

From: [REDACTED]
To: [Wales](#)
Cc: [REDACTED]
Subject: H6955/A/16/3161155 - land west of Bryn Offa, Fennant Road, Ponciau, Wrexham
Date: 20 December 2016 11:40:32
Attachments: [Bobd appeal Fennant Road Ponciau.doc](#)

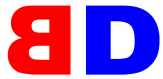
I attach a statement on behalf of Rhosllanerchrugog and Esclusham Community Councils.

Please acknowledge safe receipt.

I will be attending the Hearing to support the Council's objections

Bob Dewey

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Bob Dewey
PLANNING

STATEMENT OF CASE

ON BEHALF OF
RHOSLLANERCHRUGOG
and
ESCLUSHAM
COMMUNITY COUNCILS

RELATING TO APPEAL

For development of
land
at FENNANT ROAD, PONCIAU,
WREXHAM

December 20 2016
PI ref: App/H6955/A/16/3161155
LPA ref; P/2016/0225

This evidence will be presented on behalf of the two adjoining Community Councils by

Robert A Dewey BA(Hons) MBA, Diploma in Estate Management, (Willesden College) Diploma in Town Planning (Leeds Polytechnic) , Diploma in Transport Studies (London University) Member of Royal Town Planning Institute.(1976) Member of Royal Institution of Chartered Surveyors (retired) .

Principal Bob Dewey Planning

Experience:

Planning Assistant (Urban Renewal Team), West Riding of Yorkshire CC (1972 -1974).

Kirklees Metropolitan Council Assistant Planning officer (information team), 1974 - 1975

(Development Control team) 1975 – 1979
Planning officer (development Control (1979 – 1988)

Oadby & Wigston BC Chief Planning Assistant 1988 – 1990

Wrexham Maelor BC Principal Planning officer 1990 – 1996

Wrexham CBC Planning Control Manager 1996 – 2010

Bob Dewey Planning – principal 2010 -

Background:

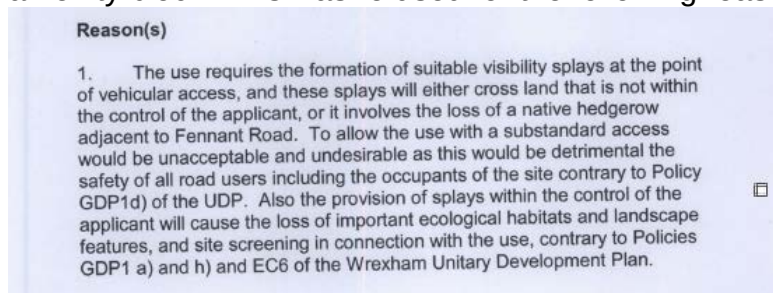
This statement has been prepared to provide the Hearing with additional information and clarification of the objections already made to Wrexham Council in response to the notifications made in March/April 2016 when the application for permission was received.

It is intended to supplement but not supersede or replace those objections.

Planning History:

The application the subject of this appeal is the second attempt by the appellants to gain permission for development of the land.

Application P/2015/00203 was made on 24 March 2015 for one pitch and mobile amenity block. This was refused for the following reason:-



No appeal was made in respect of that decision.

Application ref P/2016/0225 was submitted on 3 March 2016 and was refused for the following reason on 6 June 2016.

The Council's decision:

The Council have provided four reasons for refusal which may best be summarised as;

1. Adverse affect on rural landscape not justified by proven need for site
2. Danger of surface water flooding
3. Adverse effect upon environmentally sensitive area
 - a. Offas Dyke
 - b. Great crested newts
4. Lack of footways leading to highway danger

The Community Councils believe most strongly that in addition to the above points, the inadequacy of the visibility for vehicle entering and leaving the site should have been included as an over-riding and compelling objection. The Inspector is asked to take this into account before a decision is reached.

It is not clear why the Council officers having advised refusal of a single plot due to substandard access just over a year earlier, should now find that the access is safe for two pitches and that the formation of splays would not harm ecological interests.

THE SITE:

Access to the site from the east comes from the B5605 which was the A483 prior to the construction of the new dual carriageway further to the east. The B road is now subject

to a 40 mph speed limit and vehicles turning off it onto Fennant Road have to adjust the changed geometry and speed as they negotiate the restricted turn. The area is relatively modern with a variety of styles of houses with off street parking and generally set back to a building line. It is typical urban development which might normally be expected to be subject to a 30 mph limit. Although there is only an intermittent pavement, the ambience suggests an area where vehicles may expect a greater degree of priority over pedestrians. The upward slope of the road does provide assistance to motorists adjusting to the lower speed limit.

