MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Jenni Perkins
Our Ref:	ET/DC/PP/P/2025/0854 Res(5)	**Your Ref:**	P/2025/0854
Date:	20/10/2026		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD Y TIR I GREU SAFLE GLAMPIO (SAITH UNED) / CHANGE OF USE OF LAND TO CREATE GLAMPING SITE (SEVEN UNITS)

LOCATION: LAND SOUTH OF QUEENSBRIDGE FARM, OVERTON, WREXHAM, LL13 0LE

I refer to your consultation / email dated 24/09/2026 including revised plans, revised Technical Note (No.004) - Dated July 2026 & Highway Statement – Dated Sept 2026 in respect of the above.

General

The proposed development comprises the creation of a glamping site (7 units) served off an existing field access onto the A528 Overton Road.

Access

The proposed development site is located on the A528 which is rural, classified road subject to a 50mph speed limit.

Any proposed / existing access in this location would be required to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN18 / DMRB Standards.

Adequate forward visibility would also normally be required for vehicles approaching the access heading south providing a stopping sight distance of 160m.

The LHA recommends the applicant provides revised plans indicating the provision of adequate lateral and forward visibility splays in accordance with TAN 18 Standards.

The proposed access (current field access) serving the site is located approximately 12m south of the existing private driveway serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The LHA previously raised concerns regarding the proximity of the proposed access to the existing shared access serving the above properties on highway safety grounds.**

Existing Shared Private Driveway

(serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall, Little Queensbridge)

The existing shared access road is typically less than 4.1 wide and cannot easily accommodate the simultaneous passage of 2 vehicles.

Although, not currently proposed, this private access road would not benefit from any significant increase in vehicle movements.

Existing Access (serving existing field)

The existing access is approximately 4.1m wide, unsurfaced (grassed), with gates setback approximately 3 behind the carriageway edge.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 30m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

Forward visibility for vehicles approaching the access from the south to stationary vehicles waiting to turn right into the proposed access is approximately 100m restricted by the alignment of the road (bend / cuts across 3rd party land).

The LHA would not support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access. **If the proposed development is supported accessing via the proposed revised access located further south, the LHA would recommend that the existing field access is closed up.**

Existing Traffic Generation

It is assumed that the existing field access currently generates very few daily vehicle movements. No information in respect of existing vehicle movements utilizing this access has been provided. **However, this access will need to be permanently closed up if the application is supported.**

Speed Survey

A recently conducted speed survey was carried out by the applicant between 30/01/2026 and 05/02/2026 either side of the proposed access. However, there was an issue with the survey to the south, so this was repeated from 05/02/2026 to 11/02/2026. The speed surveys determined the following 85th percentile speeds:-

- Northern Location, Southbound 48.3mph

- Southern Location, Northbound 50.8mph

Based on these speeds, any proposed access would require visibility splays of 2.4 x 139m to the north and 2.4 x 150m to the south measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

The latest plan (Drg. No. 332613092-100-005-P04) indicates the re-location of the proposed access to a position approximately 118m south of the existing private shared access serving the 6 no. existing dwellings. The previous plan (Drg. No. 332613092-100-005-P03) indicates the re-location of the proposed access to a position approximately 92m south of the existing private shared access

serving the 6 no. existing dwellings. The latest access is now indicated at being approximately 26m further downhill from the previous access position.

Proposed Access

It is proposed to serve the proposed development site from a new 6.9m wide access with 10-11m kerb radii located approximately 118m south of the existing shared private driveway (serving 6 existing properties).

The revised Site Access Visibility Splay plan (Drg. No. 332613092-100-005-P04) now indicates splays of 2.4 x 139m in the northerly direction measured to a point 0.5m offset from the nearside kerbline and a splay of 2.4 x 150m in the southerly direction measured to a point 0.5m offset from the nearside kerbline. This revised plan indicates that the proposed visibility envelopes with a minimum object height of 600mm above carriageway level will be provided. It is understood that the applicant has purchased the land to the south of his site which facilitates the delivery of the required splay in this direction. However, the details previously indicated on submitted plan (Drg. No. 332613092-100-005-P03) do not appear to correlate with the latest revised plan as follows:-

	Site Access Visibility Splay Drg. No. 332613092-100-005-P03	**Site Access Visibility Splay** Drg. No. 332613092-100-005-P04
-	The cross section plan lines up with the longitudinal section and associated chainages with CH0 being the centreline of the proposed access.	The cross section plan does not line up with the longitudinal section and associated chainages with CH0 not being the centreline of the proposed access.
-	The existing levels and ground profiles differ between plans.	
-	The plan indicates a proposed splay of 122.8m in the northerly direction which practically sits on the profile (existing levels) of the private shared driveway to the north in order to achieve a minimum 0.6m object height.	The latest plan indicates a splay line that is not measured from the proposed new access location which has moved to a lower level approximately 26m further south. The splay line indicating a minimum object height to the north now has clearance between the existing ground level which appears incorrect.

