Job Name:	Queensbridge Farm, Overton-on-Dee
Job No:	332613092
Note No:	003
Date:	July 2026
Prepared By:	Harry Keech: Assistant Transport Planner
Approved By:	Brian Laird: Technical Director – Transport Planning
Subject:	**Proposal: Change of Use of Land to Create Glamping Site** **Land South of Queensbridge Farm, Overton, Wrexham, LL13 0LE** **Planning Application Reference: P/2025/0854**

1. Introduction

1.1. Stantec UK Ltd (Stantec) has been appointed by Mr S. Heighway (Applicant) to provide transport and highways advice in relation to planning application (Planning Ref; P/2025/0854) for a new glamping development at Queensbridge Farm, Overton, Wrexham.

2. Background

2.1. Further to the submission of the planning application, Wrexham Council prepared a Memorandum dated 8 January 2026 providing the initial highways consultation response. In response, Stantec prepared a Technical Note (001) to address the initial highways consultation response.

2.2. Subsequently, Wrexham Council prepared a second Memorandum, dated 6 May 2026, providing further comments. In response, Stantec prepared a second Technical Note (002), dated June 2026.

2.3. This Technical Note (003) has been produced to address Wrexham Council's 9 July 2026 Memorandum response.

2.4. It appears from Wrexham Council's latest Memorandum that the majority of issues have been addressed, and any remaining issues associated with the internal layout of the site can be easily resolved.

2.5. The main issue of contention is the visibility splay at the proposed site access. This Technical Note has been prepared to address this specific issue and also provides additional information to address the outstanding issues in relation to the proposed site layout.

3. Land Ownership

3.1. In order to meet the visibility splay of 2.4m x 150m to the south, as requested by Wrexham Council, the Applicant has acquired additional land to the south of his existing site. The Certificate of Ownership, including plan showing area acquired, is in included as **Appendix A**.

4. Existing Tree to North of Proposed Site Access

4.1. Regarding the tree located to the north of the proposed site access, Wexham Council has stated "*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*."

4.2. Stantec confirms that the proposed site access drawings are based on a topographical survey that has accurately plotted the location of the tree. From the drawing, the trunk of the tree is measured at 1.2m. In addition, the Applicant has taken a measurement of the tree and has confirmed that it measured 1m in diameter.

4.3. In conclusion, the location of the tree and diameter of the tree, as shown on the drawing can be considered as accurate. It is clear from the drawing, that the tree trunk is behind the visibility splay and therefore will not obstruct the visibility splay.

5. Private Shared Driveway / Public Right of Way

5.1. Regarding the existing private shared driveway, Wrexham Council has stated "A*ny 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*."

5.2. Wrexham Council has also stated "*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."*

5.3. The proposed site access drawing shows a long section of the visibility splay to the north and south of the site, showing visibility in the vertical plane. It can be clearly seen from the drawing that a driver sitting at the site access, waiting to turn onto the A528 would be able to see from a height of 2 m high down to a point 600 mm above the carriageway in both directions, as referred to in paragraph 7.6.3 of Manual for Streets. It should be noted that TAN 18: Transport makes no reference of driver height and provides no guidance to what document that driver height should be taken from.

5.4. In terms of legal agreements, as stated in TN 002, the private shared driveway is a Public Right of Way (PROW), Footpath OVE / 34. Wrexham Council's Senior Definitive Map Officer has confirmed that the existing private driveway is a PROW.

5.5. In addition, Wrexham Council's Senior Definitive Map Officer has confirmed that the existing private shared driveway forms part of Footpath OVE/34. The officer has also confirmed "I*n terms of structures on or across the route, whilst we could authorise gates for livestock purposes, it seems unlikely at this location unless one of the hedges adjacent to the footpath was ripped out allowing livestock onto the drive. As for signage, the route is already signed*."

5.6. An email received from Wrexham Council's Senior Definitive Map Officer is included as **Appendix B**.

5.7. It should also be noted that a footpath would need to be permanently closed, before it would cease to be a PROW. Closure of PROWs however are extremely rare and are always objected to by pedestrian societies, such as The Ramblers.

5.8. In conclusion, it has been demonstrated that no physical modifications to the existing private shared driveway or legal agreement would be required for the visibility splay at the proposed site access to cross the existing private shared driveway.

