

Our Ref: 3034-01/JW

2nd December 2022

Mrs. Sarah Hill
Wrexham Borough Council
16 Lord Street,
Wrexham,
LL11 1LG

By Email Only

planning

transportation
planning

environment

design

Dear Mrs Hill,

PROPOSED CHRISTMAS FARM, LAND TO THE SOUTH OF LLAY ROAD, CEFN-Y-BEDD, WREXHAM

PLANNING APPLICATION REFERENCE P/2022/0681

Introduction

I am writing in connection with the above proposal on behalf of our client, Mr C. Shaw, and in particular in response to the recent comments dated 30/08/22 that you provided on behalf of the Public Rights of Way (PROW) and Highways Officers (please see **enclosure 1**).

Following your email, we corresponded with various officers at the Council to ascertain more precise requirements, and the outcome of this is that we have prepared a revised site access arrangement plan and accompanying swept path analysis plan. The revised arrangements are shown on **Drawing No. 3034-01-D02A** and **Drawing No. 3034-01-ATR01A** (**enclosure 2** and **enclosure 3**).

Additional commentary on each point raised in your 30/08/22 response is provided below, in the same order as originally presented.

Comment 1: "PROW:

- ***As the footpath terminates at the same point as the entrance/exit to the application site we would require a physical separation (eg. kerbing) for pedestrians from vehicles entering and exiting the site.***
- ***There is currently barb wire alongside the path on the recently erected fencing. We would request that the barb wire is moved from the path side to the field side.***
- ***There is a small water course crossing the footpath to feed some new ponds on the site. We would require this water course to be culverted."***

The revised site access arrangements (**enclosure 2** and **enclosure 3**) include a full height kerb around the entire junction radius and the existing PROW will be gated, set back some way from the proposed site access and behind the proposed foot / cycle link (see comment 8 below). It is therefore considered that there will be sufficient separation between the PROW and vehicles entering and exiting the site.

Chester Office:
Well House Barns
Bretton
Chester
CH4 0DH

South Manchester Office:
Camellia House
76 Water Lane
Wilmslow
SK9 5BB

It has been agreed during correspondence with the PROW Officer and confirmed with the applicant that the existing barb wire will be removed and any footpaths crossing the water course will be culverted. If necessary this can be secured by a suitably worded planning condition.

Comment 2: “Based on speeds of 52.6mph and 50.0mph, any proposed / existing access would normally require visibility splays of 2.4 x 158m and 2.4 x 147m respectively measured to the nearside edge of the adjoining highway. The submitted plans (Drg. No. 3034-01-001 & Drg. No. 3034-01-D01) indicate a proposed splay of 2.4 x 148m in the easterly direction and 2.4 x 161m in the westerly direction measured to the nearside edge. Achieving the required visibility splay in the westerly direction is reliant on the removal / setting back of a significant section of existing hedgerow. Any proposed / existing access in this location would normally need to provide adequate forward visibility in respect of vehicles approaching from the west to vehicles waiting to turn right into the site and forward visibility between vehicles waiting to turn right and those vehicles approaching from the east. This detail should be indicated on a revised layout plan.”

It is understood that the above comments primarily relate to the ability to provide sufficient forward visibility for a vehicle approaching the rear of a vehicle turning right into the site and between a vehicle turning right into the site and a vehicle approaching from the east.

Drawing No. 3034-01-D02A (enclosure 2) demonstrates that a forward visibility splay of 158m is achievable from a vehicle approaching the site from the west, and a forward visibility splay of 147m is achievable between a vehicle waiting to turn right into the site and a vehicle approaching the site from the east. These splays are commensurate with the interpolated Stopping Sight Distances (SSDs) from the robust design guidance within the Design Manual for Roads and Bridges (DMRB) for the 52.6mph and 50.00mph observed 85th percentile speeds. Sufficient forward visibility will therefore be achievable to allow vehicles to safely navigate into and for vehicles approaching the proposed site access.

Comment 3: “The existing access is off an existing layby which is in need of re-surfacing. Visibility from the existing access serving Christmas Farm appears adequate in the easterly direction providing a splay in excess of 2.4 x 160m measured to the nearside edge. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 70m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow. The existing access is approximately 3.6m wide and is gated at around 12m behind the adjoining highway. The proposed access indicated on Drg. No. 3034-01-D01 indicates a 7.3m wide access width with 10m radii with any gates being setback at least 15m behind the adjoining highway. I would recommend that such an access incorporates the existing layby to accommodate a slip lane feature if the application is supported. This detail would need to be indicated on a revised layout plan. Such an access would require the applicant to enter into a s.278 agreement with the Council.”

This comment sets out the shortfalls of the westerly junction visibility splay from the *existing* access, but just for the avoidance of doubt, it should be re-confirmed that it is an integral part of the proposal to correct this shortfall by moving and replanting the hedgerow to the west of the access, to achieve a splay which is commensurate with the observed design speed.

In terms of the layby comments, **Drawing No. 3034-01-D02A (enclosure 2)** shows the revised site access arrangement which includes the incorporation of the existing adjacent layby into the site access, as recommended by the LHA. The existing layby will be upgraded and formalised to provide a slip-lane arrangement, allowing vehicles to pull off Llay Road before entering into the site. **Drawing No. 3034-01-ATR01A (enclosure 3)** illustrates that the revised access arrangement will allow vehicles to exit off Llay Road and enter into the site more easily, with additional time to slow on the approach to the access, and additional manoeuvring space within the bellmouth in order for larger vehicles (such as a 11.2m long refuse vehicle) to turn without resulting in any rear end overhang into the adjacent lane. The revised site access arrangement therefore satisfies the above comment. The need to enter into a Section 278 agreement is agreed and the works can also be secured by a suitably worded planning condition.

Comment 4: “There would appear to be a number of existing access points located off Park Road to the south of the site. These access points have not been detailed in the application. I would recommend that further details of these access points is provided. It may be considered beneficial to close up any existing vehicular access points serving the site off Park Road.”

From a desktop-based review of the site, site visit video review and additional information provided by the applicant, it is apparent that there is only a single point of access to the application site located off Park Road. This is illustrated below:



The access is informal and disused. It is agreed that this access may be closed-up.

Although there is a more formal gated access further to the south-east, it does not provide access to the application site red line and should not therefore be considered as part of this application. The retention of the more formal access is required to provide access for agricultural vehicles for the maintenance of the surrounding land (outside of the application site boundary). This access will not be made open to visitors and will not therefore be intensified in any way.

Comment 5: “Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 requirements. The submitted layout plan indicates the provision of 100 spaces. However, it is not clear from the submitted information as to the justification for this number of spaces. This detail needs clarification.”

Also, Linked Comment 6: “The submitted Highway Technical Note indicates that during the peak season, the proposed development will generate in the region of 100 visitors per day, equating to approximately 200 two-way daily car trips. This equates to around 29 two way trips per hour (based on a 7 hour working day). It is not clear where the anticipated traffic generation has been derived from. The figures quoted also assume that the traffic movements will be distributed evenly throughout the day which may well not be the case. It is difficult to anticipate the likely traffic generation from such a facility. However, if no comparable TRICS data is readily available, then it would seem reasonable to request survey data from comparable sites so an assessment of parking demand and traffic generation can be made.”

