MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2026/0493 Res(2)	**Your Ref:**	P/2026/0493
Date:	02/10/2026		

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 0/09/2026 including revised Block Plan (Drg. No. 81547/26/03 Rev A) 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 Rev A)

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 revised layout plan indicates proposed improved visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway which complies with current highway standards (TAN 18).

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. The revised layout plan indicates a forward visibility splay of 90m.

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 applicant has submitted approximate vehicle movement figures expected at the site. This information was not presented in a standard format ie/ summary of daily vehicle movements. However, it would appear to equate to approximately 3 vehicle movements per day which is extremely low.

The proposed access will be gated at approximately 11m behind the edge of carriageway. The revised plan indicates the turning movements of a 9m long (approx) rigid HGV which the LHA assume will be the maximum size of vehicle used at the site. The proposed setback distance of gates at the access of 11m is therefore considered acceptable in this instance.

The proposed development will require SABs consent.

The proposed access will require surfacing with hard bound materials ie/ either bitmac or concrete, not unbound permeable blocks as indicated. No private surface water run-off is permitted to flow onto the adjoining highway. An Aco drain or similar will be required across the access to intercept any run-off.

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.** This will need to be discussed / arranged with the WCBC Contracts & Engineering Manager.

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

There would appear to be adequate parking for vehicles within the curtilage of the site.

The submitted layout plan indicates a 20m x 20m permeable paved area for vehicle turning, parking and machinery hitching. The revised plan indicates the turning movements of a 9m long (approx) rigid HGV which is considered acceptable. **If the application is supported, the maximum size of vehicle that can be permitted on site will need to be controlled by a suitable planning condition.**

Traffic Generation

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.

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 applicant has submitted approximate vehicle movement figures expected at the site. This information was not presented in a standard format ie/ summary of daily vehicle movements. However, it would appear to equate to approximately 3 vehicle movements per day which is extremely low. On this basis, the LHA would raise no objections to the proposed development.

In conclusion, if the application is supported the LHA recommends any permission includes the following conditions:-

CONDITIONS

ZJ41 **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **@@@**

NONSTD **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 160 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 0.6m in height above the level of the nearside edge of the adjoining highway The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

ZJ08 **ACCESS SURFACE (10 metres)**
043R Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

NONSTD **NO GATES WITHIN 11 METRES**
033R There shall be no gates or other means of enclosure across the vehicular access point within 11 metres of the highway boundary.

ZJ46 **NO PRIVATE SURFACE WATER RUN OFF**
026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the 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.



On behalf of Chief Officer, Environment & Technical