6. Visibility Splay

6.1. Although Stantec considers that a visibility splay of 2.4m x 120m in both directions is acceptable, as it is in accordance with one step below the desirable minimum based on Design Manual for Roads and Bridges, the Applicant has acquired additional land to improve the visibility further to satisfy Wrexham Council (**Appendix A**).

6.2. **Drawing 33261309/100/005 P03** shows a visibility splay of 2.4m x 150m to the south, which is in accordance with Wrexham Council's requirements.

6.3. To the north, the maximum visibility splay achievable due to the vertical alignment of the A528 is 2.4m x 122.8m. Wrexham Council has requested a visibility splay of 2.4m x 139m, whilst this is not achievable, the achievable visibility to the north is only 16.2m short, which is approximately only three car lengths.

6.4. It should be noted that the planning application originally proposed that the existing farm access would be used to serve the existing site. Wrexham Council raised concerns regarding the proximity of the farm access to the existing private shared driveway / PROW and the substandard visibility splay at the existing field access.

6.5. To address these concerns, it has therefore been proposed to relocate the site access and close the existing field access. The closure of the existing farm access and the significant improvement to the visibility splay at the existing private shared driveway will provide a benefit of the proposed development.

6.6. For information, Appeal Ref: APP/H6955/A/13/2190540 Decision Notice is included as **Appendix C**. This planning application was originally refused with the main reason in relation to the visibility splay proposed. At paragraph 10, the Inspector stated:

"*More telling, however, is the fact that the existing access to No. 22 is significantly sub-standard, as the Council fully recognises. Visibility to the east is 25m but only 4m to the east, where it is restricted by fencing to No. 20. The proposed access, albeit to serve two dwellings rather than one, would be a significant improvement over that currently in use. There is no evidence that the existing access has caused highway safety issues. Even so, I consider that the improved access would be a material gain, sufficient to offset the visibility deficiency identified*."

6.7. By moving the access to the south as now proposed, like the development allowed at appeal, would provide a material gain.

6.8. The Bryn Estyn Appeal is considered highly relevant to this application because, although the proposal involved the creation of a new access arrangement rather than simply modifying the existing access, the Inspector concluded that the appropriate assessment was whether the overall highway safety position was improved.

6.9. In that case, the existing substandard access was permanently closed and replaced with a new access in a different position. The Inspector confirms that at paragraph 5:

"*However, the proposal clearly intends the formation of a new shared access to serve both the proposed dwelling and the existing house, No. 22, together with the closure of the existing access entrance. In that way, it does not provide for alterations to the existing access but a completely new arrangement*."

6.10. Despite the replacement access not achieving the full visibility standards sought by the Highway Authority, the Inspector found that it represented "a material gain, sufficient to offset the visibility deficiency identified" and concluded that the proposal "would not make the existing highway safety situation worse and may indeed improve matters."

6.11. Similarly, the Queensbridge Farm proposal would permanently close the existing substandard field access and replace it with a purpose-designed access providing substantially greater visibility, whilst also delivering wider highway safety benefits through improved visibility for existing users of Queensbridge Lane.

6.12. Although a modest residual shortfall remains against the design standard to the north, the proposal represents a clear net improvement in highway safety when compared with the existing situation, reflecting the same planning principle applied by the Inspector in the Bryn Estyn decision.

7. Other Issues

Existing Shared Private Driveway

7.1. Although as part of the proposals, the visibility splay at the existing shared private driveway would not accord with TAN 18 standards, the visibility splay would be improved significantly in comparison with the existing situation.

7.2. The available minimal visibility at the existing shared private driveway is shown in photograph 1 and 2, bellow.

Photograph 1 – view to the north	Photograph 2 – view to the south
	

7.3. For clarity, the proposed development seeking planning permission is not for an improvement to the visibility splay at the existing shared private driveway. The visibility splay would be significantly improved at the existing private driveway, which should be considered as a material benefit that would be provided as a consequence of the proposed development that is seeking planning permission.

Existing Access (serving existing field)

7.4. This issue is resolved, as the proposals would permanently see the closure of this existing access.

Trip Generation Associated with Proposed Development

7.5. This issue is resolved, as Wrexham Council has stated "*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.*"

Refuse Vehicle / Swept Path Analysis

7.6. Although it was stated in TN002 that waste collection will be carried out by private waste collector, for robustness and to address the comments raised by Wrexham Council, swept path analysis has been updated for a 11.347m long large refuse vehicle and a 5m long car. It should be noted that a refuse vehicle will visit the site only once a week and the chances of a refuse vehicle entering / exiting at the same time a 5m long car entering / exiting the site will be a rare occurrence.