Due to the unusual nature of the proposed use it has not been possible to provide representative trip rates of similar sites from the TRICS database. The forecast traffic generating potential and car parking requirement of the proposal has therefore been checked and validated by surveys undertaken at a similar reindeer farm and fishery site operated by the applicant (Tarvin Sands Reindeer Centre, Tarvin, Chester).

A log of all traffic entering into the Tarvin site was recorded over the course of 5 days in one week in September 2022. The results of the surveys indicated that the similar development experienced a maximum of 87 one-way visitor trips per day during the weekdays (76 minimum) 108 one-way visitor trips during the Saturday and 107 one-way trips on the Sunday. The overall average across the entire week was 92 one-way visits. It is therefore considered that the proposed development will feature a similar level of traffic generation and that an estimate of approximately 100 visitors per day, on average, is reasonable.

It is acknowledged that the proposed use is seasonal and will result in a variable car parking demand throughout the year. On-site parking will be managed by staff during peak periods of parking demand (particularly during the Christmas period) and parking carefully controlled to ensure that the maximum car parking occupancy of the site is utilised. Based on the evidence presented above it is considered that the proposed level of parking is appropriate for the proposed use.

Comment 7 “Details of where refuse / recycling is to be collected from and facilities proposed will need to be provided. I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.”

The Waste Strategy Officer (Catherine Golightly) was contacted by phone for comment on 15th September 2022 and an email was subsequently sent to the Officer by Axis on the same day to discuss the waste requirements of the application. The resulting email correspondence is enclosed (**enclosure 4**).

In summary, the outcome of the discussions are as follows:

- Refuse collection should not be taken directly off Llay Road;
- The proposal could not be serviced by a waste collection contract with the local authority. This is due to the private nature of the proposed access road. Private refuse collection would therefore be required;
- The number and size of waste storage bins would be under the power of the applicant, however sufficient storage should be provided to prevent overspill and appropriate recycling bins should be provided;
- Waste should be stored in a secure covered area;
- A swept path analysis would need to be undertaken for refuse vehicles with a length of 11.2m.

Refuse collection will be conducted by a private contractor. The proposed refuse collection strategy is shown on **Drawing No. 3034-01-ATR01A (enclosure 3)**. The drawing demonstrates that it will be possible for an 11.2m long refuse vehicle to access and manoeuvre within the site in order to reach the proposed bin storage area satisfactorily. During refuse collection an area of the proposed hardstanding will be coned off in order to secure the necessary manoeuvring space for the refuse vehicle to manoeuvre around the site in a forward gear, as shown on **Drawing No. 3034-01-ATR01A**.

An enclosed bin store will be provided on-site. The proposed bin store will feature sufficient room for two 1100L bins and a sufficient number of wheelie bins for each recyclable. A single 1100L bin would be provided upon the scheme formally opening, with an additional bin added if it is deemed that the production of waste outstrips the initial storage.

The proposed waste collection strategy therefore accords with the requirements set out by the Waste Strategy Officer.

LHA Comment 8: “The submitted Highway Technical Note does not indicate how the site will be served in respect of Active Travel routes or any proposed improvements. I would recommend that the applicant liaises with our Active travel Officer (Tel: 01978 729689) on any potential improvements.”

“Notwithstanding the above, the Council’s Highway Officer has raised concerns about the proposal in terms of highway safety for pedestrians with the following comments:

The development site is located on a relatively remote, rural, classified road along which there is limited footway and lighting provision leading to / from Llay and Cefn Y Bedd. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents / visitors to walk safely to the development site.

I would raise serious concerns as to the lack of safe / adequate pedestrian footway provision along this section of the B5102 and how those choosing to travel on foot would access the site along this section of adopted highway where speeds are relatively high. The footway provision along this section is only present on the opposite side of the road to the development site comprising an 800mm wide unlit footway. There are no appropriate pedestrian crossing points along this section. The above concerns have also been raised by our Traffic Section. It would therefore be difficult to support the proposed development given the issues raised above.”

The site is located in a predominantly rural location which should be taken account of when considering the accessibility by sustainable travel modes. Sites in built up areas will, by virtue of their location, enable a greater degree of sustainable transport. However, this does not mean that rurally located developments such as the one proposed should be viewed as inherently unsustainable, nor that the site should be unsuitable for a leisure use purely on the basis of its rural location. Nonetheless, it is accepted that efforts should be made to improve the accessibility of rurally located developments, where practicable.

Axis attempted to contact the Active Travel Officer (Daniel Morris) by email on 27th September 2022 and subsequently made contact by phone on 25th October 2022. During the phone call the active travel needs and credentials of the site were discussed and the outcome of the call was summarised by an email sent to Daniel Morris on the same day. The email included a draft sketch of proposed active travel improvements suggested by Daniel and drafted by Axis. The resulting email discussion is enclosed (**enclosure 5**).

The outcome of the discussions were:

- The northern side of Llay Road is the subject of a forthcoming pedestrian / cycle infrastructure upgrade scheme as part of WCC’s Active Travel Network. The upgrades include the designation of the northern side of the road as a shared foot / cycle route and its proposed widening;
- The application proposals should not be liable for the forthcoming pedestrian / cycle upgrades of Llay Road, however the scheme would be able to benefit from

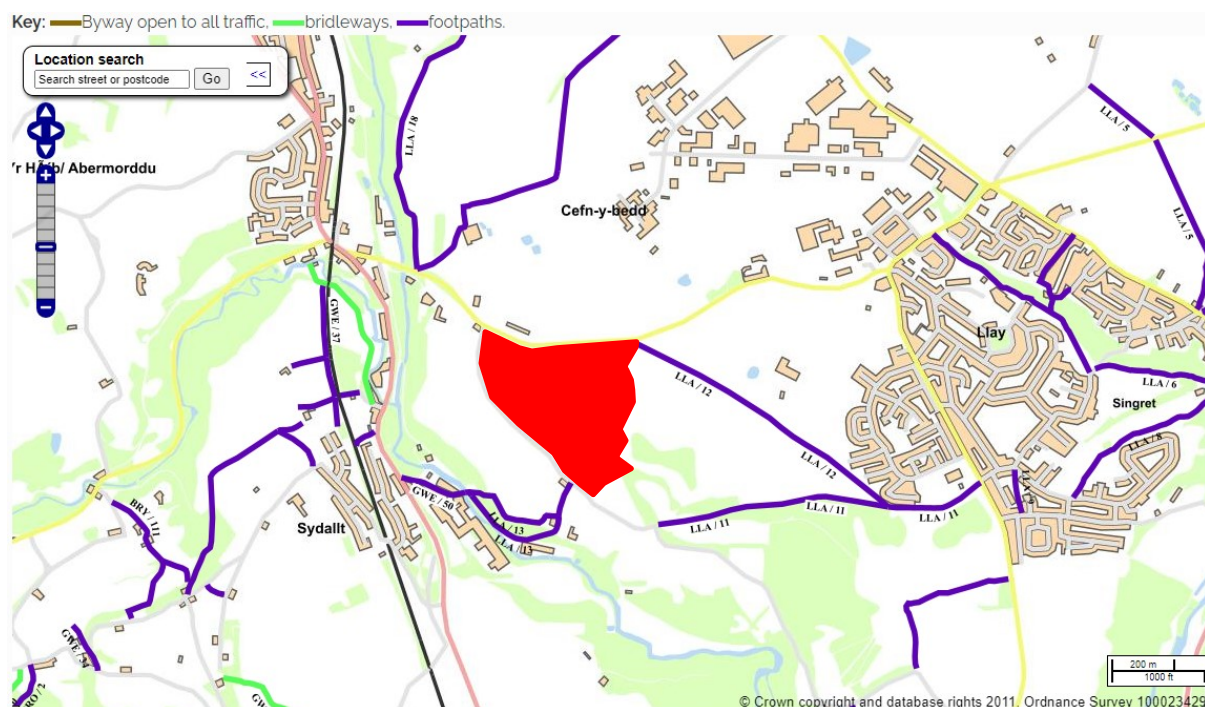
the infrastructure upgrades through the provision of a foot / cycle crossing from the site-side of Llay Road onto the proposed foot / cycle infrastructure on the northern side of Llay Road. This would allow pedestrians and cyclists to cross immediately from the site and onto the proposed infrastructure upgrades on the northern side of Llay Road that will be brought forward as part of the Active Travel Network; and

