MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sara Duckworth
Our Ref:	ET/DC/PP/P/2026/0454	**Your Ref:**	P/2026/0454
Date:	14/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU ANNEDD A 4 ADEILAD AMAETHYDDOL / ERECTION OF DWELLING AND ERECTION OF 4 NO AGRICULTURAL BUILDINGS

LOCATION: LAND WEST OF, HALGHTON LANE, PENLEY, WREXHAM

I refer to your consultation / email dated 29/07/2026 in respect of the above.

General

The existing site appears to include a caravan and polytunnels served off a wide agricultural access onto Halghton Lane.

It is understood that previous planning history at the site included the following:-

P/2022/0167	Granted:	165/03/2022	Prior notification for erection of agricultural building and construction of access track
P/2023/0890	Granted:	30/01/2024	Prior notification for erection of agricultural building- two polytunnels

The original field access appears to have been a simple gated field access crossing over the grassed highway verge. More recently, the access has been widened significantly and surfaced with unbound aggregate. It is not clear if the construction of this widened access was included & approved as part of the P/2022/0167 consent and the required s.184 / 171 consents obtained.
The LHA recommends this detail is clarified.

Access

The existing access serving the site is located on Halghton Lane which is a rural, classified road subject to a 60mph speed limit. However, typical speeds are considered likely to be around 30mph for vehicles approaching from the south and around 20 – 25mph for vehicles approaching from the north east given the geometry of the road.

Based on the above speeds, any proposed / existing access would require visibility splays of 2.4 x 43m in the southerly direction and 2.4 x 33m in the north easterly direction measured to the nearside edge of the adjoining highway. Adequate forward visibility would also be required between vehicles approaching from the north east to vehicles waiting to turn right into the site distance of between 25 to 33m based on estimated speeds of around 20 – 25mph.

Visibility from the existing access is considered adequate providing splays in excess of 2.4 x 43m in both directions measured to the nearside edge. Forward visibility around the bend for vehicles travelling southbound to vehicles waiting to turn right into the site is approximately 25m. This could be increased by cutting back the existing hedgerow.

The recently modified access is approximately 14m wide reducing to 4.8m wide at 19m behind the edge of carriageway. The access is gated at this point. The access is surfaced with loose bound materials.

The LHA recommends the applicant provides a suitably scaled plan indicating the proposed visibility splays at the access as indicated above.

Any proposed access of this nature would require the following:-

- Hard bound paving for a minimum distance of 10m behind the adjoining highway.

- An Aco drain or similar to intercept any private surface water run-off.

As indicated above, it is not clear if the construction of this widened access was included & approved as part of the P/2022/0167 consent and the required s.184 / 171 consents obtained.
The LHA recommends this detail is clarified.

Traffic Generation

No details of the existing and proposed daily vehicle movements at the site have been provided.
The LHA recommends this detail is provided.

Parking & Turning Provision

No details of the proposed parking & turning arrangements at the site have been provided.

The site appears to comprise an existing caravan and a proposed building with 6 bedrooms. The submitted layout plan (Drg. 1.3) does not appear to include the existing caravan. It is assumed that the proposed 6 bedroom cabin is for workers likely to be employed at the site but this is unclear and requires clarification.

The LHA recommends the applicant clarifies the above issues and provides a suitably scaled layout plan (including annotated dimensions) detailing the parking & turning arrangements at the site including details of the size / length of vehicles likely to visit the site.

Conclusion

In conclusion, the LHA requests the following information:-

- **General**

  The original field access appears to have been a simple gated field access crossing over the grassed highway verge. More recently, the access has been widened significantly and surfaced with unbound aggregate. It is not clear if the construction of this widened access was included & approved as part of the P/2022/0167 consent and the required s.184 / 171 consents obtained.
  The LHA recommends this detail is clarified.

- **Access / Visibility Splays**

  The LHA recommends the applicant provides a suitably scaled plan indicating the proposed visibility splays at the access as indicated above.

  Any proposed access of this nature would require the following:-

  - Hard bound paving for a minimum distance of 10m behind the adjoining highway.
  - An Aco drain or similar to intercept any private surface water run-off.

  As indicated above, it is not clear if the construction of this widened access was included & approved as part of the P/2022/0167 consent and the required s.184 / 171 consents obtained.
  The LHA recommends this detail is clarified.

- **Traffic Generation**
  No details of the existing and proposed daily vehicle movements at the site have been provided. **The LHA recommends this detail is provided.**

- **Parking & Turning Provision**

  No details of the proposed parking & turning arrangements at the site have been provided.

  The site appears to comprise an existing caravan and a proposed building with 6 bedrooms. The submitted layout plan (Drg. 1.3) does not appear to include the existing caravan. It is assumed that the proposed 6 bedroom cabin is for workers likely to be employed at the site but this is unclear and requires clarification.

  The LHA recommends the applicant clarifies the above issues and provides a suitably scaled layout plan (including annotated dimensions) detailing the parking & turning arrangements at the site including details of the size / length of vehicles likely to visit the site.

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