7.7. As requested however, **Drawing 332613092/100/007 P04** shows a 11.347m long large refuse vehicle turning left into the site at the same time as a 5m long car turning left out of the site. In addition, the drawing shows a 5m long car turning left into the site at the same time as a 11.347m long large refuse vehicle turning left out of the site.

7.8. The drawing also shows the centre line of the A528, which demonstrates that the vehicles do not encroach into any part of the oncoming lane when turning left into or out of the site.

Parking

7.9. This issue is resolved, as Wrexham Council has stated:

- "…*provision of 12 parking spaces with one space being laid out to mobility standards which would be considered acceptable*." and
- "*The submitted plan (Drg. No. 360MWT01-02 Rev K) indicates 7 no. cycle stands approximately 1m apart plus a shelter which is considered acceptable."*

Construction Traffic Management Plan

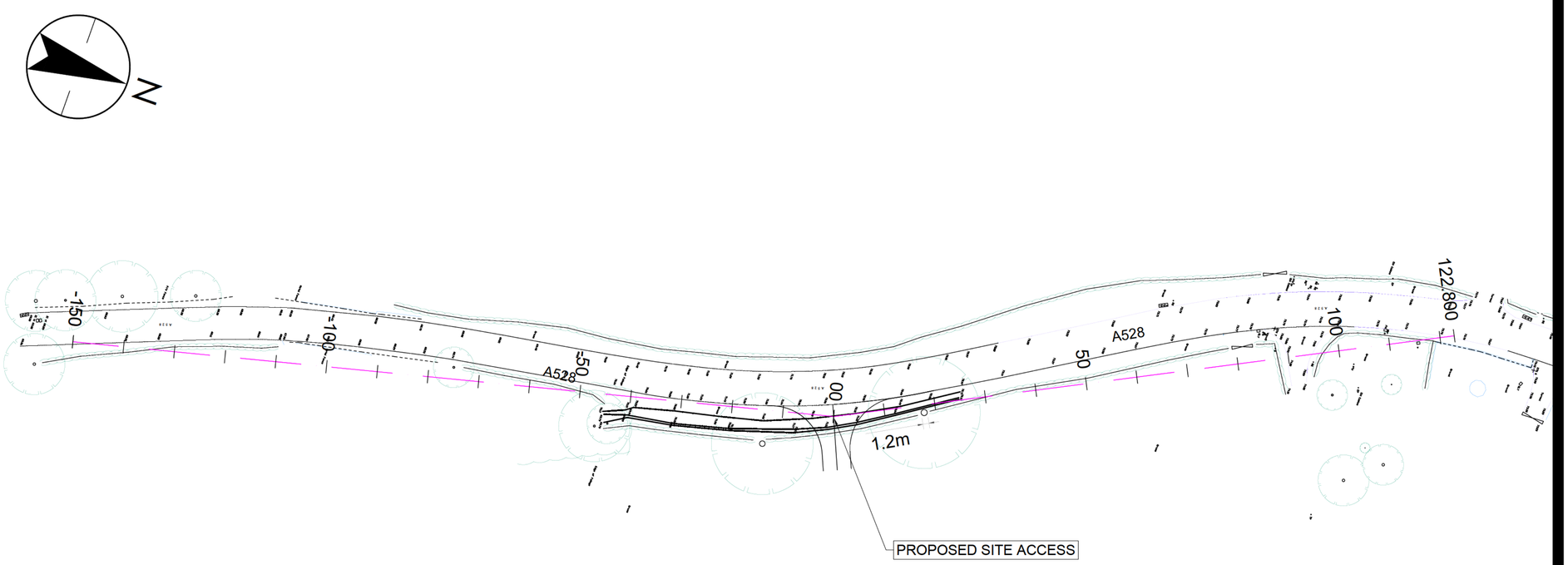
7.10. This issue is resolve, as the Applicant would accept the wording of the recommended planning condition.