- There is no requirement to provide excessive lengths of new foot / cycleway on the southern side of Llay Road.

Following discussions with the Active Travel Officer, the proposed site access arrangements have therefore been amended to take better advantage of the future Active Travel Network infrastructure. The revised access arrangements are shown on **Drawing No. 3034-01-D02A (enclosure 2)**.

The revised site access arrangements include a shared foot / cycleway leading into the site and a tactile paving crossing point integrating the site into the proposed future Active Travel Network infrastructure on the northern side of Llay Road. The proposed foot / cycle infrastructure has been drawn to accord with guidance provided in the Active Travel Act Guidance and particularly Design Element DE403 and DE606 from Appendix G of the guidance for the shared foot / cycleway and the tactile paving crossing points, respectively.

The proposed foot / cycle improvements will integrate with the existing PROW (Llay 12) which runs in a north / south direction along the eastern boundary of the site, which will be accessed via a gate as shown on **Drawing No. 3034-01-D02A**. Footpath Llay 12 provides a valuable connection to the wide PROW network, as follows:-



Using the PROW network, it is possible to reach Llay to the east and Cefn-y-Bedd, including the railway station, to the west.

In combination with the forthcoming Active Travel Network improvements, the proposed pedestrian foot / cycleway will effectively integrate the site into the surrounding pedestrian / cycle network and PROW network. It is considered that the proposed foot / cycle connections provide a good level of accessibility considering the rural location of the site.

Nonetheless, it should be noted that the type of leisure development proposed will, by virtue of its nature, have a tendency to attract visitors by multi-occupancy car journeys. Reindeer farm visits are a seasonal family activity which will attract families, likely with young children, that are not always well placed to undertake longer foot or cycle journeys. Similarly, paddle boarding facility users may wish to bring their own equipment. Nonetheless, for the visitors who are expected to undertake journeys by alternative forms of transport to the car, it is considered that (along with the proposed sustainable travel improvements outlined above) the proposed development is reasonably well located to allow alternative modes of travel. It is considered that the uptake of alternative modes of travel for visitors may be improved further still by the provision of a robust travel plan, which may be secured by a suitably-worded planning condition.

Conclusion

In view of the above, it is concluded that the proposed access and parking arrangements and active travel connections are satisfactory and, working co-operatively with WCC, there should be no transport-related reason to resist the proposals.

I trust this is of assistance.

Yours sincerely,



Jamie Whittall

Transport Planner

For and on behalf of Axis

Enc: Enclosure 1 - WCC Response Letter
 Enclosure 2 – Drawing No. 3034-01-D02a: Proposed Site Access Arrangements and
 Visibility Splays
 Enclosure 3 - Drawing No. 3034-01-ATR01a: Swept Path Analysis
 Enclosure 4 – Waste Strategy Officer Correspondence
 Enclosure 5 – Active Travel Officer Correspondence

ENCLOSURE 1 – WCC RESPONSE LETTER

To: s.goodwin@goodwinplanning.com

Subject: P/2022/0681 - Land South of Llay Road, Cefn Y Bedd

Dear Mr Goodwin,

I have received comments from the Council's Public Rights of Way (PROW) and Highway Officer's and the following amendments/information is required:

PROW:

- *As the footpath terminates at the same point as the entrance/exit to the application site we would require a physical separation (eg. kerbing) for pedestrians from vehicles entering and exiting the site.*
- *There is currently barb wire alongside the path on the recently erected fencing. We would request that the barb wire is moved from the path side to the field side.*
- *There is a small water course crossing the footpath to feed some new ponds on the site. We would require this water course to be culverted.*

Please indicate these matters on the appropriate plans, or provide amended plans where necessary.

Highways:

- *Based on speeds of 52.6mph and 50.0mph, any proposed / existing access would normally require visibility splays of 2.4 x 158m and 2.4 x 147m respectively measured to the nearside edge of the adjoining highway. The submitted plans (Drg. No. 3034-01-001 & Drg.No. 3034-01-D01) indicate a proposed splay of 2.4 x 148m in the easterly direction and 2.4 x 161m in the westerly direction measured to the nearside edge. Achieving the required visibility splay in the westerly direction is reliant on the removal / setting back of a significant section of existing hedgerow. Any proposed / existing access in this location would normally need to provide adequate forward visibility in respect of vehicles approaching from the west to vehicles waiting to turn right into the site and forward visibility between vehicles waiting to turn right and those vehicles approaching from the east. **This detail should be indicated on a revised layout plan.***
- *The existing access is off an existing layby which is in need of re-surfacing. Visibility from the existing access serving Christmas Farm appears adequate in the easterly direction providing a splay in excess of 2.4 x 160m measured to the nearside edge. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 70m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow. The existing access is approximately 3.6m wide and is gated at around 12m behind the adjoining highway. The proposed access indicated on Drg. No. 3034-01-D01 indicates a 7.3m wide access width with 10m radii with any gates being setback at least 15m behind the adjoining highway. I would recommend that such an access incorporates the existing layby to accommodate a slip lane feature if the application is supported. **This detail would need to be indicated on a revised layout plan.** Such an access would require the applicant to enter into a s.278 agreement with the Council.*
- *There would appear to be a number of existing access points located off Park Road to the south of the site. These access points have not been detailed in the application. **I would recommend that further details of these access points is provided.** It may be considered beneficial to close up any existing vehicular access points serving the site off Park Road.*
- *Adequate parking and turning provision would need to be provided within the curtilage of the site in accordance with LPGN 16 requirements. The submitted layout plan indicates the provision of 100 spaces. However, it is not clear from the submitted information as to the justification for this number of spaces. **This detail needs clarification.***
- ***Details of where refuse / recycling is to be collected from and facilities proposed will need to be provided.** I would recommend that the applicant liaises with our Waste Strategy Officer (Catherine Golightly) on Tel: 01978 729693.*

