MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Hill
Our Ref:	ET/DC/PP/P/2025/0292	**Your Ref:**	P/2025/0292
Date:	22-05-2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O YSGUBOR I GYFLEUSTER GOFAL DYDD A THORRI GWALLT CŴN / CHANGE OF USE OF BARN TO DOG DAYCARE AND GROOMING FACILITY

LOCATION: MIDDLE SONTLEY FARM, MIDDLE SONTLEY, WREXHAM, LL13 0YP

I refer to your consultation / email dated 14/04/2025 in respect of the above.

General

The proposed development comprises the use of an existing barn at Middle Sontley Farm for a dog daycare and grooming facility. It is understood that the applicant wishes to create an access to serve the facility located to the east of the site onto a bend off Middle Sontley Road.

Access

The proposed development site is located on Middle Sontley Road which is a rural, classified road subject to a 60mph speed limit.

Existing Access serving Farm

The existing farm and proposed development site is served off a private driveway off Middle Sontley Road. The LHA would estimate typical vehicle speeds at being around 25mph for vehicles approaching from the west and 30mph for vehicles approaching from the east given the geometry of the road.

Based on such speeds, the existing private driveway / access would require visibility splays of 2.4 x 33m measured to the centerline of the adjoining highway in the westerly direction and 2.4 x 43m measured to the centerline of the adjoining highway in the easterly direction. Visibility can be permitted to the centerline of the road given the limited carriageway width along this section.

Visibility at the existing access is approximately 2.4 x 33m in the westerly direction and in excess of 2.4 x 43m in the easterly direction measured to the centreline of the adjoin highway. Visibility in the westerly direction is reliant on the regular maintenance of the existing hedgerow / verge.

The existing access is typically around 3.1m wide and cannot accommodate the simultaneous passage of 2 vehicles. The access is surfaced with loose bound materials. This access would not be considered suitable to serve as a shared access (ie/ existing farming activity plus dog daycare & grooming facility).

Public footpath – PROW no. 122 Ruabon runs along this private access and should not be interfered with. The LHA 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.

It is understood that the applicant is not proposing to use this access to serve the site but wishes to create an access to serve the facility located to the east of the site onto a bend off Middle Sontley Road.

Proposed Access located to the east of the site onto Middle Sontley Road.

There is currently no access serving the development site in this location. However, there is an existing unsurfaced field access and public footpath located on this bend. No details / plans of the proposed / existing accesses and public footpath have been provided. **The LHA recommend the applicant submits a suitably scaled plan (with annotated dimensions) indicating the above details.** Details of access widths, hard bound surfacing , access gradient, drainage to intercept any private surface water run-off, existing gullies, any gates and general layout will be required.

Public footpath – PROW no. 42 Marchwiel runs alongside the existing field access and should not be interfered with. The LHA 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.

Based on speeds of around 20mph approaching this bend, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway. Adequate forward visibility would be required for vehicles approaching from the east to vehicles waiting to turn right into the new access. Adequate forward visibility also would be required for vehicles turning right onto the access to vehicles approaching from the south (stopping sight distance (ssd) of 25m required assuming speeds of 20mph). **The LHA recommend the applicant submits a suitably scaled plan (with annotated dimensions) indicating the full extent of proposed lateral and forward visibility splays.**

Parking & Turning Provision

Adequate parking and turning provision will need to be provided for the proposed development. It is understood that the proposed development will have a gross floor area of 417m^2. It is understood that the proposed development falls under LPGN 16 – Sui Generis class use. It is therefore difficult to estimate the precise amount of parking provision required for this development.

The submitted layout plan only indicates an outlined area in red for parking. The submitted plan does not indicate the proposed number of parking spaces (marked out to LPGN 16 requirements) along with adequate turning space to cater for staff, clients and other visitors (eg/ vets, deliveries). The applicant has indicated that the facility will handle a maximum of 30 dogs per day. It is understood that 4 full time staff will be employed at the facility. It is assumed that some other trips will be made to the site eg/ deliveries that will require parking.

The LHA recommend that details of the parking and turning arrangements for the development are provided / indicated on a revised layout plan (including annotated dimensions) which adequately cater for the maximum number of vehicles that will require parking on site at any one time.

Active Travel - Cycle Parking / Storage

Adequate cycle parking / storage must be provided at the proposed development site. No details of the proposed cycle parking / storage have been submitted. Sufficient space should be provided via safe and secure communal covered cycle parking areas. The LHA recommend that details of the proposed cycle parking provision is indicated (with annotated dimensions) on suitably scaled plan. *The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development.*

Traffic Generation

No details of the existing / proposed daily traffic generation have been provided with the application for both the existing farm and proposed development. **The LHA request details of existing and proposed daily vehicle movements differentiating between the two access points.**

If the application is supported, the LHA would recommend that suitable conditions are included which require the business to operate on an appointment only basis whereby customers / clients visits, drop offs and collections are staggered to avoid vehicles arriving / departing at similar times potentially causing an issue on the adjoining highway. **This could be controlled by a condition requiring a Car Parking Management Plan (CPMP) detailing the above arrangements.**

Sustainability

The development site is located on a rural, classified road along which there is no footway provision / street lighting. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for staff to walk safely to local facilities and public transport stops.

Conclusion

In conclusion, the LHA request he following additional information:-

- Proposed Access located to the east of the site onto Middle Sontley Road.

  There is currently no access serving the development site in this location. However, there is an existing unsurfaced field access and public footpath located on this bend. No details / plans of the proposed / existing accesses and public footpath have been provided. **The LHA recommend the applicant submits a suitably scaled plan (with annotated dimensions) indicating the above details.** Details of access widths, hard bound surfacing , access gradient, drainage to intercept any private surface water run-off, existing gullies, any gates and general layout will be required.

- Proposed Access located to the east of the site onto Middle Sontley Road.

  Based on speeds of around 20mph approaching this bend, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the centerline of the adjoining highway. Adequate forward visibility would be required for vehicles approaching from the east to vehicles waiting to turn right into the new access. Adequate forward visibility also would be required for vehicles turning right onto the access to vehicles approaching from the south (stopping sight distance (ssd) of 25m required assuming speeds of 20mph). **The LHA recommend the applicant submits a suitably scaled plan (with annotated dimensions) indicating the full extent of proposed lateral and forward visibility splays.**

- Parking & Turning Arrangements

  The LHA recommend that details of the parking and turning arrangements for the development are provided / indicated on a revised layout plan (including annotated dimensions) which adequately cater for the maximum number of vehicles that will require parking on site at any one time.

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- **Traffic Generation**

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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.