MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0493	**Your Ref:**	P/2026/0493
Date:	27/08/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: FYNEDIAD CERBYDAU BRESENNOL A ADEILADU MAES PARCIO/ARDAL TROI / ALTERATIONS TO EXISTING VEHICULAR ACCESS AND CONSTRUCTION OF PARKING/MANOUVERING AREA

LOCATION: LAND OFF, ELLESMERE ROAD, BRONINGTON, WHITCHURCH, WREXHAM, SY13 3EU

I refer to your consultation / email dated 06/08/2026 in respect of the above.

General

The proposed development comprises the construction of a widened access and parking / turning area behind for agricultural vehicles / machinery within an existing agricultural field.

Access

Existing Access

The proposed development site is located on the A495 Ellesmere Road which is a rural, classified road subject to a 50mph speed limit.

Based on typical speeds of 50mph, any proposed / existing access would require visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing 3.8m wide field access currently provides very limited visibility of approximately 2.4 x 6m in the north easterly direction and 2.4 x 8m in the south westerly direction measured to the nearside edge.

Forward visibility / intervisibility between vehicles approaching from the south west and vehicles waiting to turn right into the access is limited due to the horizontal alignment of the road along this section (ie/ bend).

The existing 3.8m wide field access is unsurfaced and gated at around 2.8m behind the edge of carriageway.

Proposed Access Proposed Block Plan (Drg. No. 81547/26/03)

The proposed access is approximately 20m wide reducing to 7.3m wide at around 11m behind the edge of carriageway. The access is to be surfaced with permeable paving (ie/ permeable interlocking concrete blocks) for a distance of 11m behind the edge of carriageway.

The submitted layout plan indicates proposed improved visibility splays of 2.4 x 150m in both directions measured to the nearside edge of the adjoining highway which represents a significant improvement compared with the existing splays. **However, the LHA request clarification on why fully compliant visibility splays have not been proposed.**

The LHA raise concerns in respect of forward visibility / intervisibility between vehicles approaching from the south west and vehicles waiting to turn right into the access. This detail has not been indicated on the submitted plan and will be limited by the alignment of the road in this location. **The LHA recommends the applicant indicates this detail on a revised layout plan.**

Given the limited available forward visibility / intervisibility in this location, the LHA would raise concerns should the site be used for any development that would result in any significant increase in vehicle movements / intensification of use utilising this substandard access.

The proposed access will be gated at approximately 11m behind the edge of carriageway. No details of the maximum size/ length of vehicles likely to visit the site have been provided. **The LHA recommends the applicant provides this information which will determine where any gates can be located.**

No private surface water run-off is permitted to flow onto the adjoining highway. The proposed development will need SABs consent which will include reviewing the adequacy of the proposed access paving.

The proposed access indicates a widening in the north easterly direction. There is an existing road gully in this location which is likely to become increasingly trafficked (and potentially damaged) should the application be approved. **If the application is supported, the LHA recommend that the existing road gully is re-located away from the new access point.**

Parking & Turning Provision Proposed Block Plan (Drg. No. 81547/26/03)

The submitted layout plan indicates a 20m x 20m permeable paved area for vehicle turning, parking and machinery hitching. However, no details of the maximum size length of vehicles likely to visit the site have been provided. **The LHA recommends the applicant provides this information along with swept path details (using standard swept path software) of such vehicles turning within this area when there are parked vehicles present.**

Traffic Generation

No specific details of the current / proposed use of the site have been provided along with existing / proposed daily vehicle movements. **The LHA recommends the applicant provides the above information.**

It is understood that the site is currently used for growing apple trees & vegetables. It is understood that in recent times, typical daily vehicle movements equate to a single visit per day ie/ 2 movements.

Conclusion

In conclusion, the LHA request the following information:-

- **Proposed Access** Proposed Block Plan (Drg. No. 81547/26/03)

  The proposed access is approximately 20m wide reducing to 7.3m wide at around 11m behind the edge of carriageway. The access is to be surfaced with permeable paving (ie/ permeable interlocking concrete blocks) for a distance of 11m behind the edge of carriageway.

  The submitted layout plan indicates proposed improved visibility splays of 2.4 x 150m in both directions measured to the nearside edge of the adjoining highway which represents a significant improvement compared with the existing splays. **However, the LHA request clarification on why fully compliant visibility splays have not been proposed.**

  The LHA raise concerns in respect of forward visibility / intervisibility between vehicles approaching from the south west and vehicles waiting to turn right into the access. This detail has not been indicated on the submitted plan and will be limited by the alignment of the road in this location. **The LHA recommends the applicant indicates this detail on a revised layout plan.**

  Given the limited available forward visibility / intervisibility in this location, the LHA would raise concerns should the site be used for any development that would result in any significant increase in vehicle movements / intensification of use utilising this substandard access.

  The proposed access will be gated at approximately 11m behind the edge of carriageway. No details of the maximum size/ length of vehicles likely to visit the site have been provided. **The LHA recommends the applicant provides this information which will determine where any gates can be located.**

- **Parking & Turning Provision** Proposed Block Plan (Drg. No. 81547/26/03)

  The submitted layout plan indicates a 20m x 20m permeable paved area for vehicle turning, parking and machinery hitching. However, no details of the maximum size length of vehicles likely to visit the site have been provided. **The LHA recommends the applicant provides this information along with swept path details (using standard swept path software) of such vehicles turning within this area when there are parked vehicles present.**

- **Traffic Generation**

  No specific details of the current use of the site / proposed use have been provided along with existing / proposed daily vehicle movements. **The LHA recommends the applicant provides the above information.**

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