- *The submitted Highway Technical Note indicates that during the peak season, the proposed development will generate in the region of 100 visitors per day, equating to approximately 200 two-way daily car trips. This equates to around 29 two way trips per hour (based on a 7 hour working day). **It is not clear where the anticipated traffic generation has been derived from.** The figures quoted also assume that the traffic movements will be distributed evenly throughout the day which may well not be the case. It is difficult to anticipate the likely traffic generation from such a facility. However, if no comparable TRICs data is readily available, then it would seem reasonable to request survey data from comparable sites so an assessment of parking demand and traffic generation can be made.*
- *The submitted Highway Technical Note does not indicate how the site will be served in respect of Active Travel routes or any proposed improvements. I would recommend that the applicant liaises with our Active travel Officer (Tel: 01978 729689) on any potential improvements.*

Notwithstanding the above, the Council's Highway Officer has raised concerns about the proposal in terms of highway safety for pedestrians with the following comments:

The development site is located on a relatively remote, rural, classified road along which there is limited footway and lighting provision leading to / from Llay and Cefn Y Bedd. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents / visitors to walk safely to the development site.

I would raise serious concerns as to the lack of safe / adequate pedestrian footway provision along this section of the B5102 and how those choosing to travel on foot would access the site along this section of adopted highway where speeds are relatively high. The footway provision along this section is only present on the opposite side of the road to the development site comprising an 800mm wide unlit footway. There are no appropriate pedestrian crossing points along this section. The above concerns have also been raised by our Traffic Section. It would therefore be difficult to support the proposed development given the issues raised above.

I would be grateful if you would discuss these matters with your client. The submission of the required information is recommended even if the Council is unable to support the proposal on the grounds of highway safety, therefore minimising any issues with the proposals. Please note I have yet to receive comments from NRW and the Council's Ecology Officer and you may want to wait to submit any amended plans until I have received those comments.

Once the additional responses are received I will contact you again.

Regards

Sarah.

Sarah Hill

Swyddog Cynllunio/Planning Officer

Cynllunio a Rheoleiddio/Planning and Regulatory

Oriau gwaith/Working hours:

Dydd Llun a dydd Mercher/Monday and Wednesday: 08:45am to 15:15pm

Dydd Mawrth a dydd Lau/Tuesday and Thursday: 08:45am to 2:30pm



01978 298776



Cyngor Bwrdeistref Sirol Wrecsam, Neuadd y Dref, Wrecsam, LL11 1AY



Wrexham County Borough Council, Guildhall, Wrexham, LL11 1AY



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DYRCHAFWN 'DA'N GILYDD

CAIS DINAS DIWYLLIANT Y DU 2025

WRECSAM

UK CITY OF CULTURE BID 2025

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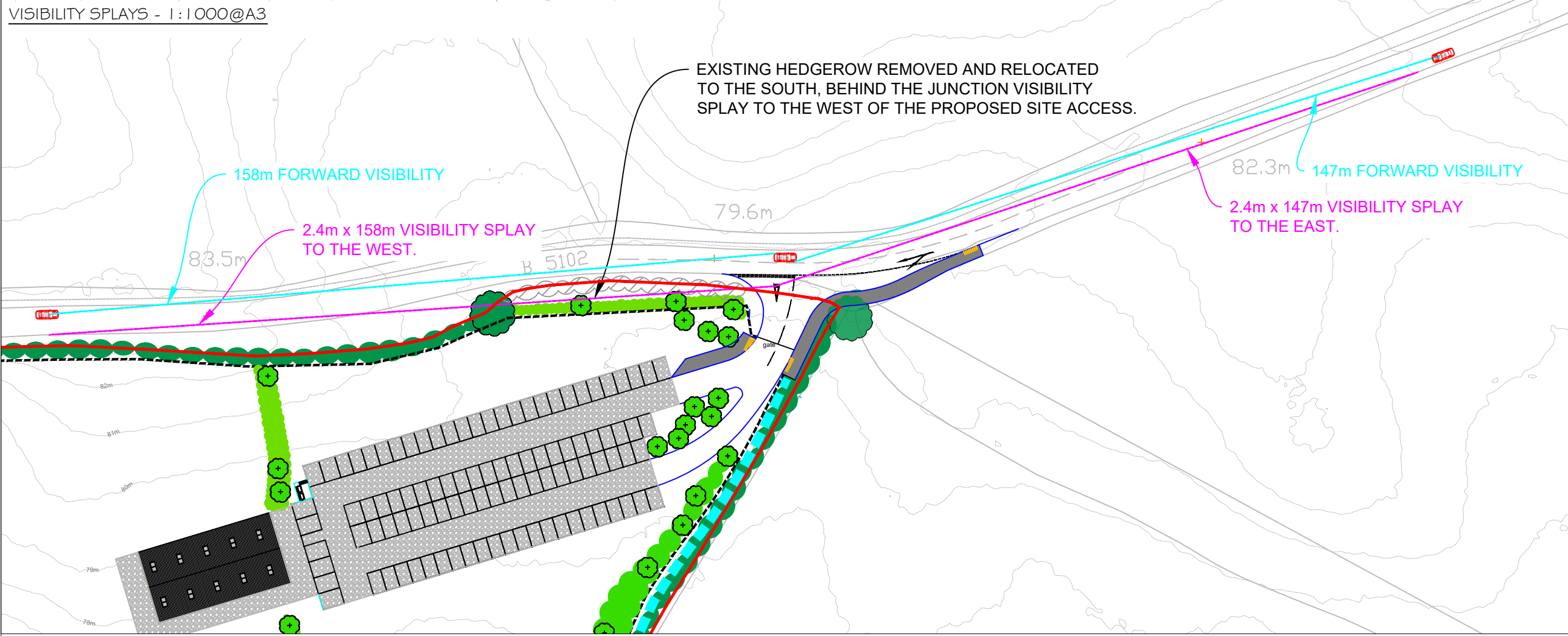
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.

Take a look - you can pay, report, request, have your say and find information online at www.wrexham.gov.uk. Save paper - think before you print!

