MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0006	**Your Ref:**	P/2025/0006
Date:	12th February 2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: HYSBYSIAD YMLAEN LLAW AR GYFER CREU TRAC FFERM / PRIOR NOTIFICATION FOR CREATION OF FARM TRACK
LOCATION: LAND ADJACENT TO VRON FARM, LLEWELYN ROAD, VRON, TANYFRON, WREXHAM, LL11 5TW

I refer to your consultation / email dated 14/01/2025 in respect of the above.

Access

The proposed development site is located on a narrow, rural, classified road (Llewelyn Road) which is subject to a 60mph speed limit. However, it is estimated that typical vehicle speeds along this section would be around 25mph given the geometry of the road.

Based on typical speeds of 25mph, any proposed / existing access would be required to provide visibility splays of 2.4 x 33m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centreline of the road given the restricted carriageway width along this section.

Visibility from the existing shared access onto Llewelyn Road serving Vron Farm is inadequate in both directions providing splays of approximately 2.4 x 20m to the north and 2.4 x 25m to the south measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access. **It is not clear whether the applicant has control of the land either side of the access should improvements be required. The LHA request further clarification.**

The Local Highway Authority (LHA) would not be able to support any significant intensification of use at the site given the lack of adequate visibility.

The section of Llewelyn Road along this section either side of the development site is typically narrow in nature (ie/ carriageway typically less than 4.1m wide) and cannot easily accommodate the simultaneous passage of 2 vehicles and would benefit from formal passing places.

The existing access onto Llewelyn Road is approximately 11m wide reducing to 4.2m wide at 5m behind the edge of carriageway. The access could feasibly accommodate 2 cars side by side (simultaneous passage) for the first 5m off Llewelyn Road but reduces in width after this to approximately 3.3m at which point it cannot accommodate the simultaneous passage of 2 vehicles.

A shared access of this nature would benefit from widening to accommodate the simultaneous passage of vehicles along with any agricultural vehicles that may access the field access just inside the main access. **The LHA request the applicant provides swept path details of the largest vehicle likely to visit the site entering / parking / turning and exiting the site in both directions. Such details will determine the required dimensions / layout of the proposed access.**

The existing internal field access is approximately 4.2m wide and gated at around 3.7m behind the existing shared driveway. If the application is supported, the LHA recommend the access is surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary with any gates being setback a minimum of 10m behind the adjoining carriageway.

The LHA recommends the applicant provides details of the largest / longest size of vehicle likely to visit the site. Any proposed access would require any gates serving the field access to be setback a minimum of 10m behind the adjoining higway or greater dependent on vehicle size (preferably no gates). The LHA recommend any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. The LHA recommend this detail is indicated on a suitably scaled layout plan.

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.

The LHA recommend that the above detail is indicated on a revised layout plan.

Public Footpaths

Public Footpath No.53 - Brymbo passes through the development site and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

Purpose / extent of Proposed Farm Track

It is not clear from the submitted information as to the proposed design / layout, purpose and extent of the proposed farm track. **The LHA recommend this detail is provided along with how and what maximum size of vehicle will typically turn around on site.**

It is not clear where the proposed farm track links up to ie/ whether it terminates within the existing field(s) then vehicles return back utilizing the access onto Llewelyn Road or are vehicles able to / intending to provide a connection via Farm Lane to the north east. This lane is narrow in nature, lacking in passing places, suffers with inadequate visibility onto Tanyfron Road. The Local Highway Authority (LHA) would not be able to support any significant intensification of use at the site accessing via Farm Lane onto Tanyfron Road given the lack of adequate visibility. **The LHA recommend that the above issues are clarified.**

Traffic Generation

No details of the existing / proposed vehicle movements generated at the farm via this existing gated field access have been provided. **The LHA recommend the applicant provides this information.**

Construction Traffic Management Plan

If the application is supported the LHA may recommend a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking is submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Limited information has been provided with this application in terms of the construction detail of the proposed track, traffic generation by any construction delivery vehicles / contractors to assess the above requirement. **The LHA recommend that this detail is provided.**

Conclusion

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

- Visibility from the existing shared access onto Llewelyn Road serving Vron Farm is inadequate in both directions providing splays of approximately 2.4 x 20m to the north and 2.4 x 25m to the south measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow either side of the access. **It is not clear whether the applicant has control of the land either side of the access should improvements be required. The LHA request further clarification.**

- A shared access of this nature would benefit from widening to accommodate the simultaneous passage of vehicles along with any agricultural vehicles that may access the field access just inside the main access. **The LHA request the applicant provides swept path details of the largest vehicle likely to visit the site entering / parking / turning and exiting the site in both directions. Such details will determine the required dimensions / layout of the proposed access.**

- **Any proposed access would require any gates serving the field access to be setback a minimum of 10m behind the adjoining higway or greater dependent on vehicle size (preferably no gates). The LHA recommend any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. The LHA recommend this detail is indicated on a suitably scaled layout plan.**

  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.

  The LHA recommend that the above detail is indicated on a revised layout plan.

- <u>Purpose / extent of Proposed Farm Track</u>

  It is not clear from the submitted information as to the proposed design / layout, purpose and extent of the proposed farm track. **The LHA recommend this detail is provided along with how and what maximum size of vehicle will typically access and turn around on site.**

It is not clear where the proposed farm track links up to ie/ whether it terminates within the existing field(s) then vehicles return back utilizing the access onto Llewelyn Road or are vehicles able to / intending to provide a connection via Farm Lane to the north east. This lane is narrow in nature, lacking in passing places, suffers with inadequate visibility onto Tanyfron Road. The Local Highway Authority (LHA) would not be able to support any significant intensification of use at the site accessing via Farm Lane onto Tanyfron Road given the lack of adequate visibility. **The LHA recommend that the above issues are clarified.**

- **Traffic Generation**
  No details of the existing / proposed vehicle movements generated at the farm via this existing gated field access have been provided. **The LHA recommend the applicant provides this information.**

- **Construction Traffic Management Plan**
  If the application is supported the LHA may recommend a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking is submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Limited information has been provided with this application in terms of the construction detail of the proposed track, traffic generation by any construction delivery vehicles / contractors to assess the above requirement. **The LHA recommend that this detail is provided**



On behalf of Chief Officer, Environment & Technical

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.