After about 100 metres, the road levels off and after a further 40 metres the road starts to slope downwards. This encourages an increase in speed as does the change in character of the area. The road becomes more open with houses on the north side set well away and the elevated views of open countryside.

The site is located in a narrow green finger which separates two quite distinct parts of the community. The open area is generally grassland with intermittent tree/shrubs. It is clearly defined by the strong line of modern residential property in Bernfels Court.

Beyond the site, to the west is the historic part of Ponciau characterised by older property often built close to the highway. The nature of the built form suggests an intensively developed urban area where vehicles are expected to take a subservient role to pedestrians.

The site boundary has been intensively planted by cypressus trees which appear to have had no maintenance and are thus growing in an uncontrolled manner to a considerable height. They result in a very different appearance from the rest of the green area. The submitted plan shows the retention of this planting but also proposes hard surfacing to with a very narrow margin to the actual site boundary. A significant part relies upon the incursion on to neighbouring land. The location of caravans close to the boundaries suggests very clearly that the planting is unlikely to survive even if future residents are content to have planting within inches of their windows.

It is proposed that the majority of the site will be either hard surfaced or as mown grass

ANALYSIS:

Council planning policy

The Council has a specific planning policy (H9) in the UDP which sets out how such applications should be assessed. It recognises that it will not always be possible to find a suitable site within settlement limits. It therefore sets out that there should be "... exceptional circumstances..." , for such sites to be accommodated outside settlement limits. No such case has been made so far as we are aware and thus developments are required to comply with "normal" planning considerations set out in Policies PS1 and PS2, H5 and H9 and GDP 1.

H9 makes it clear that proposals will not be supported where the new caravan site conflicts with other general environmental and locational policies and the general development principles outlined in Policy GDP1. The plan's explanatory text says:- that "particular attention will be paid to proposals' visual impact on the surrounding landscape character. In our submission the planting a few non-indigenous conifers does not adequately deal with this stipulation.

Access:

Planning Policy Wales 9 November 2016 explicitly states that “ the effects on the safety and convenience of other users of the transport network.” must be taken into account. The Assembly’s detailed guidance on highway visibility is set out in TAN 18. The Inspector will, no doubt, be very familiar with it. The TAN states that the “stopping sight distance is the minimum distance that drivers need to be able to see ahead of themselves in order to stop if confronted by a hazard. (It) **is usually related to the ACTUAL speed of vehicles on the major link.**” (my emphasis)

A traffic speed survey is appended.

This shows that 373 vehicles travelling west (from Wrexham Road) (33%) and 324 travelling east (28%) were within the speed limit, 62 vehicles travelling west and 68 travelling east exceeded 35 mph.

It is understood that the Council’s Highway Officers, in making observations on the planning application, did not undertake any speed survey. They simply relied on the speed limit in force. From the speed survey and personal observations, it is clear that the 20 mph limit is widely ignored.

I append a letter from the Clerk to Rhos Community Council setting out some of the context and history of continued concerns about traffic conditions on Fennant Road. It is clear that the objections have not arisen to attempt to thwart the proposed use of this land but in an attempt protect safety and amenity of residents.

It appears almost inevitable that as vehicles approaching the site from the east (Wrexham Road) enter a built up area with no pavements and will slow from 40 mph. As they reach the brow of the hill (approx. 40 m from the site), the gradient naturally, and almost inevitably, causes the speed to increase. This is also encouraged because the apparent end of built-up frontage which suggests that the speed limit is no longer relevant. For vehicles heading west towards the site, the gradient of the road similarly necessitates drivers actively applying brakes to try and keep within the limit.

We are told that when the police originally were asked to enforce the limit they indicated that they had no resources to do so. It is for this reason (amongst others, no doubt) that the design advice suggests that speed limits imposed should aim to be self-regulatory.

Whilst visibility is generally measured with an X distance of 2m, it suggested that a particularly cautious approach should be adopted in this situation. The site intended to house caravans which are fairly large (ie not small touring vans) and experience suggests that they may be towed by larger commercial vehicles. The turning circle of such combinations are likely to take up the whole width of the roadway (which is only marginally over 5 m in width). The absence of a pavement or road margin means that turning cannot commence until the vehicles are into the carriageway. Also, that a vehicle which has been unable to complete the turn within the highway will have to reverse manoeuvre in order to complete the turn. Such vehicles with cold engines are also likely to lack sufficient acceleration which would allow to them to move up the slight incline out of the site and into the road quickly. Thus time taken for a towing vehicle and caravan to move off site and fully onto the left hand side of the carriageway could be quite considerable. Any car coming over the brow is likely to have only a few seconds to

stop and because of the restricted road width and absence of margins will have no alternative position to swerve.