8. Conclusion

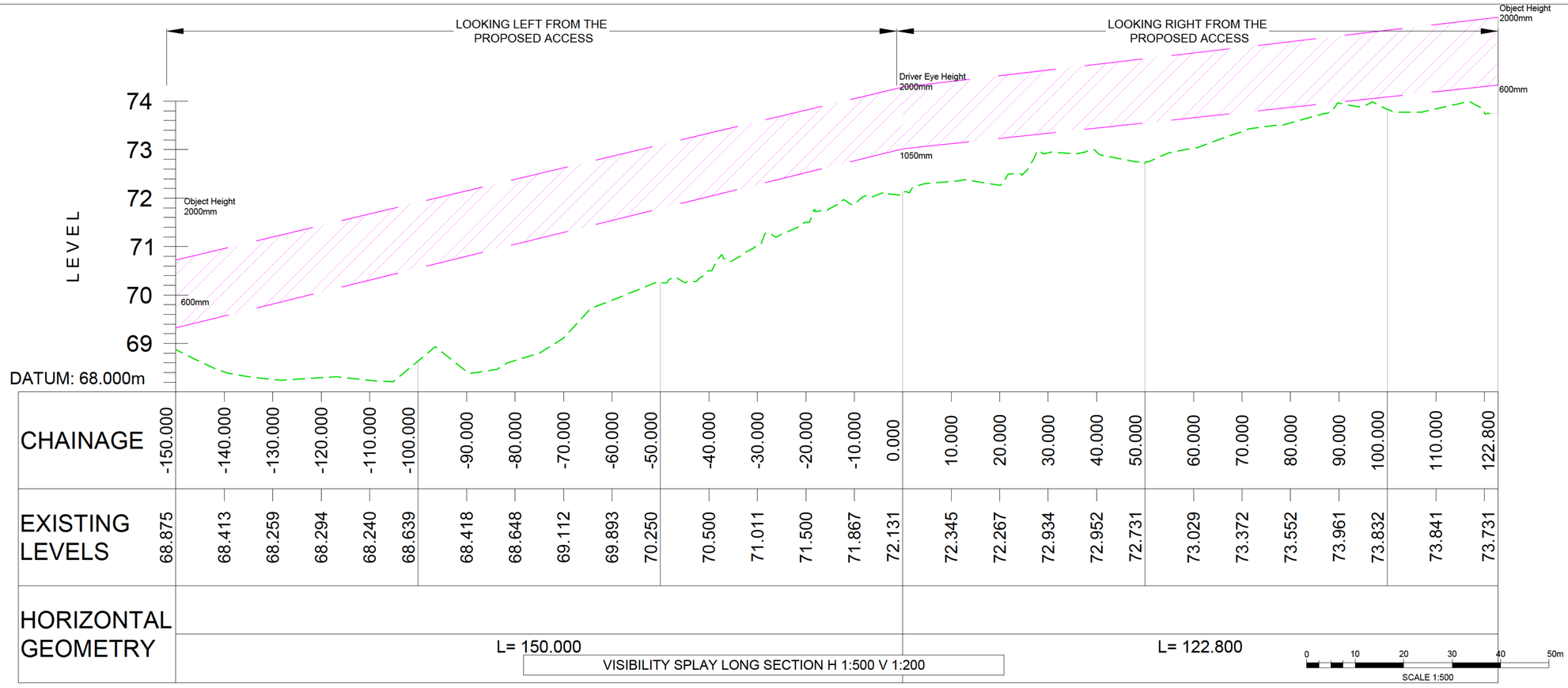
8.1. In conclusion, the proposed site access, providing a visibility splay of 2.4m x 150m to the south and 2.4m x 122.8m to the north, should be considered acceptable when taking account of the additional benefits that would be delivered to existing residents of Queensbridge Lane.

8.2. In addition, it has been demonstrated that all issues associated within the site have been addressed or could be conditioned accordingly.

Drawings



VISIBILITY SPLAY SCALE1:500



VISIBILITY SPLAY LONG SECTION H 1:500 V 1:200

Stantec

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1. DRAWING BASED ON TOPOGRAPHICAL SURVEY
2. DRAWING BASED ON '168-DAC-PL-002-P1' PROVIDED AUGUST 2025

KEY

- 2.4M X 150M VISIBILITY SPLAY TO THE SOUTH AND 2.4M X 122.8M TO THE NORTH
- EXISTING GROUND

Issued/Revision		By	Appd	
P02	COMMENTS FROM HIGHWAY AUTHORITY	HS	BL	2026.07.17
P01	FIRST ISSUE	HS	BL	2026.03.13
		Dwn.	Dsgn.	Chkd.
		HS	HS	BL 2026.05.21

