Job Name:	Queensbridge Farm, Overton-on-Dee
Job No:	332613092
Note No:	004
Date:	September 2026
Prepared By:	Isabelle Greenley: 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 reference P/2025/0854 for a new glamping development at Queensbridge Farm, Overton, in 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. Following this, Wrexham Council prepared a third Memorandum, dated 9 July 2026, providing further comments. In response, Stantec prepared a third Technical Note (003), dated July 2026.

2.4. This Technical Note (004) has been produced to address Wrexham Council's Memorandum response, dated 6 August 2026, included as **Appendix A**.

2.5. This Technical Note has been prepared to address the remaining highway issues.

3. Visibility Splay

3.1. 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 (DMRB), the proposed site access has now been updated to provide visibility splays in accordance with the requirements of Wrexham Council.

3.2. Following the speed surveys undertaken at the site, Wrexham Council has requested visibility splays of 2.4m x 150m to the south and 2.4m x 139m to the north.

3.3. **Drawing 332613092/100/005 P04** shows a visibility splay of 2.4m x 150m to the south and 2.4m x 139m to the north at the proposed site access.

3.4. **Drawing 332613092/100/008 P01** shows the long section of the proposed site access into the site, with a rising gradient of 5% away from the carriageway edge. There is no guidance contained within TAN 18: Transport. Guidance is provided in Manual for Streets (MfS), which states at paragraph 6.3.27:

"*Designers should attempt to keep pedestrian (and cycle) routes as near to level as possible along their length and width, within the constraints of the site. Longitudinal gradients should ideally be no more than 5%, although topography or other circumstances may make this difficult to achieve*."

3.5. DMRB also states in CD 109 Highway Link Design at Chapter 5, Gradients, in Table 5.1 that the desirable maximum gradient for an all-purpose single carriageway is 6% with a permitted relaxation of 8%.

3.6. The gradient of the proposed site access road is therefore in accordance with MfS guidance and DMRB standards.

3.7. Aside from the above, the Applicant has acquired additional land to the south of the existing site to facilitate the provision of the required visibility splay in the southerly direction. The Certificate of Ownership, including a plan showing the area acquired, was previously provided.

3.8. The proposed visibility splays are therefore in accordance with the visibility distances requested by Wrexham Council.

4. Existing Private Shared Access

4.1. There is no change to the existing situation in relation to the private shared access serving the six existing dwellings, which is not affected by the revised proposals.

5. Existing Access Serving Existing Field

5.1. There is no change to the existing situation in relation to the existing access serving the existing field, which is not affected by the proposals.

6. Existing Traffic Generation

6.1. There is no change to the existing situation in relation to the traffic generation associated with the existing shared access serving six dwellings and the existing field access.

7. Trip Generation

Proposed Glamping Site

7.1. In response to Wrexham Council's comments, the TRICS assessment for the proposed glamping development has been reviewed and updated.

7.2. As previously set out, the Trip Rate Information Computer System (TRICS) database has been interrogated to determine the likely level of vehicle movements associated with the proposed development. In accordance with Wrexham Council's comments, the updated assessment has been based on holiday accommodation sites within a 'Free Standing' location, which is considered to be the most representative location category for the proposed development.

7.3. The weekday TRICS assessment previously presented comprises survey sites located in England, all of which were surveyed within the last eight years. Therefore, no amendments have been made to the weekday assessment.

7.4. The weekend TRICS assessment has been updated in response to Wrexham Council's comments regarding the age and geographical location of the survey sites. Surveys undertaken eight or more years ago have been removed from the assessment to ensure that the trip rates are based on recent survey data.

7.5. Following the removal of surveys undertaken eight or more years ago, two 'Free Standing' holiday accommodation survey sites remain within the weekend TRICS dataset. One of these sites is located in Ireland. In accordance with Wrexham Council's comments that sites in Ireland would normally be excluded from the analysis, this survey site has also been removed.

7.6. Consequently, following application of the 'Free Standing' location category, the eight-year survey-date criterion and the exclusion of sites in Ireland, one suitable survey site remains for the weekend assessment. The updated weekend trip generation assessment has therefore been based on this survey site.