Fennant Road is a C class classified road and appears to act as a district distributor road and if obstructed by slow moving or manoeuvring vehicles could cause significant safety issues for emergency vehicles trying to reach properties in the main part of Ponciau. There is no alternative route easily available.

As an indication of wider concerns about road safety, I have been told that the postbox which was outside 43 Fennant Road (about 80 m west of the site) was removed by Royal Mail because of concerns about the safety of a van stopping there to empty it. I understand that you have received a separate letter from a resident confirming this.

Landscape /Countryside policy.

Whilst it is acknowledged that the site is not within a designated green barrier, the Council's Unitary Development plan does explicitly say that "there are several instances where existing settlements come in close proximity and there is a need to maintain a belt of countryside free from development". (UDP para 5.2). It is difficult to understand why the appeal site was not provided with some protective designation. It is our submission that it should be treated as a significant belt of open countryside.

We recognise that the inspector cannot decide that the lack of designation was a mistake, we do invite him to view this natural break between Ponciau and Johnstown and recognise that a reduction by some 25% would be significant and that aims of the UDP as expressed in para 5.2 should have some weight.

There is mention about screening by leylandii type planting. This is obviously not indigenous and can hardly be described as helping the proposed urban form of development to be assimilated. The use of such planting is also fairly short lived and cannot be seen as a long term solution. It is obviously will have negligible benefit to houses overlooking the site from either side of the valley which are at a much higher level. There are already some gaps in the planting (including a very large gap under the electricity cables) and there is no evidence of any attempt to look after the planting. Royal Horticultural Society recommends that they should be pruned three times a year but it stresses that it should be in fairly organised away to ensure they do not become over tall and to ensure that bare wood is not left as this will not regenerate. (see extracts attached). In many places the gap between the proposed development and the site boundary is less than one metre - that it is woefully inadequate to allow the hedge to be maintained and equally inadequate to allow it to develop as a screen.

It is noted that the appellants claim that the choice of a site outside a settlement is fairly inevitable. That may be correct but it is suggested that sites which are to be found acceptable ought to have locations which have good natural screening. This site is overlooked by elevated properties to west and east and with a prominent busy road location, is clearly not suitable. An artificially screened site with non-natural and not long lived planting species is not suitable.

Surface Water Flooding:

It is disappointing to note that the appellants claim (appeal form question L) that flooding is not an issue. We have photos showing flooding in the immediate area and extracts from NRW maps showing clearly that the land is subject to a 1 in 30 flooding event.

UDP policies GDP 1 (i) and EC 12 (a) and (b) and PPW 8 and TAN 15 are relevant.

All residential development including residential caravan sites is described as “highly vulnerable” and the advice is clear that sites which are subject to flooding or risk of flooding should not be considered suitable.

We would refer to appeal APP/H6955/A/10/2143180 relating to land at Rossett, Wrexham. It is clear from the Inspector’s decision that he was persuaded that this rural location was a suitable location but that he was not prepared to allow the appeal which would conflict with local policies and guidance which seek “to protect both the appellants and other residents and responding services from unacceptable risks to life and property from flooding..”.

At the very least, the appellants should be required to provide a full Flood Consequences Assessment so that the appeal can be properly advised as to the risks.

Newts:

The Johnstown area has been the subject of considerable investigation and reports regarding the protection of the Great Crested Newt. The area includes an Area of Special Conservation – a European protected site and is also a Site of Special Scientific Interest.

Even though the site is not immediately contiguous with the protected site, the presence of newts in the general area must be a serious consideration and the appellants have failed to demonstrate that they have undertaken sufficient studies to demonstrate that the site could be developed without harming the protected species. As a minimum the application should have included a base line ecology study (as required on many other application sites) so that the appeal can be properly advised as to any likely concerns. As a result, if the appellants were to be successful in this appeal, they would run the real risk of committing an offence. The site could be found to be undevelopable without disturbing the great crested newts.

Electricity Cables:

The site is crossed by 400 KV cables and the 132 KV are close by.. This results in both electricity and magnetic fields. There are clear ICNIRP guidelines for exposure from such cables. Magnetic field:- 100 microteslas and electricity field 5000 volts/m. The magnetic field is typically right on the maximum; the electricity limit is greatly exceeded.

