MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2026/0255	**Your Ref:**	P/2026/0255
Date:	08/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: DYMCHWEL YR ANNEDD BRESENNOL, CODI ANNEDD NEWYDD A THROSI 4 ADEILAD ALLANOL YN 4 ANNEDD / DEMOLITION OF EXISTING DWELLING, ERECTION OF REPLACEMENT DWELLING AND CONVERSION OF 4 NO OUTBUILDINGS TO 4 NO DWELLINGS

LOCATION: GAMFORD HOUSE, GAMFORD LANE, ROSSETT, WREXHAM, LL12 0EW

I refer to your consultation / email dated 06/05/2026 and email dated 18/09/2026 (including layout plans – Drg. Nos. MSW208 Rev A & MSW208 VZ01 in respect of the above.

General

It is understood that the proposed development site already benefits from planning permission (ref: P/2016/0384) for the erection of 8 dwellings. However, the latest proposed development differs in layout from the previously approved layout and comprises 5 dwellings served off two access points.

The latest submission only includes 2 layout plans. The LHA recommends that every future submission is accompanied by a full set of plans / details / Design & Access Statement.

Access

The proposed development site is located on Gamford Lane which is a rural, classified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 30mph given the geometry of the road.

Assuming speeds of 30mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

It has previously been agreed that the applicant will fund a Traffic Regulation Order to reduce the prevailing national speed limit along Gamford Lane to 30mph. A condition will need to be included for a Section 106 payment to fund the above process.

There would appear to be three main existing access points serving the development site, one wider entrance to the west (accessing the barns) and two smaller entrances to the east (accessing the Gamford House). **If the application is supported, the secondary access serving the existing farmhouse will need to be permanently closed up / reinstated to grass verge. This detail needs to be indicated / annotated on a revised layout plan.**

Access Point (serving farm buildings)

This existing access is approximately 10m wide and currently suffers from inadequate visibility in both directions. Visibility from the existing access is approximately 2.4 x 10m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / vegetation either side of the access.

The existing access is hard paved and slopes towards the development site.

Access Point (northerly access serving farmhouse)

This existing access is 4.2m wide and currently suffers from inadequate visibility, providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / vegetation either side of the access.

The existing access is hard paved, slopes towards the development site and is gated approximately 2.5m behind the adjoining carriageway.

Access Point (southerly access serving farmhouse)

This existing access is 4m wide and currently suffers from inadequate visibility, providing splays of approximately 2.4 x 3m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow / vegetation either side of the access.

The existing access is hard paved, slopes towards the development site and is gated approximately 2.5m behind the adjoining carriageway.

Proposed Access / Layout (Layout Plan - Drg. No. MSW208 VZ01)

<u>Main Access (Serving 4 dwellings)</u>

It is proposed to utilse the existing main access point (currently serving farm buildings) to serve 4 of the 5 properties at the development site. The submitted plan appears to indicate the construction of a 5.5m wide shared, private access in lieu of the existing access.

As the proposed layout will not meet adoptable standards, any WCBC refuse / recycling vehicles will need to service the site from the adopted highway. Given the narrow, rural nature of Gamford Lane it has previously been agreed to construct an access that incorporates a slip lane / passing place / layby on the south eastern side of the access which can be utilized by a refuse vehicle to collect waste / recycling. Such a feature would also increase the existing carriageway width along this section to facilitate the simultaneous passage of vehicles travelling along Gamford Lane. Any modifications to the access and carriageway widening will need to be constructed to WCBC adoptable standards. The applicant will be required to enter into a s.38 / 278 agreement with the Council to carry out these works.

The refuse wagon loading area indicated on the submitted plans appears to be relatively deep (ie/ approx. 7m deep) which seems excessive. **The LHA recommends the applicant provides a revised layout plan (including annotated dimensions) which indicates the following:-**

- Existing carriageway widths (measured at 5m intervals along the entire site frontage).

- A suitable slip lane / passing / bay / loading bay that ties smoothly into the south eastern kerb radius of the main access and tapers smoothly back into the existing carriageway. The loading bay should be at least 3m deep dependent on the existing carriageway width along this section. A 0.5m minimum service strip will be required behind the kerbed loading bay for adoption / maintenance purposes.

- Details of proposed forward visibility / sightlines in both directions for vehicles exiting the loading bay to approaching vehicles on Gamford Lane will need to be indicated (annotated)

It would appear possible to provide adequate visibility from the proposed main access (ie/ 2.4 x 43m in both directions) subject to the removal of existing boundary hedges and trees.

The LHA recommends that any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected across the access.

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 where the access falls towards the highway.

The LHA recommends the applicant provides a revised layout plan indicating the above details (including annotated dimensions).

Access (serving single property to South East of Site)

No details of the existing / proposed visibility splays from this access have been indicated on the submitted plans. **The LHA recommends this detail is provided.**

The proposed access indicated on the submitted plans is approximately 4.5m wide. Any proposed access will need to provide the following:-

- Minimum 5m of hard bound paving.