Issue Status

S1 - FOR COORDINATION

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Client/Project
MR S. HEIGHWAY

332613092

QUEENSBRIDGE FARM, OVERTON

Title
SITE ACCESS VISIBILITY SPLAY

Project No.	A1 Scale
332613092	1:500
Revision	Drawing No.
P03	332613092/100/005

Plotted: 17/07/2026 10:05:27 | PP By: Coines Northern
P:\332613_WSP\...\Submissions\100\005\100\005 transport\dgn\mapy-ghostkit\cad\Layout\332613092_100.005.dgn



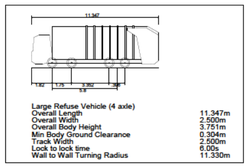
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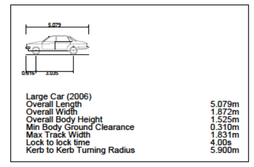
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Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Legend

Kerb Amendments

Road Midline Boundary

P04 UPDATES		NC	BL	2026.07.24
P03 UPDATES		NC	BL	2026.05.29
P02 UPDATES		NC	BL	2026.05.28
P01 FIRST ISSUE		HK	BL	2026.03.27
Issued/Revision		By	Appd	YYYY.MM.DD
	HK	HK	BL	2026.03.27
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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S2 - FOR INFORMATION

Client/Project Logo

Client/Project

MR S. HEIGHWAY

QUEENSBRIDGE FARM, OVERTON-ON-DEE

Title

SWEPT PATH ANALYSIS: REFUSE VEHICLE AND ESTATE CAR

Project No.	A2 Scale
332613092	1:250
Revision	**Drawing No.**
P04	**332613092/100/007**

Plotted: 24.07.2026 2026.07.24 4:32:43 PM By: Caines, Nathan
ORIGINAL SHEET - ISO A2 \\pbqa.int\vnc\projects\332613092\100 transport\drgs-maps-graphics\cad\dwgs\332613092_100_007_p03

Appendices

Appendix A Land Ownership

Give full name(s) of all the persons to be shown as registered proprietors.

Complete as appropriate where the transferee is a company. Also, for an overseas company, unless an arrangement with HM Land Registry exists, lodge either a certificate in Form 7 in Schedule 3 to the Land Registration Rules 2003 or a certified copy of the constitution in English or Welsh, or other evidence permitted by rule 183 of the Land Registration Rules 2003.

Enter the overseas entity ID issued by Companies House for the transferee pursuant to the Economic Crime (Transparency and Enforcement) Act 2022. If the ID is not required, you may instead state 'not required'.

Further details on overseas entities can be found in practice guide 78: overseas entities.

Each transferee may give up to three addresses for service, one of which must be a postal address whether or not in the UK (including the postcode, if any). The others can be any combination of a postal address, a UK DX box number or an email address.

Place 'X' in the appropriate box. State the currency unit if other than sterling. If none of the boxes apply, insert an appropriate memorandum in panel 11.

Place 'X' in any box that applies.

Add any modifications.

5 Transferee for entry in the register:

STEVEN JAMES GEORGE HEIGHWAY

For UK incorporated companies/LLPs
Registered number of company or limited liability partnership including any prefix:

For overseas entities
(a) Territory of incorporation or formation:

(b) Overseas entity ID issued by Companies House, including any prefix:

(c) Where the entity is a company with a place of business in the United Kingdom, the registered number, if any, issued by Companies House, including any prefix:

6 Transferee's intended address(es) for service for entry in the register:

Queensbridge Farm, Overton-on-Dee, Wrexham, LL13 0LE

7 The transferor transfers the property to the transferee

8 Consideration

☒ The transferor has received from the transferee for the property the following sum (in words and figures):

☐ The transfer is not for money or anything that has a monetary value

☐ Insert other receipt as appropriate:

9 The transferor transfers with

☒ full title guarantee

☐ limited title guarantee

Where the transferee is more than one person, place 'X' in the appropriate box.

Complete as necessary.

The registrar will enter a Form A restriction in the register *unless*:

- an 'X' is placed:
  - in the first box, or
  - in the third box and the details of the trust or of the trust instrument show that the transferees are to hold the property on trust for themselves alone as joint tenants, *or*
- it is clear from completion of a form JO lodged with this application that the transferees are to hold the property on trust for themselves alone as joint tenants.

