MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Tyler Fox
Our Ref:	ET/DC/PP/P/2025/0319 Res(5)	**Your Ref:**	P/2025/0319
Date:	05/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: TYNNU'R TRAC PRESENNOL A CHREU TRAC NEWYDD

LOCATION: PENLEY MILL HOUSE, LION LANE, PENLEY, WREXHAM, LL13 0LY

I refer to your consultation / email dated 30/09/2026 including revised Site Plan (Drg. No. DG/24/48/10 – Rec'd 30/09/2026) in respect of the above.

General

The proposed development comprises the removal of existing track and creation of a new track.

Access

The proposed development site is located on Lion Lane which is a narrow, unclassified, rural road subject to a 60mph speed. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Based on such speeds, any proposed access in this location would require visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in the northerly direction and nearside edge in the southerly direction in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road in the northerly direction due to the narrow nature of the carriageway. Visibility from the existing shared access is inadequate in both directions providing splays of approximately 2.4 x 19m to the north (centreline) and 2.4 x 16m to the south (nearside edge). Visibility is impeded in both directions by the existing hedgerows.

The revised layout plan Drg no. DG 24/48/10 (received on 30-09-26) indicates proposed splays of at least 2.4 x 45m in the northerly direction and 2.4 x 33m in the southerly direction measured to the opposite side of the road. The splays shown are incorrect and need to be indicated as detailed above ie/ centreline to the north and nearside edge to the south. The plan indicates / annotates a setback distance of 2.4m which is acceptable but indicates a splay line (dotted red line) from an incorrect position. **The LHA recommends the applicant submits a revised layout plan indicating the above details.** This detail needs to be provided on a revised plan using a unique revision number / reference.

There currently appears to be 3 no. gated access points served off a shared access point onto Lion Lane. The 2 gated field accesses either side of the central access currently appear to provide access to small paddocks used to keep horses.

The applicant has confirmed (email dated 16/10/2025) that the central access (proposed for removal) provides access to the property known as Penley Mill House. However, the email from the applicant dated 09/04/2026 indicated that the new access will now serve as a shared access serving both Penley Mill and Penley Mill House. It is therefore assumed that the proposed access will serve as a shared access for 2 dwellings and also provide access to the existing 2 no. paddocks.

The existing central access and proposed access to the east are both 3.5m wide. The central access is gated at approximately 11m behind the adjoining carriageway and the easterly access approximately 9m behind the adjoining carriageway. The revised plans indicate the 2 no. existing paddock gates being setback a distance of approximately 28m behind the adjoining carriageway which is considered acceptable. The existing paddock gates will need to be permanently closed up.

The existing shared access currently fronting the 3 no. access points is surfaced with loose bound materials / grassed. If the application is supported, the LHA recommend that the existing shared access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. This detail is indicated on the revised site plan.

The LHA would not support any significant increase in vehicle movements utiliisng this sub-standard access. However, if significant improvements to the access can be provided by the applicant ie/ improved visibility splays (both directions onto Lion Lane), hard bound surfacing , widening of proposed access to min 4.8m wide, no gates within 10m of the highway boundary, then consideration could be given to supporting an additional property utilizing this access. The revised site plan indicates the above details (except visibility).

The revised plan indicates the existing track being removed and grassed which is considered acceptable.

The roads leading to the site along Lion Lane are typically narrow with limited passing places, with sub-standard horizontal and vertical alignment. There is little provision for pedestrians by way of pavements or street lighting.

The existing neighboring industrial estate is served by an existing shared access which is approximately 28m wide and surfaced with hard bound materials. Based estimated speeds of 30mph for vehicles travelling in the northerly direction and 25mph for vehicles travelling in the southerly direction, this access provides adequate visibility in excess of 2.4 x 33m to the north and 2.4 x 100m to the south measured to the centerline of the adjoining highway.

Based on the latest submitted information, it is assumed that Penley House Mill already accesses Lion Lane via the existing industrial estate access.

Parking & Turning Provision

Adequate parking & turning provision will need to be provided in accordance with LPGN 16 requirements. It is assumed that the existing dwellings have adequate parking / turning provision.

Conclusion

In conclusion, the LHA request the following additional information:-

- **Access Visibility**

  The proposed development site is located on Lion Lane which is a narrow, unclassified, rural road subject to a 60mph speed. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

  Based on such speeds, any proposed access in this location would require visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in the northerly direction and nearside edge in the southerly direction in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road in the northerly direction due to the narrow nature of the carriageway. Visibility from the existing shared access is inadequate in both directions providing splays of approximately 2.4 x 19m to the north (centreline) and 2.4 x 16m to the south (nearside edge). Visibility is impeded in both directions by the existing hedgerows.

  The revised layout plan Drg no. DG 24/48/10 (received on 30-09-26) indicates proposed splays of at least 2.4 x 45m in the northerly direction and 2.4 x 33m in the southerly direction measured to the opposite side of the road. The splays shown are incorrect and need to be indicated as detailed above ie/ centreline to the north and nearside edge to the south. The plan indicates / annotates a setback distance of 2.4m which is acceptable but indicates a splay line (dotted red line) from an incorrect position. **The LHA recommends the applicant submits a revised layout plan indicating the above details.** This detail needs to be provided on a revised plan using a unique revision number / reference.

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:

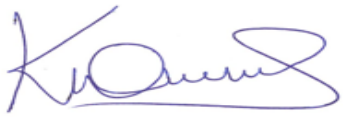
1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant 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.



On behalf of Chief Officer, Environment & Technical