Typical Ground-level UK Field Levels from Overhead Power Lines

		Magnetic Field (microteslas)	Electric Field (volts per metre)
The largest steel pylons (275 kV and 400 kV)	Maximum field (under line)	100	11,000
	Typical field (under line)	5 - 10	3,000 - 5,000
	Typical field (25 m to side)	1 - 2	200 - 500
	Typical field (100 m to side)	0.05 - 0.1	10 - 40
Smaller steel pylons and largest wooden poles (132 kV)	Maximum field (under line)	40	4,000
	Typical field (under line)	0.5 - 2	1,000 - 2,000
	Typical field (25 m to side)	0.05 - 0.2	100 - 200
	Typical field (100 m to side)	0.01 - 0.04	2 - 20

The advice is that sites which are not suitable for residential dwellings should not be proposed for gypsy sites. It makes absolute sense and is fair that hazards such as these should not be accepted as appropriate for people to experience.

CONCLUSIONS

The Community Councils accept that adequate provision needs to be made to satisfy the needs of the gypsy and traveller community. However, they are convinced that this is not a suitable site.

Fennant Road is a busy road with relatively fast moving traffic and visibility does not meet safe standards. The applicants do not have control over the hedges beyond the site boundaries to enable a minimum standard of visibility. The road is of limited width and vehicles leaving the site are likely to experience difficulties of manoeuvring safely and expeditiously to avoid danger to other road users and the wider community.

The site is in a prominent location and the screening existing is of an inappropriate standard and will provide limited screening for residents of elevated properties overlooking the site. The undeveloped areas of the site are inadequate to allow any screening to be implemented and maintained to alleviate the situation.

The site is in reasonable proximity to a European Designated site for protecting newts and the evidence that has been provided does not demonstrate that newts are not present. As such the appeal could not be allowed without confirmation that the protected species could be adequately dealt with in accordance with law.

The presence of major electricity cables and the risk of flooding would be likely to adversely affect the health of residents contrary to WAG and DCLG advice.

We respectfully urge the inspector to dismiss the appeal.

APPENDICES TO PROOF

Designing Gypsy and Traveller Sites

Good Practice Guide

May 2008

Department for Communities and Local Government

3.6 Sites should not be identified for Gypsy and Traveller use in locations that are inappropriate for ordinary residential dwellings, unless exceptional circumstances apply. These circumstances would be where the location is unsuitable for housing, for practical or technical reasons which would not adversely affect the health and safety of Gypsy and Traveller residents or the sustainability of the site, and where the location has prospective residents' support. This could relate for example to a situation where:

- Prospective residents are happy to live in a location which is not attractive to housing developers
- Existing land is available to meet immediate need on a short term interim basis, pending a longer term solution, but not be available for a long enough period to justify housing development
- Land is suitable for low level single storey development but not for multi storey construction requiring deeper foundations.

In such rare cases prospective residents should be made aware of these exceptional circumstances at the outset.

Designing Gypsy and Traveller Sites

May 2105 Wales

1.13 In developing this guidance the Welsh Government has aimed to consolidate standards with those the settled community can expect to experience. In most cases the direct comparison is made to other types of Mobile Home sites but in some instances it is more appropriate to draw comparisons with social housing provision. The right balance may not yet be achieved but the guidance will be monitored and reviewed in 2020, with reference to relevant legislation, policies and evidence.

3.21 If a location is considered inappropriate for conventional housing use on the grounds of health and safety, then it should also be considered inappropriate for a Gypsy and Traveller site. A Gypsy and Traveller site should not be located in areas which will have a detrimental effect on the general health and well being of the residents. The location of a site should enable, not hinder, access to services such as health and education.

Suitability of land – A site survey should be undertaken which will identify possible problems such as drainage, risk of flooding, contaminated land etc. Local Authorities should consider whether remediation work to resolve any problems is financially viable. Mobile homes are considered to be highly vulnerable to flooding so sites should not be situated in C2 flood zones. Locations in C1 flood zones should be subject to a justification test.¹

3.24 Good quality roads which are capable of withstanding heavy vehicles should be constructed. Normally concrete or tar macadam on a suitable sub-base appropriate to soil conditions is preferable. Roads should be wide enough to allow mobile homes access on low loader vehicles and yet not encourage on road parking. Roads should be a minimum of 5.5 metres wide and accommodate vehicles towing caravans up to 10 metres long.

December 2007

Extract from adopted Unitary Development Plan

5.2 There are several instances where existing settlements come into close proximity and there is a need to maintain a belt of countryside free from development. The purposes of a Green Barrier include:

- i)** to prevent the coalescence of urban areas and villages with other settlements;
- ii)** to assist in safeguarding the countryside from encroachment;
- iii)** to protect the setting of urban areas and villages;
- iv)** to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

Gypsy Caravan Sites

Policy H9 In exceptional circumstances, where sites for caravans for individual gypsy families cannot be accommodated within settlement limits, consideration will be given to other proposals, subject to compliance with Policy GDP 1.