7.7. The updated weekend TRICS trip rates are summarised in **Table 1** with the associated TRICS output provided at **Appendix B.**

Table 1: Weekend Trip Rates – Proposed Site

Time Period	Trip Rate (Per Unit)		
	Arrivals	Departures	Two Way
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0.013	0.013	0.026
18:00-19:00	0.013	0.013	0.026
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
07:00-22:00	0.026	0.026	0.052

7.8. The updated weekend trip rates have been applied to the seven proposed glamping units, with the resulting trip generation summarised in **Table 2**.

Table 2: Weekend Trip Generation – Proposed Site

Time Period	Trip Generation		
	Arrivals	Departures	Two Way
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	1	1	2
18:00-19:00	1	1	2
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
07:00-22:00	2	2	4

7.9. As shown in **Table 2**, the proposed development is anticipated to generate only four two-way vehicle movements between 07:00 and 22:00, with a maximum of only two two-way vehicle movements during any one hour.

7.10. The updated TRICS assessment therefore demonstrates that the proposed seven-unit glamping development would generate a low level of vehicle movements.

8. Parking and Turning Provision

8.1. Wrexham Council has requested that the proposed access requires sufficient width to accommodate cars and refuse / delivery vehicles accessing the site simultaneously.

8.2. In response, an updated swept path analysis has been undertaken to demonstrate that the proposed site access and internal layout can satisfactorily accommodate the simultaneous movement of an 11.347m long refuse vehicle and a 5.079m long car.

8.3. **Drawing 332613092/100/007 P05** shows a refuse vehicle turning left into the site whilst a car simultaneously turns right out of the site. The swept path analysis demonstrates that the two vehicles can undertake these manoeuvres without conflict and without encroaching onto the opposing side of the A528 carriageway.

8.4. The drawing also shows a refuse vehicle turning left out of the site whilst a car simultaneously turns left into the site. Again, the swept path analysis demonstrates that the two vehicles can undertake these manoeuvres without conflict and without encroaching onto the opposing side of the A528 carriageway.

8.5. The swept path analysis also demonstrates that the vehicles can satisfactorily manoeuvre within the site and enter and exit the site in forward gear.

8.6. It has therefore been demonstrated that the proposed site access and internal layout can satisfactorily accommodate the anticipated simultaneous vehicle movements associated with the proposed development.

9. Summary and Conclusion

9.1. In conclusion, the proposed site access has been updated to provide visibility splays of 2.4m x 150m to the south and 2.4m x 139m to the north, in accordance with the requirements of Wrexham Council.

