MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sara Duckworth
Our Ref:	ET/DC/PP/P/2026/0454 Res(2)	**Your Ref:**	P/2026/0454
Date:	30/09/2026		

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 14/09/2026 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 current application is for:-

- Retrospective permission for the pole barn
- A charcoal station (4m x 4m) – attached to the pole barn
- A residential cabin (19.9m x 6.6m)
- A herb drying workshop (6.1m diameter)
- A veg prep workshop (6.1m diameter)

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 previously recommended this detail is clarified. However, the applicant has indicated that the previous consents at the site did not include any widening / modifications to the existing access onto Halghton Lane. **The applicant will therefore need to apply retrospectively to the LHA for s.184 / 171 consent**

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 applicant has submitted a number of diagrams of site measurements including drone images. Applications are normally supported by scaled plans (with appropriate plan reference numbers / revisions) provided by either architects or consultants indicating the required details. **The LHA recommends the applicant provides a suitably scaled plan of the access 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.

- No gates within 10m of the highway boundary (or greater dependent on anticipated size of vehicles likely to use the access).

Traffic Generation

The submitted application includes a “One Planet Development Management Plan” dated July 2026 which includes (but not limited to) details of proposed activities at the site, proposed Site Layout Plan and Transport Assessment / Travel Plan.

The submitted Management Plan indicates that the applicant wishes to establish a small scale farm. The existing land was previously used for grass crop, hay & silage. The proposed use includes the growing of fruit and vegetables and keeping sheep and chickens.

Existing modes of transport used at the site are a quad bike and tractor plus cars. No reference to large vans or similar to transport any produce to the local shops / butchers has been indicated.

The proposed small holding appears to include the growing of fruit and vegetables and keeping sheep and chickens. The applicant would appear to propose holding woodland management courses on site where small groups would attend the farm.

Section 8 of the submitted Management Plan includes anticipated vehicle movements relating to the various activities proposed at the farm. However, these have not been presented in a standard format ie/ based on daily vehicle movements. **The LHA recommends the applicant presents data based on existing and proposed daily vehicle movements in a revised Management Plan.**

Parking & Turning Provision

The submitted application includes a "One Planet Development Management Plan" dated July 2026 which includes (but not limited to) details of proposed site layout. However, this is an illustrative drawing (not to scale). No specific details of the proposed parking & turning arrangements at the site have been provided in respect of the dwelling itself, visitor parking and any parking / turning required for any potential larger delivery vehicles.

The LHA recommends the applicant clarifies the above issues and provides a suitably scaled site 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.

Sustainability

The proposed development site is located approximately 1.2 km from the A539 (Penley). The nearest bus stop would appear to be located outside the Maelor School, Penley which is far from ideal. Halghton Lane is a rural lane with no footway or lighting provision. Any visitors to the farm eg/ volunteers, public attending courses are therefore considered likely to use a car to / from the site.

Conclusion

In conclusion, the LHA requests the following information:-

- **Access**

  The applicant has submitted a number of diagrams of site measurements including drone images. Applications are normally supported by scaled plans (with appropriate plan reference numbers / revisions) provided by either architects or consultants indicating the required details. **The LHA recommends the applicant provides a suitably scaled plan of the access 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.
  - No gates within 10m of the highway boundary (or greater dependent on anticipated size of vehicles likely to use the access).

- **Traffic Generation**

  Section 8 of the submitted Management Plan includes anticipated vehicle movements relating to the various activities proposed at the farm. However, these have not been presented in a standard format ie/ based on daily vehicle movements. **The LHA recommends the applicant presents data based on existing and proposed daily vehicle movements in a revised Management Plan.**

- **Parking & Turning Provision**

  The submitted application includes a "One Planet Development Management Plan" dated July 2026 which includes (but not limited to) details of proposed site layout. However, this is an illustrative drawing (not to scale). No specific details of the proposed parking & turning arrangements at the site have been provided in respect of the dwelling itself, visitor parking and any parking / turning required for any potential larger delivery vehicles.

  The LHA recommends the applicant clarifies the above issues and provides a suitably scaled site 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