

Mr C. A. Richards
Llwyneinion Cottage
Llwyneinion
Rhosllanerchrugog
Wrexham LL14 1TN

Monday, 16 February 2015
Mr Rhys Rugby
The Planning Inspectorate
Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

Dear Sir

Reference: PLANNING APPEAL - APP/H6955/A/14/2228984

**Application for the proposed Erection of Agricultural Building for Egg Production, by Mr I Pick on behalf of
P Molloy**

I wish to state that I strongly object to the proposal for the egg production facility and request the Planning Inspectorate **refuse** the appeal. Following the previous planning applications made in 2013 and in 2014, the application has already been refused for sound planning and environmental concerns.

1. Contrary to Planning Policy EC5: The location of the egg barn will be placed on the crest of a hill, which in turn will allow it to be clearly visible in three directions. The applicant's statement that the building will have natural screening is flawed; the vegetation there lacks maturity and size and therefore allows the building to be clearly visible to all. The visual impact of this development will affect residents to all three adjacent sides, plus will also be clearly visible to traffic along the nearby road and in both directions.
2. Contrary to Planning Policy EC3: The egg barn is located at the furthest extent of the applicant's land, which falls quite some distance away from the curtilage of the existing farm. The size of the proposed egg barn is substantially larger than any of the surrounding buildings, the scale of this building not in keeping with the surroundings.

3. Contrary to Planning Policy GDP1(a): All new developments should, *'ensure that the development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality'* The building proposed is of a construction type that does not blend with the neighbouring buildings, which are predominately residential.
4. Contrary to Planning Policy GDP1(b): The development should *'take account of personal and community safety and security in the design and layout of development and public / private spaces'*
The Planning Inspectorate should also be made aware that there is an issue of site security from the adjacent former railway line which borders the applicant's site. This is a known access point for unauthorised access to the Scottish Power site and adjacent areas. The applicant makes no arrangements to deal with this potential issue.
5. Contrary to Planning Policy GDP1(d): The existing road network is already unacceptably saturated with traffic that exceeds the capabilities of the roads. Whilst the applicant states there will be less than three vehicles per week, in reality, this transforms into groupings of up to twenty articulated lorries when the egg barn is deep-cleaned every fourteen months. The ADAS report states in paragraph 3.3 that it should take no more than four hours to empty the waste matter from the facility, meaning the lorries must be parked ready to remove the waste. The road network does not have the sufficient capacity to handle this many vehicles and in such a short space of time. Given that the deep clean can happen at any time of the year, it also means that this could occur during winter with ice and snow, placing road users and residents at further risk. Please see attachment; photographs showing the impact lorries have on these rural lanes.
6. Contrary to Planning Policy GDP1(f): The egg barn is, to all intents and purposes, a large single storey factory type building. It has plant to manage odour and noise, which when placed in such close proximity to homes, become detrimental to the residential amenity of the area. This type of business could operate just as well in an industrial estate location, and would be better served in just such an environment.

7. The applicant has stated that the current site *'does not generate significant income or employment'* and wishes to create *'additional income and employment'*. The application has stated it will create only two jobs; such a small number of positions does not outweigh the impact of this development, the risks it poses to the community and the adverse effect it would have on the existing residential amenity of the area.
8. In the initial application in 2013, it was stated by the applicant that the access from the existing access was deemed unsafe and therefore unsuitable, and was going to be accessed through Llwyneinion Road. In 2014, the application then stated the existing farm access would be widened instead. This 2014 application was contrary to the 2013 proposal. Following on, the proposed widening of the access in the 2014 application did not take into account the need for suitable visibility splays from the Talwrn Farm access, or the difference in heights of the road or the nature of the blind and narrow bend. To permit articulated lorries to use this access places road users and residents in danger. It should also be noted that the road has a speeding traffic problem, and is even considered too unsafe for the Police and Community Support Officers to operate speed gun checks there.
9. Planning Policy CLF6 states that *'the existing pattern of public rights of way will be protected, maintained and improved and any potential new routes will be identified and safeguarded.'* The applicant's site currently has permissive rights of way over the applicants proposed site, which have yet to be extinguished.
10. Welsh Government Technical Advice Note 6, (livestock units) under paragraph 6.6.3 addresses the minimum distance between agricultural and residential properties should be 400m. Failure to follow this directive would be contrary to Welsh National Planning guidance; this proposed development is only 150m from the nearest residence.
11. The layout on the site plan IP/PM/02 makes no provision for the correct turning circle for a HGV articulated lorry, such as those mentioned in the Design, Access and Planning statement.
12. The development will in all likelihood negatively influence the well-being of the area.

- o The local economy will suffer as rural tourism decreases from increased danger on the roads, and reduced visual amenity.
- o The reduction in people taking to the local countryside for the above reasons will reduce social cohesion of the area.

Therefore, in light of the matters raised in the letter, **I request the refusal of the planning appeal.** Should you wish to discuss the points I have raised in this objection, I would be more than happy to discuss them further if required.

Yours faithfully,

C.A. Richards

Enc:

- Photographic evidence of existing traffic issues faced on the Talwrn Road / Bronwyfya Road area.



HGV has entered the adjacent junction crossing over 2 lanes and also blocked the road, small red car needed to reverse to allow the HGV to move forward.



Note how the car has to mount the kerb in order to avoid colliding with HGV.



HGV using Talwrn Road, note how far over the centre of the road the lorry is.