6.19 Proposals will not be supported where the new caravan site conflicts with other general environmental and locational policies and the general development principles outlined in Policy GDP1. Particular attention will be paid to proposals' visual impact on the surrounding landscape character.

[N.B. (the text highlighted in red is my emphasis)]



CYNGOR CYMUNED
RHOSLLANNERCHRUGOG
COMMUNITY COUNCIL

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Eich Cyf/Your Ref

Dyddiad/Date
15th December 2016

FAO Bob Dewey
Planning Consultant

PI ref: App/H6955/A/16/3161155

LPA ref: P/2016/0225

Dear Mr Dewey

I have been requested, on behalf of Rhos Community Council, to provide information regarding the above planning appeal.

1. Speeding is one of 3 priorities present as an agenda item on the monthly Police meeting, a chosen priority by Rhos Community Council, therefore discussed monthly with the PCSOs who attend the meetings and copies of minutes sent to the Inspector on a monthly basis.

As you will be aware minutes are not verbatim but listed below are several dates where Fennant Road have been mentioned specifically:

- 4th December 2014
- 8th January 2015
- 2nd April 2015 – includes receipt of planning application P/2015/0203, to which council raised an objection
- 2nd July 2015 – at which the Fennant Road Speed survey was received and a request made to forward to 'Go Safe'
- 1st October 2015 – When council received a copy of a letter from Councillor D Bithell, set to the Chief Inspector relating to enforcement of the 20mph system

that has been adopted in the community

- 3rd December 2015
- 7th January 2016
- 2th February 2016
- 3rd March 2016
- 7th April 2016 - includes receipt of 7th July 2016
- 1st December 2016 – Appeal notice

2. Planning application P/2016/0225 – excerpts from an email I sent to Planning, on behalf of the Community Council, raising the discrepancies in the 2 applications and the response received:

23rd March 2016 = Can I just clarify, the access statement states:

2 no. mobile homes and 2 no. touring caravans – this seems to contradict the change of use to provide 2 no. Gypsy/traveler pitches.

Is it 2 spaces/homes(whatever you call them) or 4 with the mobile day room.

6th April 2016 - Sorry to be a pain but if 1 pitch has 3 caravans on it what would stop them putting 3 caravans on the 2nd pitch, in effect 6 caravans, 2 may be permanent but the other 4 could be coming and going as they please as and when who would monitor this.

Response - Wendy,

That may well be the case. There is nothing to restrict the number of caravans on 'a pitch'. It is the pitch we are looking to consider and not each individual caravan. There could very well be a situation whereby there may be 3 caravans on each pitch. They could all come and go as they please by definition that they are a caravan. If there was a justifiable planning reason to do so, there may be the option to limit the number of caravans on a pitch or site (highway safety, amenity, ecology etc).

Like any other developments, we would monitor this through pro-active monitoring where resources permit or by reactive monitoring to any complaints we may receive. I take your point in terms of the difficulties of monitoring pitches if numbers increase. Therefore it is important at the application outset that we have a clear understanding of the applicants needs.

Regards

Phil

The original application P/2015/0203 was for 1 Gypsy/Traveler and erection of ancillary utility/day room. Access would prohibit regular movement of up to 4 caravans coming and going as they please. It's not just the initial application to consider but the ongoing effect of the extra caravan/vehicle movement.

Planning application P/2016/0225, to which council raised an objection – reiterated original objection raising many points -

In relation to application P/2016/0225, the Clerk provided information and clarification of the number of possible caravans in relation to a pitch as defined by the Caravan Sites and Control of development Act 1960. Following a discussion members resolved to object to the application on the following grounds:

- *Access – this is a very well used highway with no pavements and is just 2 car width. There is a dip and a sharp bend in this location, this would just add to congestion and could not cope with the increased traffic that this development could create. The access and design statement does raise a question of how many caravans may be placed on this site plus the 6 vehicles.*

- *It was reported that the current gateway was only allowed to be placed in this location to allow agricultural machinery to enter the site only*
- *The area is on a flood plain, due to the history of mining in the area.*
- *There are overhead pylons in the vicinity, the reason for not being included on the LDP 1.*
- *There is a huge presence of ecology on the site, various species*
- *Public footpath 33 on the definitive map runs along this area and is a well walked area by walkers venturing along Offa's Dyke.*
- *Members would request a full environmental impact report on the area.*

Members fully support the objections of the local residents and the Clerk was requested to pass the objection onto Planning.

