MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2024/1689 Res(3)	**Your Ref:**	P/2024/1689
Date:	11/06/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: AMRYWIO AMODAU 1, 2, 11 A 22 CANIATÂD CYNLLUNIO P/2019/0647 I YMESTYN TERFYN AMSER AR GYFER CYCHWYN DATBLYGIAD, DIWYGIO DYLUNIAD, DIWYGIO GEIRIAD AMOD 11 A DIWYGIO MANYLION ECOLEG / VARIATION OF CONDITIONS 1, 2, 11 AND 22 OF PLANNING PERMISSION P/2019/0647 TO EXTEND TIME LIMIT FOR COMENCEMENT OF DEVELOPMENT, AMEND DESIGN, AMEND WORDING OF CONDITION 11 AND AMEND ECOLOGY DETAILS

LOCATION: LOWER FARM, BOWLING BANK, WREXHAM, LL13 9RY

I refer to your consultation / email dated 03/06/2025 including revised layout plan (Drg. No. R121/009 Rev B) in respect of the above.

Access

The development site is located on Lower Farm Road which is a narrow, rural, unclassified road subject to a 60mph speed limit. However, a previously conducted speed survey commisioned by the applicant along this section determined 85th percentile speeds of 20.8mph for vehicles travelling in the easterly direction and 26.8mph for vehicles travelling in the westerly direction.

Based on these speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 26m in the westerly direction and 2.4 x 37m in the easterly direction measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the road given the restricted carriageway width along this section.

There would appear to be 2 no. existing accesses serving the farm (ie/ westerly & easterly access).

Westerly Access

It is understood that this access is not now proposed to be permanently closed up as part of the development but is now intended to be retained as a secondary access to serve unit 2. It is assumed that the proposed barn conversions may also utilize this access.

The proposed / existing access is approximately 5.3m wide and is currently gated at approximately 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve as a shared access

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The existing access is surfaced in loose bound materials. The LHA recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

Easterly Access

It is assumed that the easterly access will remain and serve as a shared access for the existing 2 residential units in the original farmhouse and the proposed 5 barn conversions. The previously submitted layout plan (Drg. No. 14) refers to 2 existing haybarns being re-located and used for hay storage and an area of land being used to keep horses for private use. It is not clear where these will be accessed from but assume it will be via the existing easterly access. It is therefore assumed that some agricultural activity will be continuing at the site.

The proposed / existing access is approximately 18m wide reducing to 4.1m wide at around 9.2m behind the adjoining carriageway. The existing access dimensions are considered adequate to serve as a shared access

The existing access provides adequate visibility splays in excess of 2.4 x 43m in both directions measured to the centerline of the adjoining highway.

The existing access is surfaced in loose bound materials. The LHA recommend that the proposed access is surfaced with hard bound materials eg/ bitmac for a minimum distance of 10m behind the adjoining highway. No gates shall be erected within 10m of the adjoining highway.

Parking & Turning Provision (Drg. No. R121/009 Rev A)

In terms of the proposed layout plan, I comment as follows:-

Unit No.	No. of Bedrooms	LPGN16 Parking Requirements (max)
1	4	3
2	5	4
3	3	3
4	3	3
5	3	3

LPGN 16 does not include garage spaces as contributing to parking provision. Given the relatively remote location of the site, the LHA recommend the maximum parking provision per unit in accordance with LPGN 16.

Based on the size of the barns, LPGN 16 would require a maximum of 16 spaces. The revised plan indicates at least 3 spaces for unit 1 which is considered adequate. This would leave units 2 – 5 requiring a total of 13 spaces. The revised plan indicates 12 spaces for the remaining 4 barns (units 2-5) which is considered adequate.

Turning

If the application is supported, the LHA would recommend that a suitable turning area is provided for a medium sized delivery vehicle (ie/ 7m in length –see attached detail). No details of where such a vehicle will turn within the site has been provided. **The LHA recommend that any revised plan includes either swept path details of such a vehicle turning within the site or incorporates the attached turning detail within the curtilage of the site. The LHA recommend that this detail is provided on a revised layout plan.**

Waste Disposal / Recycling

The submitted layout plan does not indicate how bins will be emptied (ie/ communal refuse collection point). Manual for Streets recommends that refuse wagons should not reverse more than 12m.

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway.

The revised plan has been forwarded to our Waste Section for comment. The LHA will forward any comments when they are received.

Conclusion

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

- **Turning**

  If the application is supported, the LHA would recommend that a suitable turning area is provided for a medium sized delivery vehicle (ie/ 7m in length). No details of where such a vehicle will turn within the site has been provided. **The LHA recommend that any revised plan includes either swept path details of such a vehicle turning within the site or incorporates the attached turning detail within the curtilage of the site. The LHA recommend that this detail is provided on a revised layout plan.**



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.