

out prior to the first use of the railway line and maintained thereafter. (Reason: In the interests of pedestrian safety).

PAGES 24 – 39 BRO P/2011/0670

Land East of junction of Tanyfron Road / Southsea Road, Wrexham

AGAINST: *Mr F Derbyshire (Representing Neighbours)*

FOR: *Mr R Bennett (Representing Applicant)*

Consultations

Local Member (S Meyer): A response was received on 23.10.2011. Two concerns raised. The access is located on inside of a bend which also has a slight crest, and it is believed that this will pose a risk for the entrance / exit of the site. The site lies outside of the development boundary.

Highways: On the basis of the reduced site area and scale of development as shown on the amended plans, splays of 2.4m x 65m (north) and 2.4m x 59m (south) to the centreline of highway are satisfactory. If the hedges are to be retained, it is possible with some trimming back to achieve visibility splays of 2.4m x 120m (north) and 2.4m x 42m (south) to centreline of road. The splay southwards is below recommendations but based upon the previous use of the site (before the site was occupied) some traffic would have been generated, and this must be taken account of.

Representations

11 further letters (including one from Glan yr Afon Tenants and Residents Association and Southsea Action Committee) have been received, raising a number of similar comments to those in the report (relating to green barrier, flood risk, impact on public footpath, highway safety, noise, visual impact, vacant pitches at Ruthin Road, impact on character of area, and brownfield issues), but also including the following:

- Building materials have been delivered, and used on site.
- Intrusion of privacy. The deciduous hedge (in wintertime) does not form a screen.
- Concrete hard standing and other hard surfaced areas will not be able to soakaway, and these areas may be drained into public sewers.
- The site is part of a Community First Area, and the use may lower the areas' rating with regard to the Indices of Multiple Deprivation in Wales, which will mean there is less funding for grant money.
- The statement mentions "Traveller sites...incorporating space for touring caravans, vehicles and visiting relatives" and this statement is too open-ended, and could include the possibility for more caravans.
- Tri Plan is a small business unit surrounded by a few residential properties, and it cannot be regarded as a factory premises as mentioned on the submitted DAS.
- What will happen with the septic tank if this is no longer used? This was illegally installed by a previous occupant.
- The proposal will set a precedent for further green barrier sites to be used for this purpose.
- The site will not be used as a single family site.
- The site includes an extra caravan which is not the norm.
- It is unclear whether the public drains are deep enough to be able to allow the site to drain into them.
- There is a water course along the side and adjacent to the northern boundary fence which is not recorded. The water goes underground (into a culvert) which emerges near Southsea Church.

- The provision of a business use at the site contradicts the applicant's vision, to provide a family home that is attractive, functional and safe for residents.
- The site is enclosed to three sides by a curve, and this produce a parabola (conical shape) which could cause sound waves to be to be focused and projected towards the open side – to increase sound from the site.
- The site should be visited before any decision is made.
- The site has only been used as a grazing field.
- Visitor caravan will not be on plinths, and these will become extra pitches.
- Permanent accommodation should not be permissible on green barrier land.
- *The proposal is contrary to UDP policies H5 and H9. Policy H9 does not automatically over-ride all other planning considerations. The applicant could be accommodated within an existing settlement area but would prefer not to be. Therefore the case for the use is not exceptional, and policy H9 does not apply. The proposal does not protect the purpose of the green barrier, and the use encroaches the countryside.*
- *Policy GDP1 is not met. The use will not make a positive contribution because it must be screened contrary to GDP1a), and there is no evidence to suggest that the previous agricultural use generated similar traffic movements, and therefore the use will be contrary to GDP1d). Prior to the unauthorized occupation of the site, traffic was limited to one van a day delivering feed to the ponies. The gated access onto the Southsea - Lodge road has only been used once a day for 6 months or so per year. Traffic use will not be comparable between the two uses, and road safety issues should not be dismissed.*
- *The proposal is contrary to Policy GDP1i) because the ponies have been confined to the upper field, and the land is now denuded of turf and starting to suffer soil erosion.*
- *The use will make it difficult for anyone trying to sell their properties.*

Applicant's Submission

A further amended plan has been received – see below.