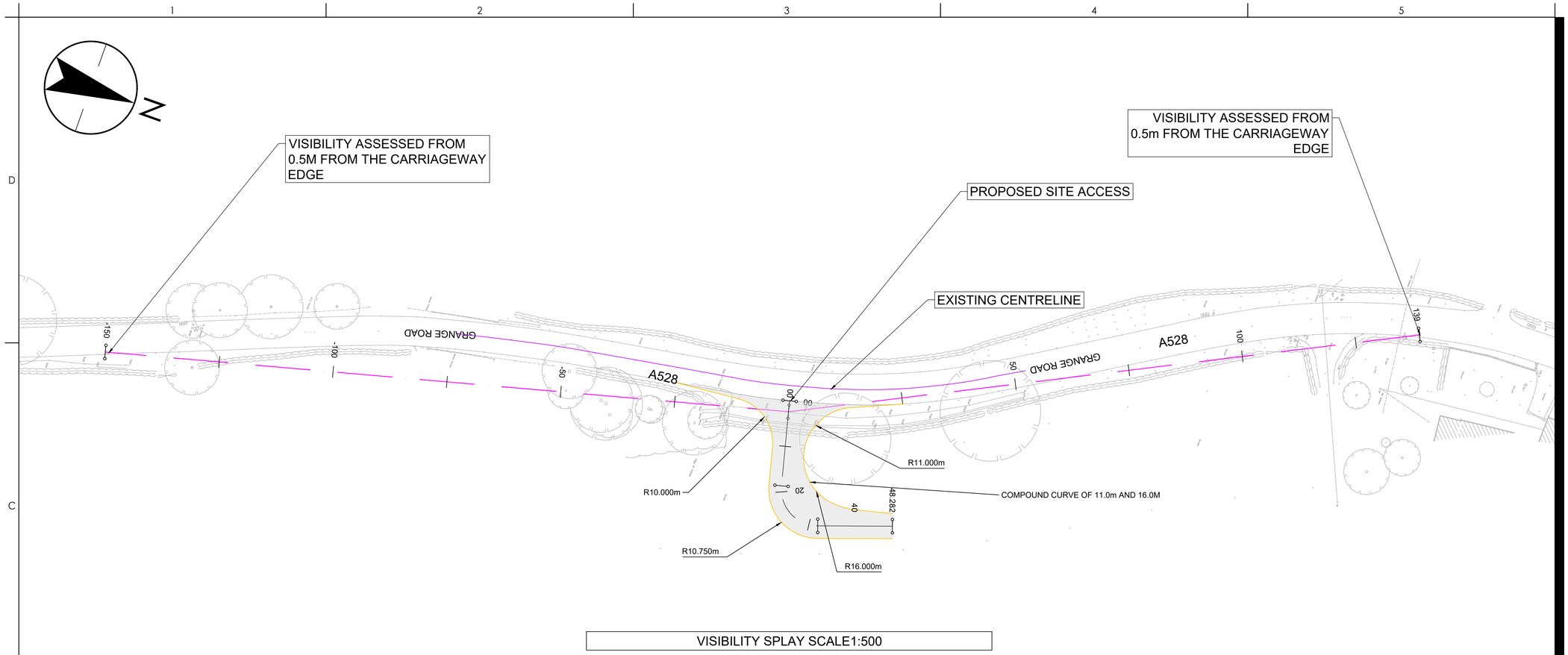
9.2. The updated swept path analysis demonstrates that the proposed access can satisfactorily accommodate the simultaneous movement of a refuse vehicle and car without conflict, whilst allowing vehicles to manoeuvre within the site.

9.3. The TRICS assessment has also been updated in response to Wrexham Council's comments and demonstrates that the proposed development would generate a low level of vehicle movements.

