Storage</u>

Adequate cycle parking / storage will be required in accordance with LPGN 16 / Active Travel Guidance.

The submitted plan (Drg. No. 360MWT01-02 Rev K) indicates 7 no. cycle stands approximately 1m apart plus a shelter which is considered acceptable.

Waste / Recycling

The Local Highway Authority (LHA) recognises that the development will be serviced by an external waste collection company, and as such, the dimensions of the refuse collection vehicle may differ from those used by WMBC.

Construction Traffic Management Plan

If the application is supported, the LHA recommends any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

Given the issues highlighted above, it would be difficult for the LHA to support the proposed development.

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.

On behalf of Chief Officer, Environment & Technical