

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/0315	Your Ref:	P/2024/0315
Date:	05/07/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD 3 CAE UNIGOL O DIR AMAETHYDDOL I SUI GENERIS (CAE I GERDDED CWN) (RHANNOL ÔL-WEITHREDOL) / CHANGE OF USE OF 3 INDIVIDUAL FIELDS FROM AGRICULTURAL LAND TO SUI GENERIS (DOG WALKING FIELDS) (PARTLY IN RETROSPECT)

LOCATION: PLAS ISSA FARM CRISTIONYDD LANE PENYCAE WREXHAM LL14 1TT

I refer to your consultation / email dated 18/04/2024 in respect of the above.

Please note that this response relates to 3 separate planning applications ref: P/2024/0315, P/2024/0316 & P/2024/0317.

General

The proposal is for the change of use of 3 individual fields (agricultural land) to a Sui Generis use as dog walking fields. The purpose of the scheme is to provide a private hire opportunity for individuals/families to exercise their dogs in a safe, fenced, environment. The site is located at Plas Issa Farm, Cristionydd Lane, approximately 500 metres south of Penycae. The 3 fields lie within close proximity of the farm complex. Field 1 lies immediately west of the farmhouse, Field 2 north of the group of agricultural buildings and Field 3 lies on land opposite the main entrance to Cristionydd Lane. Following the purchase of Plas Issa Farm in 2019, the main farming operation ceased and the current owners are seeking a rural diversification scheme to replace the mainstream farm income.

The business started over two years ago and has been operating under the 28 day (permitted development) rule. However, it is acknowledged that more recently it has operated beyond these limits and consequently the application is partly retrospective to regularise the existing situation.

The farm currently has two access points from Cristionydd Lane. The first to the north is not used and can be closed off. Visibility at this point is extremely restricted and there is no intention to use this access. The main access lies further south connecting the farm with the adjoining highway. All traffic movements are through this access. A field access serves Field 3 to the east, but all parking will be accommodated on the existing farm complex opposite.

Access

The proposed development site is located on Cristionydd Lane which is a classified, rural lane subject to a 60mph speed limit. Based on such speeds, any proposed access would require visibility splays of 2.4 x 215m in both directions in accordance with TAN 18. Such splays would not be achievable from the proposed access. However, I would expect typical vehicle speeds to be less than the prevailing speed limit given the geometry of the road.

It is difficult to estimate the required visibility splays from the proposed access without the benefit of a speed survey. In order to determine the actual 85th percentile speeds / required visibility splays, I would recommend the applicant carries out a speed survey.

There are two existing accesses serving the farm (north and south) but it is proposed to utilise the access to the south of the site frontage as the main access. I understand the northerly access is used infrequently and has been proposed for permanent closure within the submitted Planning Statement which would be beneficial.

Northerly Access

This access is approximately 2.3m wide and surfaced with loose bound materials.

Visibility from this access in the northerly direction is in excess of 2.4 x 100m measured to the nearside edge. Visibility in the southerly direction is approximately 2.4 x 16m measured to the nearside edge. Visibility is impeded in the southerly direction by the existing embankment / vegetation.

Forward visibility for cars approaching this access from the north to cars waiting to turn right into the access is limited being less than 50m. Forward visibility is limited by the existing hedgerow on the bend on the opposite side of the road.

I understand the northerly access is used infrequently has been proposed for permanent closure within the submitted Planning Statement which would be beneficial. If the application is supported, I would recommend that this access is permanently closed up and reinstated as grassed verge. **I would recommend that the applicant provides a suitably scaled layout plan indicating this detail.**

Southerly Access

Visibility from this access in the northerly direction is approximately 2.4 x 65m measured to the nearside edge. Visibility in the southerly direction is approximately 2.4 x 85m measured to the nearside edge. Dependent on actual speeds for vehicles travelling northbound, the required splay may need to cut across 3rd party land on the opposite side of the road.

