MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Paul Roberts
Our Ref:	ET/DC/AC/P/2026/0537	**Your Ref:**	P/2026/0537
Date:	P/2026/0537		

TOWN AND COUNTRY PLANNING ACT 1990

CHANGE OF USE OF LAND TO A 4 PITCH FAMILY GYPSY AND TRAVELLER SITE / NEWID DEFNYDD TIR I SAFLE TEULUOL I SIPSIWN A THEITHWYR GYDA PHEDWAR LLEOLIAD

LAND NORTH OF CROESFOEL COURT, WREXHAM ROAD, RHOSTYLLEN, WREXHAM, LL14 4DR

A revised planning application has been submitted for a four-pitch family Gypsy and Traveller site on land north of Croesfoel Court, Wrexham Road, Rhostyllen. The proposal seeks retrospective permission for the change of use of land to accommodate four family pitches, including static caravans, day rooms, associated hardstanding, boundary treatments and associated infrastructure. Access to the site is proposed via an existing vehicular access onto the B5098 (Croesfoel Lane/Wrexham Road) located to the east of the site.

During consideration of the previous application, the Local Highway Authority (LHA) identified concerns regarding visibility from the site access onto the B5098. The access is located on a rural section of the B5098 that is subject to a 50mph speed limit, and the LHA concluded that acceptable visibility splays had not been demonstrated in accordance with relevant highway guidance. Whilst a number of issues relating to parking and on-site manoeuvring were subsequently addressed, the LHA maintained an objection on highway safety grounds because a safe access arrangement had not been demonstrated.

In support of the revised application, the applicant has submitted additional highway evidence, including an updated site access drawing and a seven-day Automatic Traffic Count (ATC) survey undertaken on the B5098. The ATC survey recorded average weekday two-way traffic flows of approximately 2,250 vehicles per day, with average vehicle speeds of around 24mph and 85th percentile speeds of approximately 28.3mph northbound and 28.1mph southbound.

The updated site access drawing shows visibility splays of 2.4m x 160m to the north and 2.4m x 140m to the south. The LHA has reviewed the submitted drawing and notes that the visibility splays appear to have been drawn incorrectly, with the sightlines plotted approximately 0.5m from the kerb edge. The LHA requires visibility splays to be measured and plotted directly to the kerb edge and for the full visibility dimensions to be clearly annotated on the drawing.

The applicant has derived the submitted visibility splays with reference to Technical Advice Note (TAN) 18, which states that, where traffic speeds are unknown, visibility requirements should be based on the posted speed limit. In this case, the submitted splays correspond broadly with the requirements

set out in Table A of Appendix B of TAN 18 for a 50mph speed environment to the north and a 40mph speed environment to the south.

However, as traffic speed surveys have now been undertaken and suitable evidence has been provided, the LHA is satisfied that visibility requirements for the access can be based on actual recorded vehicle speeds rather than the posted speed limits. Using the ATC survey data, which recorded 85th percentile speeds of 28.3mph northbound and 28.1mph southbound, the applicant is required to provide an updated visibility splay drawing demonstrating the required visibility distances in accordance with Table A of Appendix B of TAN 18 and showing the splays correctly plotted from the kerb edge.

The application will be assessed by the Local Planning Authority, taking into account the updated highway evidence, consultation responses and all other material planning considerations before a decision is made.

Summary
Before the proposal can be supported, the applicant is required to submit an amended visibility splay drawing. Whilst updated ATC survey data has been provided and demonstrates 85th percentile vehicle speeds of 28.3mph northbound and 28.1mph southbound, the submitted visibility splay drawing appears to be incorrectly plotted approximately 0.5m from the kerb edge and does not clearly demonstrate the required visibility standards.

The revised drawing should demonstrate visibility splays measured to the kerb edge and clearly annotate the full visibility dimensions. The required splays should be derived from the recorded traffic speeds in accordance with Table A of Appendix B of TAN 18, rather than the posted speed limits. Subject to the submission of satisfactory amended drawings demonstrating the required visibility splays, the previous highway safety concerns raised with the previous planning submission may be capable of being addressed

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 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.