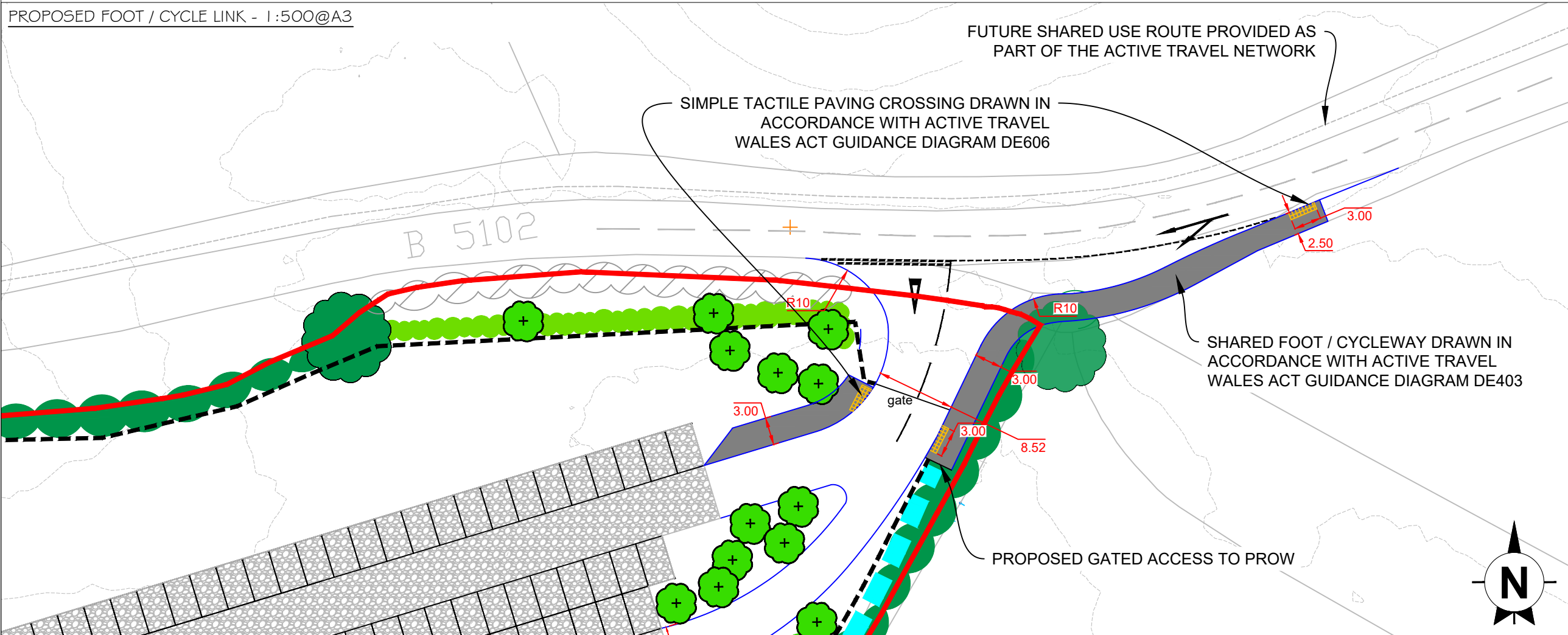
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**ENCLOSURE 2 – DRAWING NO. 3034-01-D02A: PROPOSED SITE ACCESS
ARRANGEMENTS AND VISIBILITY SPLAYS**

VISIBILITY SPLAYS - 1:1000@A3



PROPOSED FOOT / CYCLE LINK - 1:500@A3



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Revision History		Date
A	FOOT / CYCLE ARRANGEMENT REVISED PER COMMENTS BY ACTIVE TRAVEL OFFICER	04.11.22

KEY

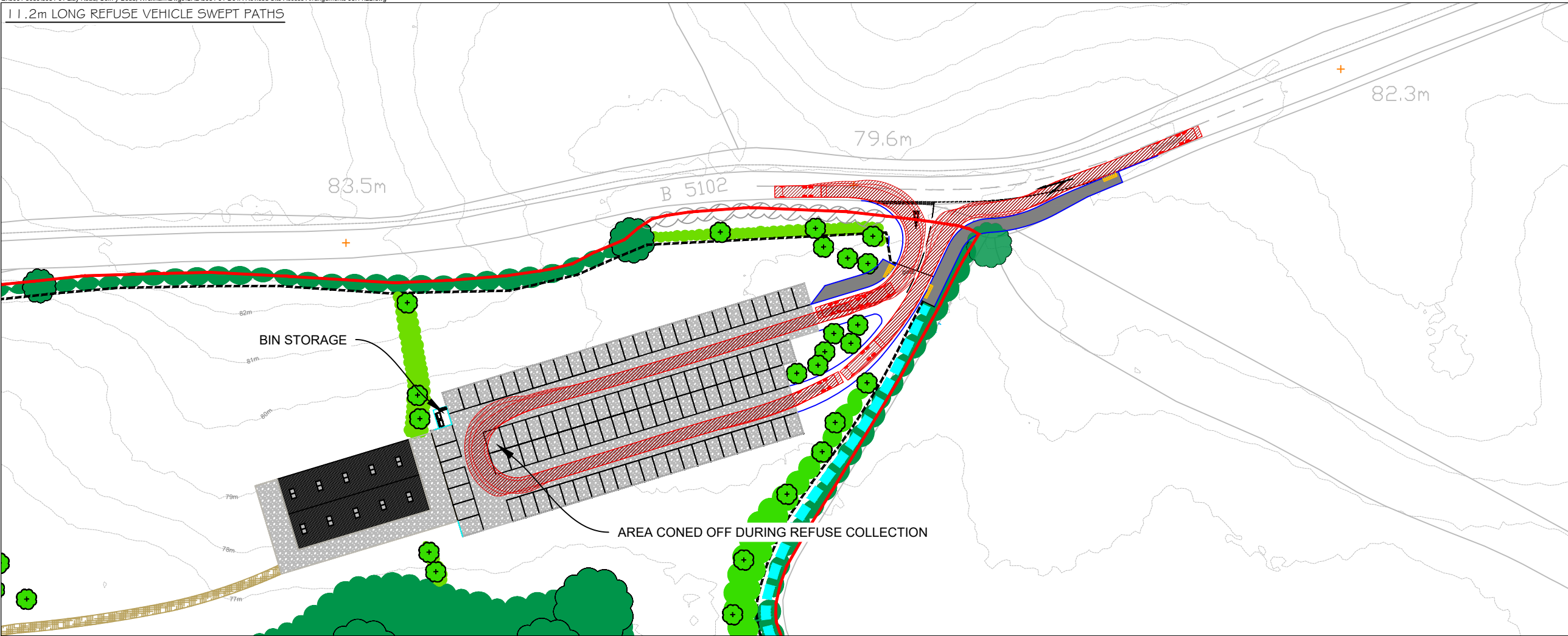
- Site application boundary
- Public right of way (Llay 12)
- Existing tree, retained
- Existing woodland/ hedgerow/ scrub, retained
- Existing hedgerow, removed

Note - the junction visibility splays shown on this drawing are commensurate with the observed 85th percentile design speed of traffic, recorded by ATC in July 2021.