Forward visibility for cars approaching this access from the north to cars waiting to turn right into the access is limited to approximately 38m. Forward visibility is impeded by the existing boundary fence and vegetation on the bend on the opposite side of the road (fronting Field 3). I understand the applicant has control of this land and is willing to setback this fence to maximize forward visibility.

Subject to the results of a speed survey, I would recommend that the applicant provides a suitably scaled layout plan indicating the full extent of the proposed / required splays including forward visibility for cars approaching the access from the north over land which is under the applicant's control for further consideration.

The existing access is approximately 11m wide reducing to approximately 3.9m wide at 5m behind the adjoining carriageway and surfaced with loose bound materials. The access slopes towards the highway and is surfaced with loose bound

It is proposed to utilize this access as the main access to the farmhouse and proposed parking area for the business. If the application is supported, I would recommend that the access is improved as follows:-

- Widened to minimum of 4.8m for at least 10m behind the highway boundary (preferably up to the proposed parking area) to facilitate the simultaneous passage of 2 vehicles.
- Surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary.
- No gates
- An Aco drain or similar installed to intercept any private surface water run-off.

I would recommend that the applicant provides a suitably scaled layout plan indicating the above details.

Pedestrian Access to Field 3

Given the nature of Cristionydd Lane ie/ 60mph, rural, no footways, no street lighting, I would raise serious concerns as to how customers (pedestrians) will access field 3 from the main car park at the farm across Cristionydd Lane. It may be considered appropriate to remove field 3 from the proposal in the interests of pedestrian safety.

I would recommend that the applicant indicates where pedestrians with their dogs will cross the road and how this will be done safely. Such evidence should include installing suitable road markings / signage eg/ *Araf /Slow* road markings either side of the access along with appropriate *pedestrians crossing* warning signs. **I would recommend a Road Safety Audit is carried out by an independent consultant to assess the proposed development with particular emphasis on pedestrian safety.**

Parking & Turning Provision

The submitted Planning Statement indicates that the sessions will be booked and paid for through a website and will offer 1 hour long slots. The maximum number of dogs permitted at any one time on each field will be 5. I understand the applicant only intends to utilize 2 fields at any one time and alternate the third field for occasional use by livestock. I understand the applicant intends to manage customer trips so there is no overlap of cars.

On this basis, it would appear that a maximum of 5 cars could require parking on site per field. If only 2 fields are in use at any one time then potentially 10 cars could require parking at any one time should staggering of arrivals / departures not occur. There would appear to be adequate space within the farm complex to accommodate 10 additional vehicles if necessary. **I would recommend the applicant provides a suitably scaled plan indicating the layout of the proposed customer parking spaces along spaces allocated to the farmhouse itself. I would recommend that any customer spaces are clearly marked out on site in accordance with LPGN 16 requirements.**

Traffic Generation

The applicant has indicated the following hours of operation:-

Mon - Fri 07:00 – 19:00

Sat, Sun & 08:00 – 18:00
Bank Holidays

Based on a maximum of 5 cars every hour per field (max. 2 no. fields in use at any one time), this could potentially equate to a maximum of 60 cars / customers per field per day on Monday – Friday ie/ maximum of 120 cars / 240 movements or a maximum of 50 cars / customers per field per day on Saturdays, Sundays or Bank holidays ie/ maximum of 100 cars / 200 movements. However, the proposed development is considered unlikely to be operating at this frequency in reality.

Parking Management Plan

If the application is supported, I would recommend a condition requiring a Parking Management Plan is included which includes but not limited to the following information:-

- Limiting number of fields in operation at same time to 2 no. fields.
- Limiting no. of cars allowed on site at any one time
- Limiting appointments by prior bookings
- Staggering of customer appointments to minimize conflict of vehicles at departure / arrival times.
- No parking by customers on the adjoining highway

I await the requested information.

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 asked 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 from 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.



Chief Officer, Environment & Technical