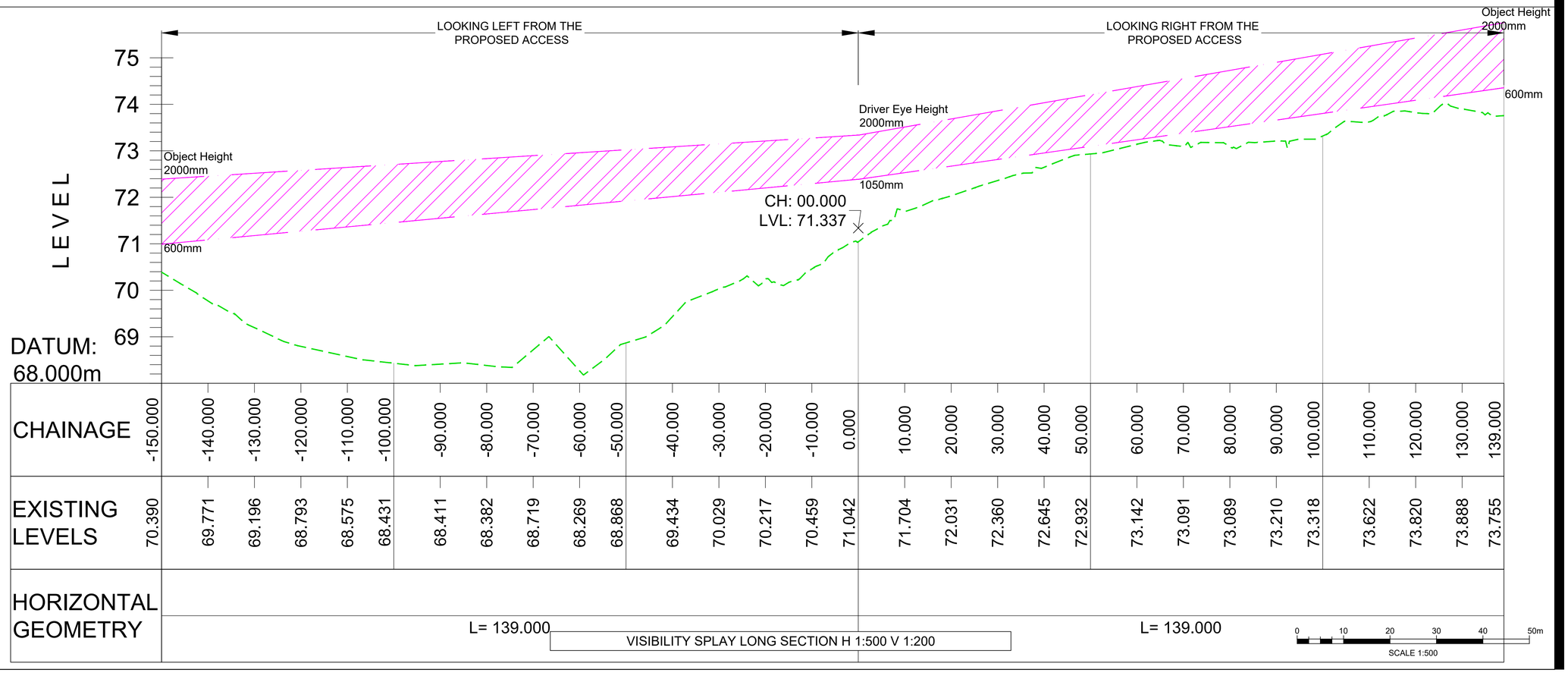
9.4. In addition, it has been demonstrated that all issues associated within the site have been addressed accordingly.

9.5. In conclusion, all outstanding highway issues have been addressed, and the proposed development should be considered acceptable in transport and highway terms.

Drawings



VISIBILITY SPLAY SCALE1:500



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

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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 139M TO THE NORTH
- EXISTING GROUND

Issued/Revision	By	Appd	
P04 UPDATED ADOPTED HIGHWAY BOUNDARY	IG	BL	2026.09.24
P03 UPDATED 2	HS	BL	2026.09.02
P02 COMMENTS FROM HIGHWAY AUTHORITY	HS	BL	2026.07.17
P01 FIRST ISSUE	HS	BL	2026.03.13
	Dwn.	Dsgn.	Chkd.
	HS	HS	BL 2026.09.23

Issue Status

S1 - FOR COORDINATION

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Client/Project Logo

Client/Project
MR S. HEIGHWAY

332613092

QUEENSBRIDGE FARM, OVERTON

Title
SITE ACCESS VISIBILITY SPLAY

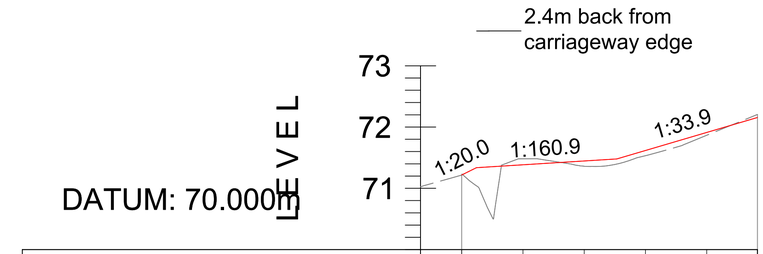
Project No.
332613092

A1 Scale
1:500

Revision
P04

Drawing No.
332613092/100/005

Plotted: 24.09.2026 - 2:23:30 AM By: Greenley, Isobelle
P:\332613092\100\Transport\Highways\graphics\cad\dwgs\332613092_100_005.pdf



