MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1689	**Your Ref:**	P/2024/1689
Date:	11/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMRYWIO AMODAU 1, 2, 11 A 22 CANIATÂD CYNLLUNIO P/2019/0647 I YMESTYN TERFYN AMSER AR GYFER CYCHWYN DATBLYGIAD, DIWYGIO DYLUNIAD, DIWYGIO GEIRIAD AMOD 11 A DIWYGIO MANYLION ECOLEG / VARIATION OF CONDITIONS 1, 2, 11 AND 22 OF PLANNING PERMISSION P/2019/0647 TO EXTEND TIME LIMIT FOR COMENCEMENT OF DEVELOPMENT, AMEND DESIGN, AMEND WORDING OF CONDITION 11 AND AMEND ECOLOGY DETAILS

LOCATION: LOWER FARM, BOWLING BANK, WREXHAM, LL13 9RY

I refer to your consultation / email dated 06/01/2025 in respect of the above.

Access

The development site is located on Lower Farm Road which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, a recently conducted speed survey commisioned by the applicant along this section determined 85th percentile speeds of 20.8mph for vehicles travelling in the easterly direction and 26.8mph for vehicles travelling in the westerly direction.

Based on these speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 26m in the westerly direction and 2.4 x 37m in the easterly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

There would appear to be 2 no. existing accesses serving the farm (ie/ westerly & easterly access).

Westerly Access

It is understood that this access is not now proposed to be permanently closed up as part of the development but is now intended to be retained as a secondary access to serve unit 2. It is assumed that the proposed barn conversions may also utilize this access.

The proposed / existing access is approximately 5.3m wide and is currently gated at approximately 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve as a shared access

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The existing access is surfaced in loose bound materials. I would recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

Easterly Access

It is assumed that the easterly access will remain and serve as a shared access for the existing 2 residential units in the original farmhouse and the proposed 5 barn conversions. The submitted layout plan (Drg. No. 14) refers to 2 existing haybarns being re-located and used for hay storage and an area of land being used to keep horses for private use. It is not clear where these will be accessed from but assume it will be via the existing easterly access. It is therefore assumed that some agricultural activity will be continuing at the site.

The proposed / existing access is approximately 18m wide reducing to 4.1m wide at around 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve as a shared access

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The existing access is surfaced in loose bound materials. I would recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

Parking & Turning Provision (Drg. No. R121/009)

In terms of the proposed layout plan, I comment as follows:-

Unit No.	No. of Bedrooms	LPGN16 Parking Requirements (max)
1	4	3
2	5	4
3	3	3
4	3	3
5	3	3

LPGN 16 does not include garage spaces as contributing to parking provision. Given the relatively remote location of the site, the LHA recommend the maximum parking provision per unit in accordance with LPGN 16.

The submitted layout does not include adequate details (with annotated dimensions) of the proposed parking and turning provision for the proposed 5 no. units **The LHA recommend the applicant submits a suitable scaled layout plan indicating this detail.**

Waste Disposal / Recycling

The submitted layout plan does not indicate how bins will be emptied (ie/ communal refuse collection point). Manual for Streets recommends that refuse wagons should not reverse more than 12m.

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 ie/ in close proximity to the adjoining highway.

It may be the case that the site is serviced by a private waste management company. **The LHA recommend the applicant clarifies the above issues.**

Conclusion

In conclusion, the LHA request further details as follows:-

- **Parking & Turning Provision**
  The LHA recommend the applicant provides details (scaled plan) of the existing parking provision at the site in accordance with LPGN 16 maximum requirements.

- Waste Disposal / Recycling

  The submitted layout plan does not indicate how bins will be emptied (ie/ communal refuse collection point). Manual for Streets recommends that refuse wagons should not reverse more than 12m.

  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 ie/ in close proximity to the adjoining highway.

  It may be the case that the site is serviced by a private waste management company. **The LHA recommend the applicant clarifies the above issues**



On behalf of Chief Officer, Environment & Technical

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 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.