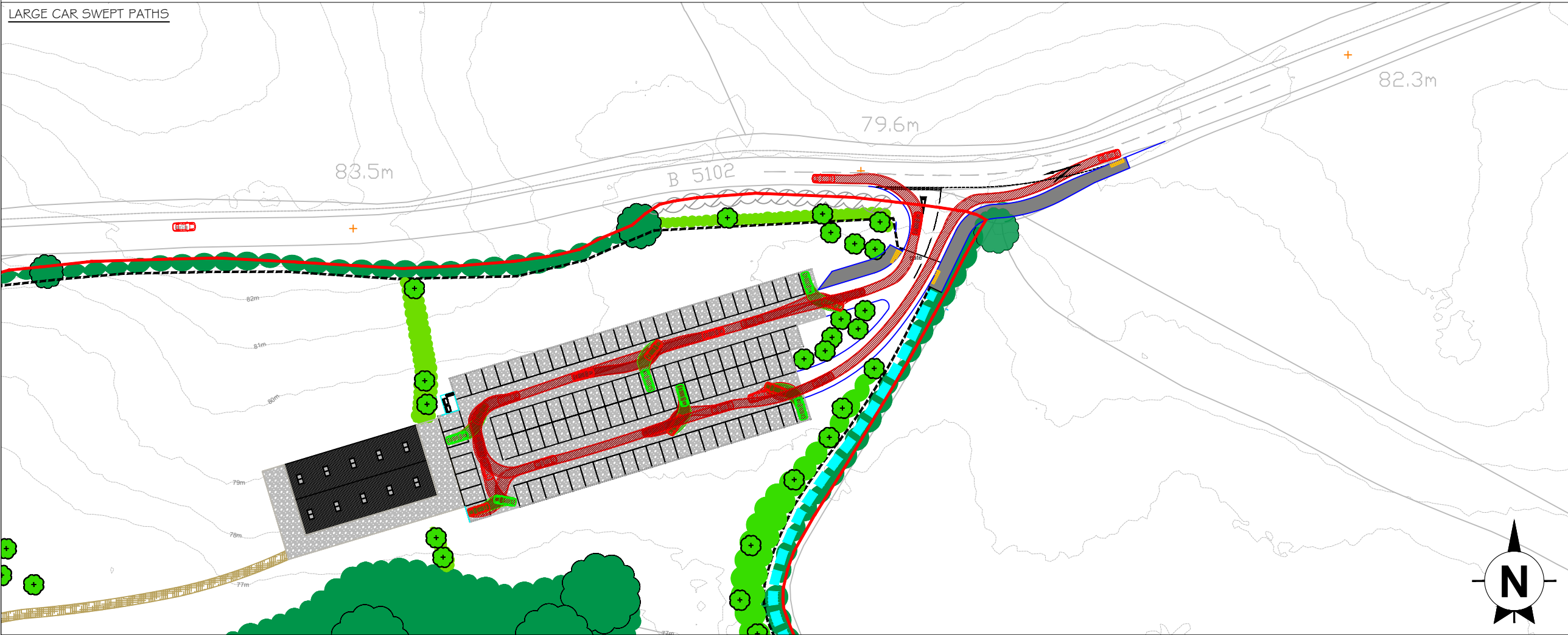
Client Office: Well House Barns Chester CH4 8DH		South Manchester Office: Canal House 76 Water Lane Wilmslow SK9 8BB		axis
0844 8700 007 - www.axisped.co.uk				
client: MR CLINT J SHAW				
project: CHRISTMAS FARM, LLAY ROAD, CEFN-Y-BEDD				
drawing title: PROPOSED SITE ACCESS ARRANGEMENTS AND VISIBILITY SPLAYS				
date: 20.09.22		drawn by: JW		checked: LK
drawing number: 3034-01-D02		status: PRELIM		
scale(s): AS STATED@A3		rev: A		
planning environment design				

ENCLOSURE 3 - DRAWING NO. 3034-01-ATR01A: SWEPT PATH ANALYSIS

11.2m LONG REFUSE VEHICLE SWEPT PATHS



LARGE CAR SWEPT PATHS



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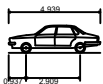
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Revision History		Date
A	FOOT / CYCLE ARRANGEMENTS BASED ON COMMENTS PROVIDED BY ACTIVE TRAVEL OFFICER	03.11.22

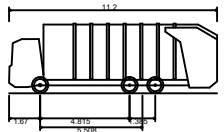
KEY

- Site application boundary
- Public right of way (Llay 12)
- Existing tree, retained
- Existing woodland/ hedgerow/ scrub, retained
- Existing hedgerow, removed

VEHICLE USED IN TRACKING



Jaguar S-Type
Overall Length 4.93m
Overall Width 1.878m
Overall Body Height 1.474m
Min Body Ground Clearance 0.259m
Max Track Width 1.544m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Cheshire Office: Well House Barns Breaston Cheshire CH4 8DH	South Manchester Office: Carnellia House 76 Water Lane Wilmslow SK9 6BB	axis
0844 8700 007 - www.axisped.co.uk		
client: MR CLINT J SHAW		
project: CHRISTMAS FARM, LLAY ROAD CEFNY-BEDD		
drawing title: SWEPT PATH ANALYSIS		
date: SEPTEMBER 2021	drawn by: AB / JW	checked: LK
drawing number: 3034-01-ATRO1	status: PRELIM	
scale(s): 1:1000@A3	rev: A	
planning environment design		

ENCLOSURE 4 - WASTE STRATEGY OFFICER CORRESPONDENCE

Jamie Whittall

From: Catherine Golightly <Catherine.Golightly@wrexham.gov.uk>
Sent: 23 September 2022 15:03
To: Jamie Whittall
Subject: RE: Refuse Advice - Reindeer Farm off Llay Road, Cefn Y Bedd
Attachments: New apartment bin size.cleaned.pdf

Hi Jamie

The roadways on the site would need to be of a standard that a collection vehicle could safely enter the site and gain access to the bins. For instance, larger collection vehicles can weigh up to 26 tonnes (commercial waste contractor may have lighter vehicles) – I am unsure of what weight a metalled road can take. Wrexham Council wouldn't adopt the site because of the nature of the development. It is also unlikely that Wrexham Council would be able to service the bins, in case the vehicles were to damage the ground. Therefore, a private waste contractor would be recommended.

All commercial premises require waste provision, but it is up to each individual organisation to identify the provision they would need depending on what they will produce. This duty of care is imposed under section 34 of the Environmental Protection Act 1990. Anyone who produces, imports, keeps, stores, transports, treats or disposes of waste must take all reasonable steps to ensure that waste is managed properly. Different waste companies would have different sized bins depending on the amount of refuse and recycling expected to be produced (see attached for examples of Council bin dimensions).

However, any waste contractor would require a piece of hard-standing for the safe storage and manoeuvring of the bins. They would also require either an area to turn around in the site, or a route that they could exit in a forward gear.

I hope this helps.

Catherine

Catherine Golightly
Swyddog y Strategaeth Wastraff/Waste Strategy Officer



01978 729693

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From: Jamie Whittall <jamiewhittall@axisped.co.uk>
Sent: 16 September 2022 13:27
To: Catherine Golightly <Catherine.Golightly@wrexham.gov.uk>
Cc: Lee Kendall <leekendall@axisped.co.uk>
Subject: FW: Refuse Advice - Reindeer Farm off Llay Road, Cefn Y Bedd

Hi Catherine,

Please can I confirm that by “adoptable standard” you do mean *designed* to be adoptable, rather than *actually adopted* by the council? It is not clear from your response if a council refuse vehicle would be able to enter onto a private section of road if the private road complied with adoptable standards such as turning head, 5.5m width etc.

