MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Paul Roberts
Our Ref:	ET/DC/PP/P/2026/0578	**Your Ref:**	P/2026/0578
Date:	28/09/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I SAFLE SIPSIWN A THEITHWYR TEULUOL Â 3 LLAIN / CHANGE OF USE OF LAND TO A 3 PITCH FAMILY GYPSY AND TRAVELLER SITE

LOCATION: LAND WEST OF OLD SMELT ROAD, COEDPOETH, WREXHAM

I refer to your consultation / email dated 11/09/2026 in respect of the above.

Access

The proposed development site is located off Old Smelt Road which is unadopted road accessed of the A525 High Street.

The A525 High Street is a busy, classified road subject to a 20mph speed limit. Based on typical speeds of 20mph, any proposed access / junction would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access onto the High Street is inadequate providing splays of approximately 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions in that the required splays would need to cut across 3rd party land (ie/ properties located either side of the main access).

The unadopted access road varies in width between approximately 4.6m at the main access onto the A525 reducing in width to around 3.2m wide fronting the proposed internal access to the development site (105m along the track).

The main access has tight kerb radii of only 2m and larger vehicles typically have to move out over the centreline of the road when entering the access (off the High Street) to turn left in and typically occupy the full width of the access when turning in. The width / layout of the access is insufficient to comfortably accommodate the simultaneous passage of 2 vehicles. This is exacerbated when HGVs from the existing haulage business (located at the end of the unadopted road) enter / exit the main access with the A525.

The access is surfaced in part with hard bound materials but is in poor condition. There are no formal passing places up to the development site entrance and the simultaneous passage of vehicles is difficult relying on vehicles either having to reverse or encroach onto private driveways along the track when available which is far from ideal.

The LHA would not wish to support any proposed development that would result in any significant increase in vehicle movements utilising this sub-standard access / access road.

There is no formal turning head at the end of the existing unadopted track.

The existing unadopted track has no footway provision and minimal street lighting provision.

The proposed site itself is served by a 5.5m wide access with gates setback 6m behind the adjoining unadopted road. No details of the proposed visibility splays from the access have been indicated on the submitted layout plan. **The LHA recommends this detail is provided.**

The access will need to be capable of accommodating turning provision for a medium sized delivery vehicle (7m in length) and be accessible by a vehicle transporting the proposed caravans (size / length unknown). Such access / turning provision will need to be demonstrated with appropriate swept path details.

Public Footpaths

Public Footpath (PROW No. 36 - Minera) runs from NE to SW along Old Smelt Road along with PROW Nos. 2 & 3 (Minera) which are located further south along the track. There is also an adopted footpath that links the unadopted track with the residential estate (Nant Lais) to the north. It is understood that these footway / footpath links are regularly used by local residents.

The above footpath links with Old Smelt Road mean that pedestrians / residents have to share the same access road / space with cars and HGVs accessing the haulage yard which is far from ideal.

The LHA recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Traffic Generation

The existing unadopted road appears to serve 5 no. existing dwellings and a haulage business which operates a number of HGVs. The haulage business is located at the south western end of the unadopted road.

No details of the existing or proposed traffic movements in respect of the existing residents / haulage business and proposed development site have been provided. **The LHA recommends this detail is provided.**

As an approximate estimation, it is understood that the haulage business typically generates around 20 vehicle movements per day. The existing 5 dwellings could generate in the region of 40 movements per day equating to around 60 daily vehicle movements. In comparison, the proposed 3 traveller pitches could generate around 24 daily vehicle movements. This could potentially equate to a 40% increase in daily vehicle movements accessing via Old Smelt Road.

The LHA would not wish to support any proposed development that would result in any significant increase in vehicle movements utilising this sub-standard access / access road.

Parking & Turning Provision

The proposed development site will need to provide adequate parking and turning provision in accordance with LPGN 16 requirements.

The submitted Site Layout Plan (Drg. No. 4 – Dated Sep 26) appears to indicate adequate parking for each pitch with space for at least 3 cars / vans each.

The submitted plan does not indicate how a medium sized delivery vehicle (7m long) will turn within the curtilage of the development site. **The LHA recommends this detail is provided including appropriate swept path details using standard software.**

No details of how a vehicle transporting the largest size / length of caravan will access the site both into the site itself and in / out of the access onto and from the A525 High Street has been provided. **The LHA recommends this detail is provided including appropriate swept path details using standard software.**

Waste / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. The LHA strongly recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

The agreed detail can then be included on a revised layout plan indicating the precise bin storage / collection areas along with numbers / types of bins including annotated dimensions.

There is no formal turning head at the end of the unadopted track. However, the LHA understand that the owner of the existing haulage business informally allows the WCBC refuse vehicle to drive into the haulage yard in order to turnaround and be able to access back onto the A525 in a forward gear.

Conclusion

In conclusion, given the issues 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.

Note to Applicant:

Public Footpath Nos. 2, 3 & 36 - Minera run in close proximity to the development site and should not be interfered with. The LHA strongly recommend that the applicant liaise with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

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