Please advise if you require any further information or copies.

Yours sincerely

Mrs W M Owens
Clerk

electric and magnetic fields



the facts



Electricity plays a central role in the quality of life we now enjoy. In particular, many of the dramatic improvements in health and well-being that we benefit from today could not have happened without a reliable and affordable electricity supply. Electric and magnetic fields (EMFs) are present wherever electricity is used, in the home or from the equipment that makes up the UK electricity system.

But could electricity be bad for our health? Do these fields cause cancer or any other disease?

These are important and serious questions which have been investigated in depth during the past three decades. Over £300 million has been spent investigating this issue around the world. Research still continues to seek greater clarity; however, the balance of scientific evidence to date suggests that EMFs do not cause disease.

This guide, produced by the UK electricity industry, summarises the background to the EMF issue, explains the research undertaken with regard to health and discusses the conclusion reached.

Exposure

National Guidelines

The Government sets guidelines for exposure to EMFs in the UK on advice from the Health Protection Agency (HPA). In March 2004 the UK decided to adopt the 1998 guidelines published by the International Commission on Non-Ionizing Radiation Protection (ICNIRP) and this policy was reaffirmed by a Written Ministerial Statement in October 2009. These guidelines also form the basis of a European Union Recommendation on public exposure and a Directive on occupational exposure.

The ICNIRP 'reference levels' for the public are:

100 microteslas for magnetic fields

5000 volts per metre for electric fields

These are the levels above which more investigation is needed if this level of exposure is likely to occur; the permitted levels of exposure are somewhat higher, 360 microteslas and 9000 volts per metre. They apply where the time of exposure is significant. These guidelines are designed to ensure that EMFs do not interfere with nerves, but were set after examining all the evidence, including the evidence on cancer. The occupational limits are five times higher.

It is the policy of the electricity industry to follow these independent exposure guidelines. A Code of Practice, adopted jointly by industry and Government, sets out all the practical details needed to apply the exposure limits. All exposures in homes already comply with the ICNIRP guidelines. The electricity industry designs all new equipment to comply with the Government guidelines as set out in the Code of Practice.

Reference levels are thresholds for performing detailed investigations of compliance. The permitted levels are somewhat higher.

A line typically produces fields much less than the maximum it is capable of.

Outside the home

Overhead Lines

Outside our homes, all overhead power lines produce fields. The fields are usually greatest directly under the lines and fall rapidly with distance to the sides of the line. For small lines on wooden poles, the fields generally fall away over a few tens of metres. For larger lines on steel pylons, the distance is slightly greater. Fields vary greatly from line to line and over time, and a line typically produces fields much less than the maximum it is capable of.

Typical Ground-level UK Field Levels from Overhead Power Lines

		Magnetic Field (microteslas)	Electric Field (volts per metre)
The largest steel pylons (275 kV and 400 kV)	Maximum field (under line)	100	11,000
	Typical field (under line)	5 - 10	3,000 - 5,000
	Typical field (25 m to side)	1 - 2	200 - 500
	Typical field (100 m to side)	0.05 - 0.1	10 - 40
Smaller steel pylons and largest wooden poles (132 kV)	Maximum field (under line)	40	4,000
	Typical field (under line)	0.5 - 2	1,000 - 2,000
	Typical field (25 m to side)	0.05 - 0.2	100 - 200
	Typical field (100 m to side)	0.01 - 0.04	2 - 20
Wooden poles (11 kV and 33 kV)	Maximum field (under line)	7	700
	Typical field (under line)	0.2 - 0.5	200
	Typical field (25 m to side)	0.01 - 0.05	10 - 20
	Typical field (100 m to side)	<0.01	<1

Further information is available from:

www.emfs.info/

There is no restriction in the UK on EMF grounds on how close a house can be to an overhead line.

Extracts from Royal Horticultural Society web site

<https://www.rhs.org.uk/advice/Profile?pid=596>

Conifers

- [*Chamaecyparis lawsoniana*](#) (Lawsons cypress) M-L (5-6): 'Fletcheri' AGM, greyish-green, feathery, 'Green Hedger' AGM, rich green, 'Stewartii', golden
- × [*Cuprocyparis leylandii*](#) (Leyland cypress) L (6-7): Bright yellowish-green, rather coarse, very rapid in growth, useful as a quick growing tall screen but less satisfactory as a smaller trimmed hedge, must be [planted](#) and [maintained](#) with care. 'Castlewellan', young shoots yellow, less vigorous than the above form, 'Robinson's Gold', young growths bronze-gold

Leyland cypress: pruning

The Leyland cypress (× *Cuprocyparis leylandii*) is widely used as a quick-growing and effective hedge or screen. However, if left un-pruned it can get out of hand and pruning taller hedges can be difficult and expensive. Likewise, excessively-large Leyland cypress hedges can shade gardens and dry the soil, making it difficult to grow other plants nearby.

