MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/DB/P/2025/0019	**Your Ref:**	P/2025/0019
Date:	09/05/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI ANNEDD GWEITHWYR AMAETHYDDOL / ERECTION OF AN AGRICULTURAL WORKER'S DWELLING
LOCATION: LAND ADJACENT TO BRYN Y GROES FARM, NANTYR, LLANGOLLEN, WREXHAM, LL20 7BU

I refer to your consultation / email dated 16/01/2025 in respect of the above.

The proposed agricultural workers dwelling is located on Allt y Badi, a partially adopted unclassified country lane. The adopted section extends approximately the length of road adjacent to Bryn y Groes farm from the junction with the C class unamed adopted lane running east to west. Allt y Badi is very steep (25%) and unsurfaced in sections, thereby rendering it unsuitable for motor vehicles in parts. There is a warning sign restricting motor cycles to 20mph.
So, even though the speed limit passing the proposed site frontage is National Speed limit, the traffic flow will be minimal and we would anticipate speeds not exceeding 20mph at this location.

Ordinarily the LHA would resist a proposed new driveway opposite an agricultural entrance, but given the low traffic flow, and natural widening of the highway at this point this is not a concern on this occasion.

On reviewing the pre App sketches (ENQ/2024/1027), the entrance on the crossroad has been changed to the amended plan submitted, with an entrance opposite Bryn y Groes farm entrance (On promap the farm is referred to as Finger Farm for info only)

Crashmap reveals no recorded incidents

Proposed Plan:
Whilst visibility splays are indicated in light green they are not dimensioned. An estimated 85th percentile speed of 20mph passing the proposed entrance would be deemed reasonable, therefore requiring 2m x 25m visibility splays from the centre of the access, to the centre of the narrow lane in both directions. **Whilst we suspect these splays are available as drawn, we do request this be added to the scaleable site plan, with dimensions noted for clarity and for future reference to remind all parties that any hedging should be maintained so as not to obstruct the splays.**

The driveway proposal highlights hard paving for the first 5m, the gate is set back, and there is turning space available within the property noted on the plan. The applicant should provide private Aco drainage if the drive and property levels slope down to the road.

There is adequate space for refuse collection and the double garage would provide adequate lockable storage for bicycles.

Conclusion
Subject to confirmation of 2m x 25m visibility splays being available and provision of private aco drainage or demonstration via proposed levels that no rainwater will flow onto the highway, the LHA have no additional concerns regarding this proposal. Can the amended plan be provided before determination, or an appropriately worded condition included requesting the same prior to commencement of construction.

For creating the proposed entrance, the applicant is reminded to coordinate with the local highway roadworks team for the necessary licence/permits. Guidance notes are provided below.



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.