CHAINAGE	00.000	10.000	20.000	30.000	40.000
EXISTING GROUND	71.217	71.482	71.360	71.533	71.866
PROPOSED LEVELS	71.217	71.384	71.446	71.617	71.912
LEVEL DIFFERENCE	0.000	-0.098	0.086	0.084	0.046
HORIZONTAL GEOMETRY	L= 18.673	L= 18.673	R= 8.000 L= 13.279	L= 16.329	
VERTICAL GEOMETRY	G= 1:2 L= 2.4(	G= 1:160.9 L= 22.928m		G= 1:33.9 L= 22.954m	

AL_ACCESS1 LONGSECTION

SCALE: H 1:1000,V 1:100

0 10 20 30 40 50m

SCALE 1:500

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Issued/Revision	By	Appd	
P01 FIRST ISSUE	PS	BL	2026.09.21 YYYY.MM.DD

	Dwn.	Dsgn.	Chkd.	
	PS	PS	BL	2026.09.17 YYYY.MM.DD

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Title
HIGHWAYS CROSS SECTION

Project No.
332613092

A1 Scale
1:500

Revision
P01

Drawing No.
332613092_100_008

Plotted: 21.09.2026 10:18:25 AM By: Skipper, Paul
File Name: \\stantec.com\projects\332613092\100 transport\dgn\maps\graphics\cad\dwgs\332613092_100_008



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Issued/Revision		By	Appd	
P05 UPDATES		IG	BL	2026.09.09
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
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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S2 - FOR INFORMATION

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QUEENSBRIDGE FARM, OVERTON-ON-DEE

Title
SWEPT PATH ANALYSIS: REFUSE VEHICLE AND ESTATE CAR

Project No.	A2 Scale
332613092	1:500
Revision	**Drawing No.**
P05	**332613092/100/007**

Plotted: 09.09.2026 2026.09.09 10:57:06 AM By: Greenley, Isabelle
ORIGINAL SHEET - ISO A2 J:\332613092\100 transport\dtgs-maps-graphics\cad\dwgs\332613992_100_007_p05

Appendices

Appendix A Memorandum Dated 06-08-2026

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0854 Res(4)	**Your Ref:**	P/2025/0854
Date:	06/08/2026		

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 consultations / emails dated 13/07/2026 and 27/07/2026 including revised plans & revised Technical Note (No.003) - Dated July 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) now indicates splays of 2.4 x 122.8m in the northerly direction measured to a point 0.5m offset from the nearside kerbline. The plan now shows an extended splay of 2.4 x 150m in the southerly direction measured to a point 0.5m offset from the nearside kerbline. This is assuming a minimum object height of

600mm above carriageway level. It is understood that the applicant has purchased the land to the south of his site which facilitates the delivery of the required splay in this direction.

Although, it would appear possible to achieve the required splays in the southerly direction from the proposed access, it would not appear possible to achieve the required splays of 2.4 x 139m in the northerly direction. *The applicant has indicated in the email dated 13/07/2026 that they have shown a120m splay in the northerly direction rather than attempting to claim the 139m that they could not legitimately achieve.*

The submitted "Site Access Visibility Splay" plan (Drg. No. 332613092/100/005 Rev P03) indicates a visibility splay of 2.4 x 122.8m in the northerly direction. However, this splay would cut across the shared private driveway located to the north of the site. If the visibility splay was to remain inside the highway adoption boundary, then a reduced splay of approximately 2.4 x 100m would appear achievable. **These splays fall significantly short of the TAN 18 / DMRB standards (ie/ 2.4 x 139m to the north**).

Given the location of the existing mature tree located to the north of the proposed access, it may be considered unlikely that the required splay of 2.4 x 139m in the northerly direction could be achieved.

The submitted cross section plan (Drg. No. 332613092-100-005-P03) appears to indicate that the proposed 0.6m to 2m visibility envelope cannot be achieved without modifications to existing ground level / private shared driveway c/way levels when considering providing a 2.4m x 139m splay in the northerly direction.. 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 (which 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 as indicated above (ie/ approximately 2.4 x 100m in the northerly direction).