Suitable for...

This method of pruning is suitable for all cultivars of × *Cuprocyparis leylandii* (Leyland cypress, Leylandii), *Chamaecyparis lawsoniana* (Lawson cypress) and *Cupressus macrocarpa* (Monterey cypress).

When to prune Leyland cypress

Pruning should be carried out between April and the end of August, with up to three cuts during the growing season for Leyland cypress. Before pruning, check for bird nests, as it is an offence under the Wildlife & Countryside Act 1981, to damage or destroy the nest of any wild bird while it is in use or being built.

How to prune Leyland cypress

Formative pruning young hedges

- **Year one:** trim back the overlong sideshoots at the start of the growing season in April. Trim sides lightly in July and tie in the leader to a supporting cane as it grows. This will encourage dense growth
- **Second year:** trim sideshoots again to encourage further dense growth and leave a neat appearance over winter
- **Subsequent years:** continue trimming the sideshoots, but not the top of the tree, until the desired height is reached

- **Once the desired height is reached:** in the following spring, shorten the leading shoots to 15cm (6in) below the required height. The new growth will make up the difference and form a thick top

Established pruning

- Trim the top and sides up to three times in the growing season (between April and the end of August)
- Shape the hedge to an inverted wedge – a flat-topped A-shape. By keeping a wide base, light reaches all parts of the hedge evenly and ensures the base does not become brown and bare

Pruning overgrown hedges

- With its rapid growth, a Leyland cypress hedge can soon become overgrown if not maintained at the desired height
- Healthy plants will usually respond well to **reduction of up to one-third of the height**. This is best carried out in early April as the new growth is about to begin
- Taking too much off the top can result in a bare, flat-topped hedge. Worse still, it may result in the death of older or less vigorous plants
- Where essential to reduce height by more than one third, it is possible (although not recommended) to reduce by one third in the first instance and then, when the plants have recovered, reduce the remaining plant by up to one half
- If reduction in width is required, care needs to be taken not to cut into older leafless growth as **new growth will not appear from bare wood**

High hedges

In recent years, ‘Leylandii’ or Leyland cypress has been highlighted in the papers as a ‘neighbourhood nuisance’. With little or no pruning, it can quickly grow to giant proportions and overshadow gardens. Legislation governing [high hedges](#) now gives people whose gardens are affected by tall hedges the opportunity to resolve the problem without involving lawyers.

The Anti-Social Behaviour Act 2003: Part 8 came into force on 1 June 2005 and gives people whose ‘reasonable’ enjoyment of their property is impaired by the close proximity of high hedges, the chance to alleviate the effects of overbearing living screens.

Problems

To avoid [brown patches](#), hedge trimming should be carried out during the growing season and hedges should not be cut into older, leafless growth. Leyland cypress can cause [skin irritations](#).

Infestations of [cypress aphid](#) can be very damaging, leading to extensive areas of brown.

