MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/MZ/P/2024/1167 Res 1	**Your Ref:**	P/2024/1167
Date:	19/02/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CREU LLAWR CALED A LLWYBR ADDYSGOL / TRAC AMAETHYDDOL 2M O LED / CREATION OF HARDSTANDING AND 2M WIDE EDUCATIONAL TRAIL/AGRICULTURAL TRACK

LOCATION: LAND AT, ROSSETT ROAD, COMMONWOOD, HOLT, WREXHAM, LL12 0BN

I refer to your consultation / email dated 21/0/2025 in respect of the above.

It is the LHA's understanding that the proposals are for the creation of hardstanding and 2m wide educational trail / agricultural track which includes the construction of dog walking paths, car park / storage area for hay, straw & silage and associated access, 2 no pedestrian access points and 2 no passing bays,

It is the LHA's understanding that the development has already been constructed.

This application has been broken down into the following key parts:-

1. Retention of hardstanding (constructed) and used for agricultural purposes (storage of hay, haylage, straw and silage bales)
2. Retention of badger proof fencing and hardstanding track to the perimeter of farmland for ease of access, daily inspection and maintenance for biosecurity and animal welfare.
3. Permissive use of extant farm track for a community, accessible (all disability) and educational free trail (referred to as "Tail trail")
4. Permissive uses of existing hardstanding (in conjunction with the agricultural use) to allow for parking of vehicles (associated with the free and open access dog trail) (avoid cars parking on the wide verge on the opposite side of the B5102)
5. Retention of two pedestrian access points and one passing place on the lane, including retention of one passing place which has been resurfaced on the lane.

Retention of hardstanding (constructed) and used for agricultural purposes (storage of hay, haylage, straw and silage bales) / Car Park for Tail Trail Dog Walking Path

The proposed hardstanding area / car park is accessed off the B5102 Rossett Road which is a classified road subject to a 60mph speed limit.

Based on typical speeds of 60mph, any existing / proposed access would be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18. The Highways supporting information details that a survey has been undertaken on the B5102 Rossett Road from the 11th December 2024 for 7 days which indicates 85th percentile speeds of approximately 52.5mph. As such a visibility splay of 2.4m x 160m would be required to ensure adequate forward visibility is available from the site access. It is noted that the full 2.4m x 215m is provided to the south of the site and 2.4m x 160m is provided to the north of the site and on this basis it is deemed to provide a safe level of visibility for vehicles exiting the site. The proposed visibility splays should be kept clear of vegetation and retained at all times.

The LHA previously recommended the applicant undertake a topographical survey and it is noted that the submitted plans have been based on a topographical survey.

The existing field access has been modified to provide access to a hardstanding area and car park. The car park would appear capable of accommodating approx 26 cars according to the submitted plan.

The proposed access is approximately 5m wide which enables simultaneous access and egress of cars. The access is gated, however the applicant has confirmed the gates will remain open during opening hours which is acceptable. It is the LHA's understanding that the access is a shared access being used by agricultural vehicles and cars bringing their dogs and therefore would recommend that a wider access is provided in this instance which can accommodate the simultaneous passage of such vehicles. The applicant has clarified that agricultural movements will be seasonal but it may still be advisable to ensure that any movements of an agricultural nature take place out of the operational hours of the walking trail if space for simultaneous access and egress of cars and agricultural vehicles is required.

The proposed access is surfaced with loose bound materials and gated at 6.2m behind the edge of carriageway. The applicant has confirmed that the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. The proposed gates will remain open during operational hours.

The proposed access cuts across an existing drainage ditch which has been culverted / piped under the access with fill above. The applicant has clarified that no works have been undertaken to the culvert other than the surfacing for access. The culvert and pipe dimensions are as they were prior to the development.

Traffic Generation, Parking & Turning Provision

The information submitted indicates that no more than 15 vehicles are present during opening hours with 5-6 vehicles being the average car park demand. 26 car parking spaces are proposed which should accommodate these demands, however, at times bale storage will be in place reducing the available parking, but it is still considered that there will be adequate parking provision made and that any instances of parking demand are unlikely to cause overspill onto Rossett Road.

Internal Dog Walking Paths / Public Rights of Way

The LHA understands that an officer from the Public Rights of Way Section has visited the site and is satisfied that the proposals will not affect the public rights of way network crossing the farm.

Passing Bays along Lower Park Lane

Lower Park Lane is a narrow, rural, classified road subject to a 60mph speed limit. This lane is typically less than 4.1m wide and cannot easily accommodate the simultaneous passage of vehicles which often results in vehicles having to encroach on the grassed highway verge.

Lower Park Lane experiences a significant number of vehicle movements some associated with Lower Park Farm which are typically large tractor / trailers.

Two passing bays have recently been constructed along Lower Park Lane located west and east of Lower Park Farm. Although these passing bays are of benefit to the flow of traffic along the lane, they have been constructed without a Section 278 agreement / approval of the Highway Authority. These passing bays have been surfaced with loose bound materials which does not comply with WCBC's adoptable standards.

No construction details have been submitted for approval to form the new passing bays. Should the LPA be minded to grant this application the passing bays would either need to be removed and the verges reinstated to their previous condition or the passing places would need to be resurfaced and constructed to WCBC's adoptable standards and secured via a Section 278 agreement and any signing located within the passing place would need to be designed to comply with the Traffic Signs Regulations And General Directions (TSRGD).

If the LPA is minded to grant the application, the LHA would recommend a condition requiring the submission of a s.278 application. This could also include details of the proposed access serving the car park / hardstanding area off the B5102 Rossett Road also.

On the basis of the above there are no objections on highways grounds subject to a condition in regards to the visibility splays at the site access and a Section 278 agreement in relation to the site access and the proposed passing places:

HW12 **VISIBILITY SPLAYS (NEARSIDE)**

016R Prior to first use of the development hereby permitted the vehicular access shall provide visibility splays of **2.4** metres x **160** metres to the **north** and **2.4** metres x 215 metres to the **south** measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

To implement the amendments to the passing places on Lower Park Lane, the applicant will be required to enter into a Section 278 Agreement with the Council.



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.