TAN18 does not refer to any relaxation of visibility splays. TAN 18 is the prevailing standard. The consultant previously 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 122.8m to the north and 2.4 x 150m to the south measured to a point 0.5m into the carriageway off the nearside kerbline. The proposed splay in the southerly direction is considered acceptable. However, the proposed splay in the northerly direction is significantly less than that required by TAN 18 / Speed Survey (ie/ 2.4 x 139m). The achievable splay would be reduced further (ie/approx. 2.4 x 100m) if a suitable legal agreement could not be achieved to cut across 3rd party land (ie/ private shared driveway to north).

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 indicated on the previously submitted Site Layout Plan (Drg. No. 360MWT01-02 Rev K) 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. It is noted that the revised Swept Path Plan (Drg. No. 332613092/100/007 Rev P04) indicates increased kerb radii to accommodate a refuse vehicle/ large car passing simultaneously / not crossing the centreline of the road when exiting south. **The LHA recommends this modification to the access is replicated on a revised "Proposed Site Layout Plan".**

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.**

The proposed access will need to be of sufficient width to accommodate both cars and delivery / waste vehicles accessing the site simultaneously. **The revised Technical Note – 003 (Dated July 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) if necessary.**

The revised swept path plan (Drg. No. 332613092/100/007 Rev P04) indicates an 11.3m long refuse vehicle entering the site from the north, turning within the site and exiting the site to the south. The submitted plan indicates how a large car (5m in length) and a refuse wagon will enter and exit the site in both directions simultaneously which is considered acceptable. The LHA recognises that the development will be serviced by an external waste collection company.

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 splay in the northerly direction is 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 P04) indicates an 11.3m long refuse vehicle entering the site from the north whilst simultaneously passing a 5m large car, turning within the site and exiting the site to the south which is considered acceptable. The LHA recognises that the development will be serviced by an external waste collection company.

Cycle Parking / Storage

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 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 issue 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.

K W Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix B TRICS Output

Filtering Summary:

Land Use: 03/J RESIDENTIAL/HOLIDAY ACCOMMODATION

Selected Trip Rate Calculation Parameter Range: 10 - 295 UNITS

Actual Trip Rate Calculation Parameter Range: 75 - 295 UNITS

Date Range: Minimum: 01/12/2018 Maximum: 26/05/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 5 5

Days of the week selected:

Sunday	1

Main Location Types selected:

Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,000 or Less	1

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Population <5 Mile ranges selected:

5,001 to 25,000	1

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	1

PTAL Rating:

No PTAL Present	1

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	UNITS
Actual Range:	75 to 295 (units:UNITS)
Range Selected by User:	10 to 295 (units:UNITS)
Parking Spaces Range:	10 - 304

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/12/18 to 26/05/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Sunday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	1
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Free Standing	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

N/A	1 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

5 - 34

Population within 1 mile:

1,000 or Less	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1 **NY-03-J-02** **CARAVAN PARK** **NORTH YORKSHIRE**
CORNELIUS CAUSEWAY
NEAR SELBY
NORTH DUFFIELD
Free Standing
Out of Town
Number of units: 77.00 UNITS
Survey date: Sunday 04/06/2023 Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
KK-03-J-02	11-05-2025	Ireland
NY-03-J-02	03-06-2023	Removed: Most Recent NY-03-J-02|04-06-2023

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TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	1	77	0.000	0.000	0.000
08:00-09:00	1	77	0.000	0.000	0.000
09:00-10:00	1	77	0.000	0.000	0.000
10:00-11:00	1	77	0.000	0.000	0.000
11:00-12:00	1	77	0.000	0.000	0.000
12:00-13:00	1	77	0.000	0.000	0.000
13:00-14:00	1	77	0.000	0.000	0.000
14:00-15:00	1	77	0.000	0.000	0.000
15:00-16:00	1	77	0.000	0.000	0.000
16:00-17:00	1	77	0.000	0.000	0.000
17:00-18:00	1	77	0.013	0.013	0.026
18:00-19:00	1	77	0.013	0.013	0.026
19:00-20:00	1	77	0.000	0.000	0.000
20:00-21:00	1	77	0.000	0.000	0.000
21:00-22:00	1	77	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.026	0.026	0.052

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	10 - 295 (units: UNITS)
Survey date date range:	04/06/2023 - 04/06/2023
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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