

The Planning Inspectorate

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(Date received)



COMMENTS ON CASE

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter attached. Comments submitted after the deadline may be considered invalid and returned to sender. Your comments can also be made on-line at

www.planningportal.gov.uk.

This form will be published on the Planning Portal, please do NOT sign it. This is to ensure that all personal data is protected in line with the requirements of the Data Protection Act 1998.

DETAILS OF THE CASE

Case Reference:

Address of site

Postcode
(if known)

SENDER DETAILS

Name

Acting On Behalf Of
(leave blank if writing on
your own behalf)

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?
(Neighbour, Councillor, Owner, Tenant)

What kind of representation are you making?

Talwrn Farm, Talwrn Road, Wrexham

I object to the granting of this appeal for the following reasons:

1. the significant scale and position of the proposed development will adversely impact on an area of special landscape, exacerbated by both its significant size and distance from existing farm buildings;
2. the proposed development would cause an unacceptable rise in odour, noise and HGV traffic movements, adversely affecting existing residential amenity of the area, some dwellings being within 150 m;
3. Surrounding road networks are unsuitable for the increase in heavy goods vehicle traffic and in reality, as opposed to statistical projections, the development would have an adverse impact on road safety.

ROAD SAFETY

Local lanes, extensively used for recreation by walkers, cyclists and horse riders, are unsuitable for use by HGVs, even at the levels alleged in the application. Lanes are in places narrow, tortuous, unlit and without pavements, with speed limits between 30 and 60mph. It can in places, be difficult for cars and lorries to pass and two lorries would be unable to pass along significant stretches.

Given the daily reality on the roads serving the site, relying simply on a statistical analysis is insufficient. There exists a responsibility to take account of highway safety and allowing any further development which would give rise to further HGV activity is unreasonable in the circumstances.

Owing to the high risks on Smithy Lane posed by HGV use, proposals were made attempting to mitigate recognised risks in a planning report prepared for a previous and related unsuccessful application at the site. These were:

- (1) a transport management plan incorporated into contractual relations between applicant and contractor, which would be unenforceable by the council, by affected third parties and potentially by the applicant, even if he were minded to do so;
- (2) reducing the size of HGVs causing a commensurate increase in vehicular movements;
- (3) HGV drivers discovering known risks for themselves and hopefully subsequently choosing relatively less dangerous routes.

It is clear from these proposals that there are no realistic or satisfactory means of mitigating very obvious risks posed by increased HGV use on local roads. Accordingly, council officers have avoided either repeating the above proposals or outlining any new proposals when supporting the current application.

Flooding has recently become an increasing and significant problem on Talwrn Road. Natural Resources Wales accept that the proposed development would cause increased run off. This will serve to exacerbate the flooding dangers. I understand that

there are also questions as to the accuracy of claims made on behalf of the applicant, as to the proximity of any development to a watercourse.

VEHICULAR ACCESS onto TALWRN ROAD

Changes made to the access do not outweigh its dangers, making it unsuitable for HGV use. The problems are plain to local road users. To what extent it falls short of objective standards has surprisingly, not been identified on the face of current reports. Such an omission falls below standards of expected competence.

A mature tree and hedgerow have already been removed by the applicant to improve the still substandard access, seemingly without regard to their ecological sensitivity as identified in his own report.

I am aware that community police have declined to carry out speed checks in the vicinity, because of the dangers posed to their officers.

In addition, the character of the new access differs fundamentally from the one originally proposed on Llwyninion Road, which was “designed to serve a large operational area” and is the long standing base for a “fleet of operational vehicles” (see 2013 report for application P/2013/0283). In that report Janet Sutherberry conceded that there would be disruption to the amenity of neighbours during clean out because of the number of vehicles accessing the site. This disruption and danger can only be exacerbated by the proposed new access.

SUMMARY

Any notion of farm diversification, if accepted, remains disproportionate to its negative impact on the environment and the community.