Extract from NRW flooding map

LOCATION:- Fennant Road

DIRECTION:- From B5605

Survey Duration :- Friday 01/05/2015 - Thursday 08/05/2015

SPEEDS

Time of Day	0-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-70 mph	70-79 mph	85 Percentile	50 Percentile
00:00 - 01:00	0	0	2	5	3	2	0	0	0	0	0	0	34.29	28.50
01:00 - 02:00	0	0	1	4	1	1	0	0	0	0	0	0	33.46	28.07
02:00 - 03:00	0	0	1	3	3	0	0	0	0	0	0	0	33.60	29.13
03:00 - 04:00	0	0	0	1	1	1	0	0	0	0	0	0	36.14	30.36
04:00 - 05:00	0	0	1	1	1	0	0	0	0	0	0	0	34.14	30.08
05:00 - 06:00	0	0	0	3	2	1	0	0	0	0	0	0	34.21	29.13
06:00 - 07:00	0	2	3	8	8	1	0	0	0	0	0	0	33.69	28.89
07:00 - 08:00	0	2	9	17	11	3	0	0	0	0	0	0	33.32	27.86
08:00 - 09:00	0	2	18	34	18	2	0	0	0	0	0	0	32.39	27.38
09:00 - 10:00	0	2	16	30	13	2	0	0	0	0	0	0	31.91	27.11
10:00 - 11:00	0	2	15	32	14	3	0	0	0	0	0	0	32.29	27.32
11:00 - 12:00	0	4	20	41	21	3	0	0	0	0	0	0	32.31	27.30
12:00 - 13:00	1	4	22	48	23	2	0	0	0	0	0	0	32.08	27.28
13:00 - 14:00	1	3	22	41	22	3	0	0	0	0	0	0	32.48	27.34
14:00 - 15:00	0	4	26	51	22	3	0	0	0	0	0	0	31.85	27.08
15:00 - 16:00	0	6	30	70	31	4	1	0	0	0	0	0	32.11	27.30
16:00 - 17:00	1	6	32	68	34	3	1	0	0	0	0	0	32.26	27.32
17:00 - 18:00	0	4	27	72	37	6	1	0	0	0	0	0	32.77	27.80
18:00 - 19:00	1	4	23	51	26	4	1	1	0	0	0	0	32.72	27.53
19:00 - 20:00	0	3	16	40	23	3	0	0	0	0	0	0	32.73	27.77
20:00 - 21:00	0	2	13	28	19	3	0	0	0	0	0	0	33.05	27.86
21:00 - 22:00	0	2	10	22	9	3	1	0	0	0	0	0	32.92	27.34
22:00 - 23:00	0	1	4	15	8	2	1	0	0	0	0	0	33.89	28.20
23:00 - 23:59	0	1	4	8	5	1	0	0	0	0	0	0	33.04	27.56
Total	4	54	315	693	355	56	6	1	0	0	0	0	32.57	27.50

LOCATION:- Fennant Road

DIRECTION:- To B5605

Survey Duration :- Friday 01/05/2015 - Thursday 08/05/2015

SPEEDS

Time of Day	0-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-70 mph	70-79 mph	85 Percentile	50 Percentile
00:00 - 01:00	0	1	1	2	4	0	0	0	0	0	0	0	34.02	30.72
01:00 - 02:00	0	0	1	4	2	1	0	0	0	0	0	0	33.97	28.22
02:00 - 03:00	0	0	1	2	1	1	0	0	0	0	0	0	34.34	27.82
03:00 - 04:00	0	0	1	3	1	1	0	0	0	0	0	0	34.07	27.80
04:00 - 05:00	0	0	1	2	1	1	0	0	0	0	0	0	34.28	27.63
05:00 - 06:00	0	0	2	11	10	2	0	0	0	0	0	0	34.07	29.56
06:00 - 07:00	0	1	6	19	16	3	0	0	0	0	0	0	33.71	29.00
07:00 - 08:00	1	4	13	54	28	5	0	0	0	0	0	0	32.98	28.08
08:00 - 09:00	1	2	27	66	32	4	1	0	0	0	0	0	32.42	27.57
09:00 - 10:00	0	3	21	42	19	3	0	0	0	0	0	0	32.12	27.19
10:00 - 11:00	0	3	21	49	22	3	0	0	0	0	0	0	32.25	27.42
11:00 - 12:00	0	5	22	45	24	3	0	0	0	0	0	0	32.31	27.30
12:00 - 13:00	0	3	20	45	23	3	0	0	0	0	0	0	32.47	27.50
13:00 - 14:00	0	3	17	47	24	4	0	0	0	0	0	0	32.76	27.78
14:00 - 15:00	1	3	19	43	22	3	1	0	0	0	0	0	32.57	27.51
15:00 - 16:00	0	2	29	47	23	4	0	0	0	0	0	0	32.24	27.08
16:00 - 17:00	0	2	16	43	26	4	1	0	0	0	0	0	33.24	28.13
17:00 - 18:00	0	4	16	40	25	3	1	0	0	0	0	0	33.04	27.98
18:00 - 19:00	0	2	18	41	25	3	1	0	0	0	0	0	32.91	27.86
19:00 - 20:00	0	1	10	33	19	4	1	0	0	0	0	0	33.28	28.22
20:00 - 21:00	0	2	6	19	12	2	0	0	0	0	0	0	33.39	28.23
21:00 - 22:00	0	1	6	16	8	2	0	0	0	0	0	0	32.97	27.71
22:00 - 23:00	0	1	2	8	6	2	0	0	0	0	0	0	33.98	28.71
23:00 - 23:59	0	1	1	5	4	1	0	0	0	0	0	0	33.79	28.77
Total	3	44	277	686	377	62	6	0	0	0	0	0	32.85	27.77