

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/DB/P/2023/0385	Your Ref:	P/2023/0385
Date:	2 nd October 2023		

TOWN AND COUNTRY PLANNING ACT 1990

PARCIO AR GYFER TRI CHERBYD NWWYDDAU TRWM AT DDIBENION MASNACHOL (OL-WEITHREDOL) / PARKING OF 3 NO HEAVY GOODS VEHICLES FOR COMMERCIAL PURPOSES (IN RETROSPECT)

PARK FARM BOWLING BANK WREXHAM

Grid Ref: E 340677 N 351331

I refer to your consultation / email in respect of the above.

Further information has come to light regarding this application that we have checked and it has prompted a review of the Highways decision.

Whilst highways previously noted a number of passing places for vehicles, the section between Park Farm and Well House Farm is considered inadequate for articulated HGV's such as those used by the applicants.

We cannot therefore see any option other than to reverse the Highways response to an objection.

The reason why this section is considered inadequate are

- a) There is a bend that has a steel railing guarding a headwall and ditch that has been damaged by vehicles such as articulated HGVs over the years. This bend is too tight for regular articulated HGV use
- b) It has come to our attention that this section of road is liable to flooding, which severs the access route towards Holt. Any vehicles to the south then need to find alternative routes along sections of lane not designed for articulated HGV's.
- c) There is only one short passing place along this length of the road.

The frequency of HGV traffic is significantly increased, by allowing this business to continue, and regular use, particularly in wet conditions, is creating an increased deterioration in the condition of this section of highway.

Conclusion/Further Explanation

We have to act in the best interests of highways safety and conclude that we cannot support this application for the following reasons:

1. It has been brought to our attention that the section of road between the applicant's site and Well House Farm is subject to flooding, resulting in articulated HGV's having to use sections of road incapable of accommodating articulated HGV wagons.
2. There is one bend in particular that has a culvert below and a metal railing on the headwall on the inside of the bend. This railing has been damaged and together with the potholes on the verge on the outside of the bend demonstrates how this section of road cannot accommodate regular articulated HGV use. This was not immediately obvious during an inspection in the dry summer months when the ditch was overgrown, there was no flooding, and the verge was dry. The situation had changed by late September following a short period of wet weather.



Chief Officer, Environment & Technical