The implications of using an existing field for grazing purposes is not a material consideration for this application, and therefore any soil erosion for this area is not an issue for the current application.

The issue of Community First status is not a material consideration for this planning application.

In order to control the size of the caravans (including a chalet) on site, it will be useful for condition 2 to be reworded. This ensures that the heights of the caravans are controlled to be less than 3.05m high, and that helps control the visual impact of the use.

Recommendation

Amend condition 2 to read:

The residential use hereby permitted shall be restricted to one family pitch only, and the use shall be restricted to the stationing of no more than 3 caravans as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (of which no more than one shall be a static caravan or mobile home) shall be stationed on the site at any time.

Reason: Unchanged.

Amend condition 3 to read:

No caravans which are subject to this permission shall be stationed on the land other than within the areas shown cross hatched black on drawing no. 0:1755/A/C [Rev B Jan 12].

Reason: Unchanged

Amend wording of conditions 8, 12 and 14 to replace wording of "Rev A" with "[Rev B Jan 12]"

Amend condition 13 to read:

Within 3 months of the date of this permission, all existing lapboard fences within the site, including those within the blue edged areas shall be stained dark brown.

Reason: Unchanged

Add condition 17

17. No land drainage run-off or surface water shall be permitted to discharge or connect to the public sewerage system, either directly or indirectly, and foul and surface water shall be drained separately from the site.

Reason: To protect the integrity of the public sewerage system and prevent hydraulic overloading of the public sewerage system. (To protect the health and safety of existing residents and to ensure no detriment to the environment).

Add condition 18

18. The new post and rail fencing and field gate to be erected along the eastern edge of the site as shown on the approved drawing no. 0:175/A/C [Rev B Jan 12], shall not exceed 1m in height, and those fences/gates shall be fully erected within 3 months of the date of this permission, and shall thereafter be permanently retained. (Reason: To ensure that the proposed use is limited to the defined fenced areas, and to minimise potential impacts on the green barrier).

Add condition 19

19. The grassed areas as shown as part of the application within the red and blue edged areas on the approved drawing no. 0:175/A/C [Rev B Jan 12] shall be fully implemented

within 3 months of the date of this permission, and any seeding shall take place within the first planting season (April to September) following the date of the permission.
(Reason: To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area).

Add condition 20

20. The fence as shown on the approved drawing no. 0:175/A/C [Rev B Jan 12] to be located along the northern edge of the access road linking between the back edge of the highway to the eastern boundary shall be erected within 3 months of the date of this permission, and this fence shall be permanently retained in accordance with a specification to be agreed in writing with the Local Planning Authority.

(Reason: To ensure that this area is not used for the parking of vehicles, to minimise potential impacts on the green barrier).

PAGES 53 – 58 WRA P/2011/0749

12 Ffordd Dyfed, Wrexham

AGAINST: *Mrs P Taylor (Neighbour)*

PAGES 72 – 76 HOL P/2011/0849

Cornish Farm, Francis Lane, Holt, Wrexham

AGAINST: *Mrs D Abell (Neighbour)*

FOR: *Mr Leslie Smith (Agent)*

Consultations

Highways: The revised layout plan appears adequate. The visibility now available from the access (59 metres to the south-west and 100 metres to the north-east) appears to be adequate based on the speed survey (85th percentile speed of 34mph). However, without the submission of a valid calibration certificate for the speed gun, the results of the survey cannot be accepted.

Representations

Additional responses received from two objectors to revised information:

Now that a full understanding of the application has been reached, the facts demonstrate that there is a lack of "feasible" parking and traffic management on site, the access visibility is inadequate and the increased traffic generated by the 2 businesses will overwhelm existing traffic levels on Francis Lane and will be far in excess of any reduction happening when the bypass is completed in August (weather permitting).

Further cutting back of the hedge is not required by the previous planning permission for the barn conversion.

The provision of additional parking spaces implies more traffic on an unsuitable lane.

Applicant's Submission

A traffic report has been supplied, together with a large scale plan of the car park and a revised site boundary.

The agent has also made the following points:

The plans have been amended to include the parking areas within the application. The present lawful use of the office is undetermined.