Please refer to *Joint property ownership* and *practice guide 24: private trusts of land* for further guidance. These are both available on the GOV.UK website.

Insert here any required or permitted statement, certificate or application and any agreed covenants, declarations and so on.

10 Declaration of trust. The transferee is more than one person and

☐ they are to hold the property on trust for themselves as joint tenants

☐ they are to hold the property on trust for themselves as tenants in common in equal shares

☐ they are to hold the property on trust:

11 Additional provisions

HM Land Registry

Transfer of whole of registered title(s)

TR1

Any parts of the form that are not typed should be completed in black ink and in block capitals.

If you need more room than is provided for in a panel, and your software allows, you can expand any panel in the form. Alternatively use continuation sheet CS and attach it to this form.

For information on how HM Land Registry processes your personal information, see our Personal Information Charter.

Leave blank if not yet registered.	1 Title number(s) of the property: WA858426
Insert address including postcode (if any) or other description of the property, for example 'land adjoining 2 Acacia Avenue'.	2 Property: Land on the East side of the road leading from Overton to Ellesmere, Queens Bridge, Overton-On-Dee
Remember to date this deed with the day of completion, but not before it has been signed and witnessed.	3 Date: 21ST JULY 2026
Give full name(s) of **all** the persons transferring the property.	4 Transferor: JONATHAN CHARLES GROCOTT
Complete as appropriate where the transferor is a company.	For UK incorporated companies/LLPs Registered number of company or limited liability partnership including any prefix:
Enter the overseas entity ID issued by Companies House for the transferor pursuant to the Economic Crime (Transparency and Enforcement) Act 2022. If the ID is not required, you may instead state 'not required'. Further details on overseas entities can be found in practice guide 78: overseas entities.	For overseas entities (a) Territory of incorporation or formation: (b) Overseas entity ID issued by Companies House, including any prefix: (c) Where the entity is a company with a place of business in the United Kingdom, the registered number, if any, issued by Companies House, including any prefix:

Appendix B Email from Senior Definitive Map Officer

Gmail

Steven Heighway <heighway.s.g@gmail.com>

Overton footpath 34 - Queensbridge Hall

[redacted]

[redacted]

Subject: Overton footpath 34 - Queensbridge Hall

[redacted]

Further to our recent communication regarding the above, there is no width recorded for this footpath, so the width is slightly problematical. Although the footpath is bounded by hedges on both sides, historically the footpath formed part of the field so was only bounded on one side. The hedge to hedge presumption would not apply as it would appear that the later hedge would have been planted to separate out the access to Queensbridge Hall (which was built after the footpath came into existence), rather than with reference to the footpath.

However, having said all that, I would say that the extent of public rights over the track does extend to the full width between hedges as, in the absence of evidence to the contrary, this is probably what people have habitually used – anyone using the drive on foot would most likely have to step to one side to allow vehicles to pass.

In terms of structures on or across the route, whilst we could authorise gates for livestock purposes, it seems unlikely at this location unless one of the hedges adjacent to the footpath was ripped out allowing livestock onto the drive. As for signage, the route is already signed.

Regards

[redacted]

Appendix C Appeal Decision

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 13/06/13

gan Robert Gardener BSc (TownPlan) MRTPI

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 16/07/13

Appeal Decision

Site visit made on 13/06/13

by Robert Gardener BSc (TownPlan) MRTPI

an Inspector appointed by the Welsh Ministers

Date: 16/07/13

Appeal Ref: APP/H6955/A/13/2190540
Site address: 22 Bryn Estyn Road, Wrexham, Clwyd LL13 9NB

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Mr John Webb against the decision of Wrexham County Borough Council.
- The application Ref WRC P/2012/0576, dated 09/08/2012, was refused by notice dated 16/11/2012.
- The application is for "Proposed development on land to the rear of 22 Bryn Estyn Lane, with alterations to existing access".

Decision

1. The appeal is allowed and outline planning permission is granted for the erection of 1 No. detached dwelling with associated garage and alterations to existing access at 22 Bryn Estyn Road, Wrexham, Clwyd LL13 9NB in accordance with the terms of the application, Ref WRC P/2012/0576, dated 09/08/2012, and the plans submitted with it, subject to the conditions set out below.