- No gates within 5m of the highway boundary (preferably no gates)

- 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 where the access falls towards the highway.

The LHA recommends the applicant provides a revised layout plan indicating the above details (including annotated dimensions).

Parking & Turning Provision

Given the relatively remote location of the site, the LHA recommends that parking provision is provided in line with LPGN 16 maximum standards.

The latest submitted plans do not indicate the number of bedrooms each dwelling is providing. The LHA recommends this detail is provided along with allocated parking spaces on the submitted plans (including annotated dimensions of parking spaces & turning spaces).

In terms of turning provision, the LHA comment as follows:-

The proposed turning head within the main estate road is of insufficient size to accommodate the turning of a standard refuse vehicle. The site is also laid out to a standard that would not meet adoptable standards therefore a WCBC refuse vehicle will not enter the site. The site will need to be managed by a private management company (suitable planning condition required). **The LHA recommends that any proposed turning head in this instance provides adequate space for a medium sized delivery vehicle (7m in length) to turnaround. This will need to be demonstrated via the submission of suitable swept path details (using standard swept path 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.

The LHA recommends the applicant liaises with our Senior Waste Strategy Officer –Gabrielle Povey on Tel: 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection.

As indicated above, a suitable slip lane / passing / bay / loading bay that ties smoothly into the south eastern kerb radius of the main access and tapers smoothly back into the existing carriageway will need to be provided.The loading bay should be at least 3m deep dependent on the existing carriageway width along this section. A 0.5m minimum service strip will be required behind the kerbed loading bay for adoption / maintenance purposes.

Conclusion

In conclusion, the LHA requests the following information :-

- **General**

  The latest submission only includes 2 layout plans. The LHA recommends that every future submission is accompanied by a full set of plans / details / Design & Access Statement.

- **Access**

  If the application is supported, the secondary access serving the existing farmhouse will need to be permanently closed up / reinstated to grass verge. This detail needs to be indicated / annotated on a revised layout plan.

- **Proposed Access / Layout** (Layout Plan - Drg. No. MSW208 VZ01)

  The refuse wagon loading area indicated on the submitted plans appears to be relatively deep (ie/ approx. 7m deep) which seems excessive. **The LHA recommends the applicant provides a revised layout plan (including annotated dimensions) which indicates the following:-**

  - Existing carriageway widths (measured at 5m intervals along the entire site frontage).

- A suitable slip lane / passing / bay / loading bay that ties smoothly into the south eastern kerb radius of the main access and tapers smoothly back into the existing carriageway. The loading bay should be at least 3m deep dependent on the existing carriageway width along this section. A 0.5m minimum service strip will be required behind the kerbed loading bay for adoption / maintenance purposes.

- Details of proposed forward visibility / sightlines in both directions for vehicles exiting the loading bay to approaching vehicles on Gamford Lane will need to be indicated (annotated)

It would appear possible to provide adequate visibility from the proposed main access (ie/ 2.4 x 43m in both directions) subject to the removal of existing boundary hedges and trees.

The LHA recommends that any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected across the access.

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 where the access falls towards the highway.

The LHA recommends the applicant provides a revised layout plan indicating the above details (including annotated dimensions).

- Access (serving single property to South East of Site)

No details of the existing / proposed visibility splays from this access have been indicated on the submitted plans. **The LHA recommends this detail is provided.**

The proposed access indicated on the submitted plans is approximately 4.5m wide. Any proposed access will need to provide the following:-

- Minimum 5m of hard bound paving.

- No gates within 5m of the highway boundary (preferably no gates)

- 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 where the access falls towards the highway.

The LHA recommends the applicant provides a revised layout plan indicating the above details (including annotated dimensions).

- **Parking & Turning Provision**

Given the relatively remote location of the site, the LHA recommends that parking provision is provided in line with LPGN 16 maximum standards.

The latest submitted plans do not indicate the number of bedrooms each dwelling is providing. The LHA recommends this detail is provided along with allocated parking spaces on the submitted plans (including annotated dimensions of parking spaces & turning spaces).

In terms of turning provision, the LHA comment as follows:-

The proposed turning head within the main estate road is of insufficient size to accommodate the turning of a standard refuse vehicle. The site is also laid out to a standard that would not meet adoptable standards therefore a WCBC refuse vehicle will not enter the site. The site will need to be managed by a private management company (suitable planning condition required). **The LHA recommends that any proposed turning head in this instance provides adequate space for a medium sized delivery vehicle (7m in length) to turnaround. This will need to be demonstrated via the submission of suitable swept path details (using standard swept path software).**

Note to Applicant:

A reduction in speed limit from 60mph to 30mph along Gamford Lane will require a Traffic Regulation Order (TRO). The developer will be required to fund the TRO and any associated consultation. The LHA recommends that the applicant contacts our Traffic Section :- Jamie.edge@wrexham.co.uk to discuss / arrange.

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