It also appears from your response that there would be no minimum requirements for bin numbers or sizes for this proposed use, and that the proposed bin storage should be decided as needed. Is this correct?

You will note from the site layout that a metalled road will be provided into the site, providing access to the proposed building and car park. Would there be any objection to a refuse vehicle entering into the site and manoeuvring around the proposed road layout in order to reach a bin store located near the building and in order to exit the site in a forward gear?

Many thanks.

Kind regards,

Jamie Whittall
Transport Planner



jamiewhittall@axisped.co.uk

T: 0844 8700 007* | M: 07816 856720

Wilmslow, Cheshire, SK9 5BB

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From: Catherine Golightly <Catherine.Golightly@wrexham.gov.uk>
Sent: 16 September 2022 12:22
To: Jamie Whittall <jamiewhittall@axisped.co.uk>
Cc: Sarah Hill <Sarah.Hill@wrexham.gov.uk>
Subject: RE: Refuse Advice - Reindeer Farm off Llay Road, Cefn Y Bedd

Hi Jamie

Good to chat yesterday.

The client would be able to choose any licensed Commercial Waste collection provider; they are not restricted to having a commercial waste collection contract with the local authority. They would then pay for the size of bin(s) and frequency of bin collection they think they would require depending on the type of waste expected to be generated from the site. Individual bins should be provided to support the collection of paper, metal, plastic and glass for recycling.

Waste should be handled and stored safely and secured in suitable, labelled containers to prevent leakage, contamination or spoiling.

A swept path analysis would need to be undertaken for refuse vehicles with a length of 11.2m.

The location of the site on a busy road, suggests that the vehicle could not stop and empty the bins on the side of the road because of safety concerns. The collection vehicles would only be able to enter the site if the roadways were of an adoptable standard. The vehicles could not drive onto a field because of the risk of heavy vehicles damaging the ground.

The bins need to be presented as close to the road as possible to avoid the vehicle entering onto the main area of the site. The bins would need to be presented on a hard-standing service, as a minimum, to allow safe manoeuvrability by the collection crews.

I hope that helps.

Best wishes

Catherine

Catherine Golightly
Swyddog y Strategaeth Wastraff/Waste Strategy Officer



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From: Jamie Whittall <jamiwhittall@axisped.co.uk>

Sent: 15 September 2022 10:14

To: Catherine Golightly <Catherine.Golightly@wrexham.gov.uk>

Cc: Lee Kendall <leekendall@axisped.co.uk>

Subject: Refuse Advice - Reindeer Farm off Llay Road, Cefn Y Bedd

Hi Catherine,

Thanks for taking my call earlier.

As discussed, I am consulting on a proposed development for a reindeer farm located off Llay Road in Cefn Y Bedd. The proposal is expected to generate approximately 100 one-way vehicle trips a day during the peak periods and as such I would expect the main source of rubbish would be from visitors packed lunches etc.

We discussed some of this in the call but I would be grateful if you could confirm:

- The number and type of bins required;

- The design vehicle that should be used for swept path analysis (I understand this should be an 11.2m long refuse vehicle. Is this correct?);
- That it would be acceptable for refuse vehicles to enter into the site to collect bins, provided that the track of the refuse vehicle (see above) is accommodated for with swept path analysis; and,
- Any details of requirements for the storage of bins.

As requested please see an initial site layout plan attached. Please note that we are in the process of revising the access arrangements based on comments by the LPA and will revise the access further to accommodate the refuse vehicle. This should be seen as indicative only.

Many thanks in advance. If you require any additional details please don't hesitate to ask.

Kind regards,

Jamie Whittall
Transport Planner



jamiewhittall@axisped.co.uk

T: 0844 8700 007* | M: 07816 856720

Wilmslow, Cheshire, SK9 5BB



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ENCLOSURE 5 - ACTIVE TRAVEL OFFICER CORRESPONDENCE

Jamie Whittall

From: Daniel Morris <Daniel.Morris@wrexham.gov.uk>
Sent: 25 October 2022 16:58
To: Jamie Whittall
Cc: Lee Kendall; s.goodwin@goodwinplanning.com; Phil Palmer
Subject: RE: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

[Comments below](#)

From: Jamie Whittall <jamiewhittall@axisped.co.uk>
Sent: 25 October 2022 16:48
To: Daniel Morris <Daniel.Morris@wrexham.gov.uk>
Cc: Lee Kendall <leekendall@axis.co.uk>; s.goodwin@goodwinplanning.com; Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Subject: RE: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

Hi Daniel,

Thank you for the additional information.

Just to confirm what was said in the call; the northern side of Llay Road will be upgraded in the future to include pedestrian and cycle infrastructure. In order to tie the site into to any future upgrades you have recommended that we provide a section of shared foot / cycleway (minimum 3.00m wide) on the southern side of Llay Road and to provide a tactile paving crossing point to allow pedestrians and cyclists to cross immediately from the site and onto any future infrastructure upgrades on the northern side of Llay Road that may be brought forward as part of the Active Travel Network.

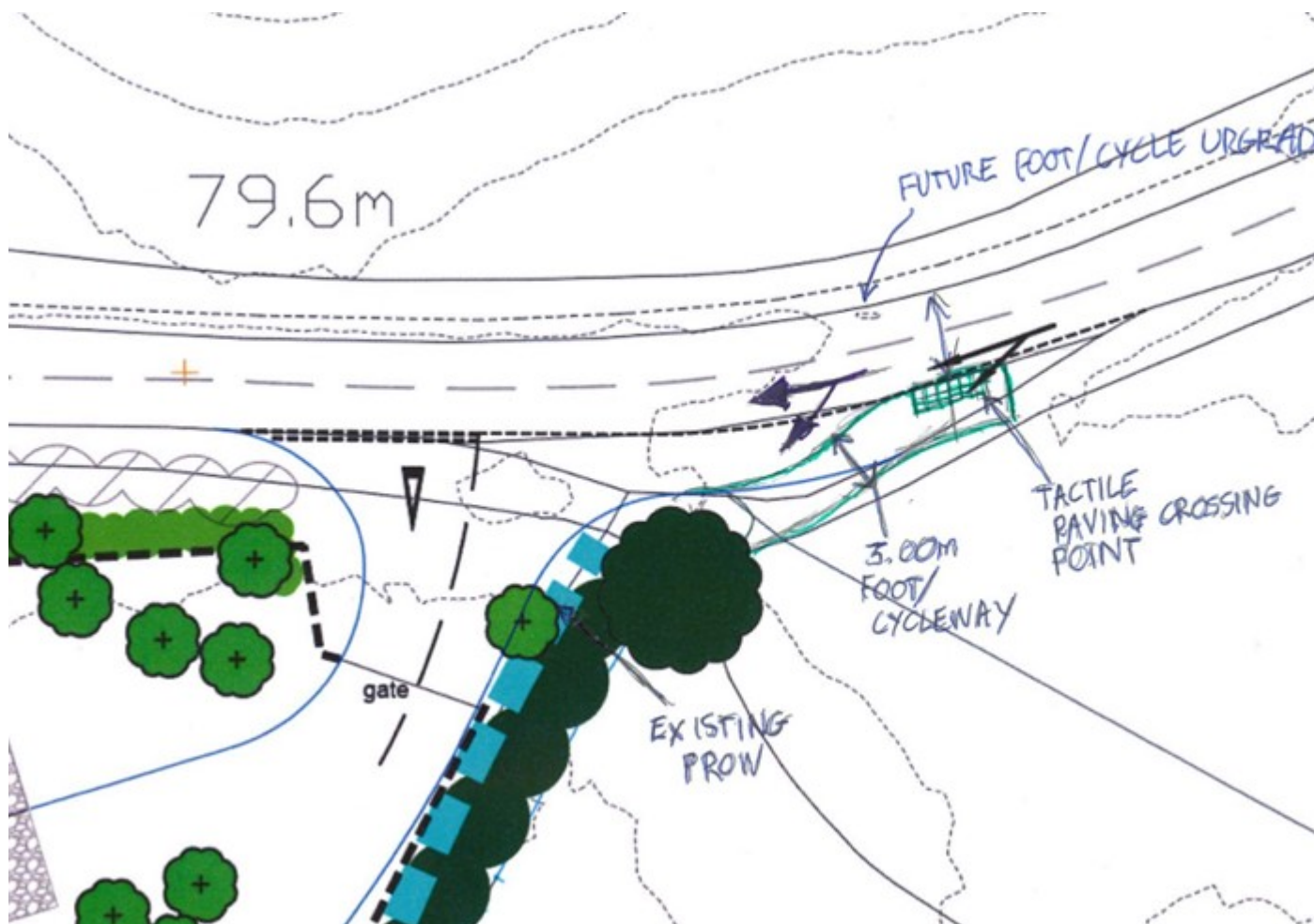
There no designs in place as of yet for either side of the road the info I sent on is to aide you should you be inclined to upgrade the footway and allow people the opportunity to access your site by means other than cars, any kind of crossing and entrance would obviously need to be designed to highways standards and position would take into account road spend and visibility etc.

