MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Duckworth
Our Ref:	ET/DC/PP/P/2025/0180	**Your Ref:**	P/2025/0180
Date:	16/04/2025		

TOWN AND COUNTRY PLANNING ACT 1990

FFURFIO TRAC FFERM / FORMATION OF FARM TRACK

LAND SOUTH OF TOP FARM, ERBISTOCK, WREXHAM, LL13 0DG

I refer to your consultation / email dated 11/03/2025 in respect of the above.

General

The proposed development comprises the formation of a farm track within an existing agricultural field. The site was previously granted consent on 05/08/2024 (Planning Ref: P/2024/0323) for the erection of an agricultural building at the site with an improved access. It is assumed that the proposed track will provide access within the field for crop planting and harvesting.

Access

The proposed access improvements required as part of previous planning consent ref: P/2024/0323 have not yet been implemented at the site. If the application is supported, the LHA would recommend that the conditions attached to the previous consent are implemented before the site is brought into use.

As part of the previous consent, it was understood that the proposed access will only serve a tractor & trailer with a maximum length of 10.5m and will be the only vehicle ever visiting the site. It was understood that no HGVs will ever visit the site. Swept path details of a tractor plus trailer were previously submitted demonstrating that such a vehicle could turn adequately within the site. **The LHA recommend that a suitable condition is included in any consent eg/ operational management plan, stating the above detail.**

If the application is supported, the LHA recommends the access and internal track is surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

Traffic Generation

The previously submitted planning statement (planning ref: P/2024/0323) indicated that the proposed development will generate minimal vehicle movements with most activity concentrated around the harvesting season (so no more than around a dozen two-way trips per year). This is assumed to equate to 24 movements per year. This level of traffic generation is considered to be insignificant and have minimal impact on the highway network. **The LHA recommend that a suitable condition is included in any consent eg/ operational management plan, stating the above detail.**

Construction of Track

It is not clear from the submitted information how the track will be constructed, what materials will need to be removed from site, nature of materials that will be transported to the site, nature / size of vehicles required for construction, daily traffic movements likely to be generated by construction vehicles, how such vehicles will turn around within the site. **The LHA recommend that this information is provided. The proposed development may require a Construction Traffic Management Plan depending on the scale of the development.**

Conclusion

The LHA recommend the applicant provides the following information:-

- **Construction of Track**

  It is not clear from the submitted information how the track will be constructed, what materials will need to be removed from site, nature of materials that will be transported to the site, nature / size of vehicles required for construction, daily traffic movements likely to be generated by construction vehicles, how such vehicles will turn around within the site. **The LHA recommend that this information is provided. The proposed development may require a Construction Traffic Management Plan depending on the scale of the development.**



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.