The LHA recommends the applicant addresses the above issues and provides suitably scaled revised plans.

The required splay of 2.4 x 139m in the northerly direction may need to cut across 3rd party land in the northerly direction ie/ the private shared access road serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. If this is the case, then a s.106 agreement would be required to maintain the required splays in perpetuity. **The LHA recommends the applicant provides a suitably scaled plan that clearly shows the required splays being within land under their control or adopted highway land.**

Any proposed access will need to be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. No gates shall be erected across the access. An Aco drain or similar will be required where the access falls towards the highway.

The proposed access gradient of 1:20 (5%) for the first 10m behind the adjoining highway is considered acceptable.

There appears to be an existing drainage ditch in the verge in the location of the proposed access**. If the application is supported consent will be required for the proposed access (s.184 / 171 consent) and details provided relating to any required culverting of this existing ditch.**

The proposed access will need to be of sufficient width to accommodate both cars and delivery / waste vehicles accessing the site simultaneously. **The revised Technical Note – 003 (Dated July 2026) indicates that the waste / recycling will be carried out by a private collection company.**

The revised swept path plan (Drg. No. 332613092/100/007 Rev P05) indicates an 11.3m long refuse vehicle entering the site from the north, turning within the site and exiting the site to the south. The submitted plan indicates how a large car (5m in length) and a refuse wagon will enter and exit the site in both directions simultaneously which is considered acceptable. The LHA recognises that the development will be serviced by an external waste collection company.

Trip Generation

Existing Field Access

The submitted Technical Note does not indicate the existing daily vehicle movements through the existing sub-standard access.

Existing Shared Private Access (serving 6 dwellings)

The submitted Technical Note indicates TRICs data for private houses in relation to the 6 dwellings served off the private shared access. This data indicates daily movements of 6.3 movements per dwelling which is accepted.

Proposed Glamping Site (7 no. units)

It was previously considered that the trip generation of 1.747 (per unit) was acceptable given the low daily vehicle flows on the adjoining highway.

Parking and Turning Provision

Parking and turning provision at the site will need to comply with LPGN 16 requirements for those staying at the pods, staff and any other visitors.

The previously submitted Technical Note included the following:-

With regard to the proposed development, all seven pods will have a single bedroom. In terms of staff, there will be approximately three cleaners, one management and potentially maintenance on site in a given day.

The guests check out at 10am and check in at 3pm. When the guests check out, the cleaners will visit the site and use a parking space. The cleaners will depart the site prior to guests arriving to check in at 3pm. Also, the one management member of staff on site when guests are present on site.

To take account of the proposed operation of the site, it is proposed that there will be eight car parking spaces and seven Sheffield stands (14 cycle spaces) within the development.

Based on the above information, if a maintenance person and manager was on site when all pods were occupied then it is assumed 9 parking spaces would be required. If one pod was vacated (6

remaining occupied) and a maintenance person, manager and 1 cleaner were on site then 9 spaces would be required. It would appear that an appropriate level of parking provision would be 9 spaces.

The revised Site Layout Plan (Drg. No. 360MWT01-03 Rev M) indicates the provision of 12 parking spaces with one space being laid out to mobility standards which would be considered acceptable.

It is assumed that any larger vehicles other than cars will be refuse vehicle and a medium sized delivery vehicle (ie/ 7m in length). Such vehicles will require adequate turning provision within the curtilage of the site. The proposed site layout / turning provision is considered acceptable.

Cycle Parking / Storage

Adequate cycle parking / storage will be required in accordance with LPGN 16 / Active Travel Guidance.

The amended site plan (Drg. No. 360MWT01-03 Rev M) indicates 7 no. cycle stands approximately 1m apart plus a shelter which is considered acceptable.

Waste / Recycling

The LHA recognises that the development will be serviced by an external waste collection company, and as such, the dimensions of the refuse collection vehicle may differ from those used by WMBC. The submitted swept path plans indicate a large car and 11.3m long refuse vehicle entering / turning / exiting the site simultaneously which is considered acceptable.

Construction Traffic Management Plan

If the application is supported, the LHA recommends any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

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.

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