We would not be required to provide excessive lengths of foot / cycleway on the southern side of Llay road as this would not tie into any surrounding foot / cycle infrastructure. If any future upgrades to active travel for the southern side of Llay Road do come forwards then these would be able to integrate with the proposed foot / cycle crossing point brought forwards by this proposal.

You could only provide shard use paths to the frontage of your site.

As an additional reminder there is also an existing PROW which runs along the eastern side of the site which would integrate well with a proposed crossing point.

To my mind the proposed crossing would look something like the sketched arrangement below:



Please could you confirm that this is what you had in mind and that I have summarised our call correctly?

Many thanks.

Kind regards,

Jamie Whittall
Transport Planner



jamiewhittall@axisped.co.uk
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From: Daniel Morris <Daniel.Morris@wrexham.gov.uk>

Sent: 25 October 2022 15:51

To: Jamie Whittall <jamiewhittall@axisped.co.uk>

Cc: Lee Kendall <leekendall@axis.co.uk>; s.goodwin@goodwinplanning.com; Phil Palmer <Phil.Palmer@wrexham.gov.uk>

Subject: RE: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

Afternoon Jamie

Regarding the above and following on from our telephone conversation of today's date, we can confirm that Llay Road is included on our Active Travel Network map as a future shared use route, at present we don't have a timeframe for when those improvements will be made.

As your site is situated between Llay and Cefn Y Bedd a number of possible users could arrive by a means of transport other than cars especially when you consider the train station at Cefn Y Bedd.

you could consider upgrading the frontage of your site to be Active Travel compliant by providing a shared footway and cycleway (see attached)

You may also want to consider the attached junction treatments in order to keep pedestrians and cyclists as the priority in line with the recent revisions to the highway code.

Regards

Daniel Morris

*Swyddog Teithio Llesol
Gwasanaethau Amgylcheddol a Thechnegol*

*Active Travel Officer
Environment and Technical Services*



01978 729689 / 07721 858918

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From: Jamie Whittall <jamiwhittall@axisped.co.uk>

Sent: 24 October 2022 17:03

To: Daniel Morris <Daniel.Morris@wrexham.gov.uk>; Rachel Penman <Rachel.Penman@wrexham.gov.uk>

Cc: Lee Kendall <leekendall@axis.co.uk>; s.goodwin@goodwinplanning.com

Subject: RE: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

Hi Daniel,

Yes that will be fine. I look forward to your call.

Thanks.

Kind regards,

Jamie Whittall
Transport Planner



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From: Daniel Morris <Daniel.Morris@wrexham.gov.uk>

Sent: 24 October 2022 16:59

To: Jamie Whittall <jamiwhittall@axisped.co.uk>; Rachel Penman <Rachel.Penman@wrexham.gov.uk>

Cc: Lee Kendall <leekendall@axis.co.uk>; s.goodwin@goodwinplanning.com

Subject: RE: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

Afternoon Jamie

Apologies for not getting back to you, can I give you a ring tomorrow, I'm snowed under at the moment.

Thanks

Daniel Morris

Swyddog Teithio Llesol
Gwasanaethau Amgylcheddol a Thechnegol

Active Travel Officer
Environment and Technical Services



 01978 729689 / 07721 858918

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From: Jamie Whittall <jamiwhittall@axisped.co.uk>

Sent: 24 October 2022 13:09

To: Daniel Morris <Daniel.Morris@wrexham.gov.uk>; Rachel Penman <Rachel.Penman@wrexham.gov.uk>

Cc: Lee Kendall <leekendall@axis.co.uk>; s.goodwin@goodwinplanning.com

Subject: RE: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

Hi Daniel,

I've left a couple of voicemails with you and just tried again to ring.

Please can you let me know your availability to have a chat about the below development? Just as a reminder, we have been instructed to get in contact with you by Sarah Hill of the LPA and so would be grateful if you could respond.

Many thanks.

Kind regards,

Jamie Whittall

Transport Planner



jamiwhittall@axisped.co.uk

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From: Jamie Whittall

Sent: 27 September 2022 15:29

To: daniel.morris@wrexham.gov.uk; rachel.penman@wrexham.gov.uk

Cc: Lee Kendall <leekendall@axisped.co.uk>

Subject: Reindeer Farm, Llay Road, Cefn Y Bedd - Views on Accessibility

Dear Daniel / Rachel,

I have been instructed on behalf of my client to respond to a series of comments provided by planning officer Sarah Hill regarding the proposal for a reindeer farm located off Llay Road in Cefn Y Bedd (LL12 9UG).

One of the comments is to liaise with the Active Travel Officer to see what more, if anything, is required to encourage active travel to the site. Daniel – I have just tried calling you but understand you are on leave. Rachel – would you please be able to ring me to discuss this further whilst Daniel is on leave? My number is 07816 856720.

I look forward to hearing back from you.

Many thanks.

Kind regards,

Jamie Whittall
Transport Planner



jamiwhittall@axisped.co.uk

T: 0844 8700 007* | M: 07816 856720

Wilmslow, Cheshire, SK9 5BB



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