Procedural matters

The site

2. Despite the apparent contradiction between the site address and the description of development, the site is located on Bryn Estyn Road onto which No. 22, a detached house, has access. Originally a much larger plot, the rear portion has been fenced off and it is on that part that the dwelling is proposed to be sited. However, land still within the bounds of No. 22 is included in the application site over which access to Bryn Estyn Road would be provided.

3. The access will require the demolition of an existing garage wing attached to the house. No details have been included to show the effect of this on the existing house, although revised parking and turning areas are shown for that property, outside the appeal site.

The proposed development

4. The purpose of the proposed development given with the application is unclear. The Council's decision notice referred to "The erection of 1 No. detached dwelling with associated garage and alterations to existing access". This closely follows what is said elsewhere in the application and in the accompanying Design and Access Statement.

This description has also been adopted by the appellant when making the appeal and I shall follow it for the remainder of this Decision.

The application

5. The application seeks outline planning permission with all matters reserved for future consideration. However, the proposal clearly intends the formation of a new shared access to serve both the proposed dwelling and the existing house, No. 22, together with the closure of the existing access entrance. In that way, it does not provide for alterations to the existing access but a completely new arrangement. This is shown in some detail on a 'Proposed Site Plan', has been the subject of scrutiny and its perceived shortcomings led to the Council's decision to refuse planning permission. Consequently, while access remains a reserved matter, the principle of the arrangement shown is integral to the outcome of the appeal.

Main Issue

6. The main issue in this case is the implications of the proposal for highway safety on Bryn Estyn Road.

Reasons

7. The site is within the settlement boundary and the proposal generally supported by Policy H2 (Residential Development (of Unannotated Land) within Settlements)[1], subject to compliance also with the Policy GDP1 (Development Objectives). With regard to the main issue here, Objective (d) of Policy GDP1 is that safe and convenient pedestrian and vehicle access should be ensured.

8. The proposed shared access would be positioned towards the eastern end of the frontage on Bryn Estyn Road, a Class C road; the existing access to No. 22 is at the opposite, western end, adjacent to the boundary with No. 20. At both points, the highway is without road markings, footways or street lighting, reflecting its semi-rural location. Beyond No. 20 to the west, the road is more regular in width, with footways, and assumes a more suburban character. To the east of the proposed access, approaching from open countryside, the speed limit is 60 mph but reduces to 30 mph at or about the site boundary. However, because of the geometry of the road the highway authority estimates typical vehicle speeds to be around 30 mph. The appellant has contended that speeds are lower, in the order of 25mph, but in the absence of a speed survey, and noting that some local residents consider speeds are higher than permitted, precaution mitigates against such an unsupported contention.

9. The highway authority refers to the guidance set out in Manual for Streets from which it concludes that visibility spays of 2.4m x 56m in both directions would normally be required. However, my understanding is that, on the basis of 30mph, a stopping sight distance of 40m, or 43m adjusted for bonnet length, is normally adequate[2]. The proposal shows splays of 2.4m x 31.7m to the west and 2.4m x 30.6m to the east. This has not been disputed but is substantially less than that sought by the highway authority and, in any event, considerably less than that advised. The appellant also contends, however, that measurements should be made to the centre line of the road, not the nearside edge as advised in Manual for Streets and the basis of the foregoing

[1] of the adopted Wrexham Unitary Development Plan 1996-2-11

[2] Table 7.1

dimensions. This could achieved 60m in both directions and, it is claimed, is warranted since, although it is wide enough for opposing vehicles to pass, drivers treat the road as a single lane and travel away from the hedgerows and verges. I note that Manual for Streets recognises that driving a distance from the kerb line is normal. However, I have no cause to believe that such behaviour has not already been taken into account in the assessment of the safe stopping distances recommended. Here also, in the interests of highway safety, I do not consider it appropriate to make further allowances.

10. More telling, however, is the fact that the existing access to No. 22 is significantly sub-standard, as the Council fully recognises. Visibility to the east is 25m but only 4m to the east, where it is restricted by fencing to No. 20. The proposed access, albeit to serve two dwellings rather than one, would be a significant improvement over that currently in use. There is no evidence that the existing access has caused highway safety issues. Even so, I consider that the improved access would be a material gain, sufficient to offset the visibility deficiency identified. The highway authority has pointed out that visibility from the new access point would be further restricted by an existing telegraph pole but the scheme proposes that it will be re-positioned. That could and should be ensured by a condition. In the same way, other inadequacies over access width to serve the existing and proposed dwellings in the illustrative layout could be addressed, as could the position of gates.

11. On the main issue in this case I have concluded that the proposal would not make the existing highway safety situation worse and may indeed improve matters. Accordingly, planning permission should not be withheld for this reason alone.

12. Other objections have been raised, notably because of the potential loss of trees and overlooking/loss of privacy for nearby residents, including on Thornleigh at the rear of the site. Several objectives of Policy GDP1 relate to such concerns. However, sufficient control is available through the reserved matters to ensure that such concerns could be satisfactorily avoided.

13. I shall therefore grant the outline planning permission sought.

14. As to conditions, the usual reserved matters conditions will, for the most part, provide the necessary level of control, including a number of those matters to which I have referred. The closure of the existing access, once the new access is in place, is essential and should be secured now. The new access should not be used to serve the new development until the visibility splays shown, unfettered by obstruction, and to an acceptable standard, is provided. Bearing in mind that access remains a reserved matter, these factors could be attended to at that stage[3]. Those conditions recommended by the Council concerning the Code for Sustainable Homes and tree protection are also required now.

R G Gardener

Inspector

[3] See paragraphs 45 and 46, Circular 35/95 “The Use of Conditions in Planning Permissions”

Conditions

1) Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

2) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

3) The development hereby permitted shall begin either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

4) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

5) No development shall be commenced until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the local planning authority. Thereafter, the development shall be carried out in strict compliance with the approved Arboricultural Method Statement. The Arboricultural Method Statement shall include the following:

   i) A specification for tree protection fencing and ground protection measures in compliance with British Standard 5837:2005;

   ii) A Tree Protection Plan showing the location of trees to be removed and retained with their crown spreads, Root protection Areas, Construction Exclusion Zones and location of protective fencing and ground protection measures accurately plotted;

   iii) A full specification for any access, driveway, path, underground services or wall foundations within retained Root Protection Areas or Construction Exclusion Zones, including any related sections and method for avoiding damage to retained trees;

   iv) Details of general arboricultural matters including proposed practices with regard to cement mixing, materials storage and fires;

   v) Details of the frequency of supervisory visits and procedures from notifying the finds of such visits tot eh local planning authority;

   vi) A method for protecting retained trees during demolition works;

   vii) Details of all proposed tree works, including felling and pruning.

6) The dwelling shall be constructed to achieve a minimum Code for Sustainable Homes Level 3 and to achieve a minimum credit under category “Ene1-Dwelling emission Rate” in accordance with the requirements of the Code for Sustainable Homes: Technical Guide Version 3. The development shall be carried out entirely in accordance with the approved assessment and certification.

7) The construction of the dwelling hereby permitted shall not begin until an "Interim Certificate" has been submitted to the Local Planning Authority certifying that a Minimum Code for Sustainable Homes (Level 3) and a minimum credit under category "Ene1-Dwelling emission Rate" has been achieved in accordance with the requirements of the Code for Sustainable Homes: Technical Guide Version 3.

8) Prior to the occupation of the dwelling hereby permitted, a Code for Sustainable Homes "Final Certificate" shall be submitted to the Local Planning Authority certifying that a Minimum Code for Sustainable Homes (Level 3) and a minimum credit under category "Ene1-Dwelling emission Rate" has been achieved in accordance with the requirements of the Code for Sustainable Homes: Technical Guide Version 3.

9) The access details required to be submitted pursuant to condition 1 shall include the following:

   i) visibility splays unrestricted by any form of obstruction above 1m. in height no less extensive than those shown on Proposed Site Plan W078/002;

   ii) the permanent closure of the existing access to No. 22 Bryn Estyn Road;

   iii) parking and turning facilities to both the proposed dwelling and 22 Bryn Estyn Road at least as indicated on Proposed Site Plan W078/002;

   iv) the portion of the access track which is to serve both the proposed dwelling and No. 22 Bryn Estyn Road to be sufficiently wide to allow opposing vehicles to pass;

   v) the position of any proposed gates, and

   vi) the materials to be used for the construction and surface of the access.

10) The proposed dwelling shall not be occupied until the approved means of access pursuant to conditions 1 and 9 has been provided in all respects, which shall not thereafter be altered without the prior written approval of the local planning authority.