MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0525	**Your Ref:**	P/2025/0525
Date:	02/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ESTYNIAD I'R MAES PARCIO PRESENNOL, GOSOD SIOP FFERM O FEWN CYNHWYSYDD LLONGAU WEDI'I ADDASU, ARDAL EISTEDD AWYR AGORED A PHLANNU A THIRLUNIO / EXTENSION TO EXISTING CAR PARK, INSTALLATION OF A FARM SHOP WITHIN A CONVERTED SHIPPING CONTAINER, OUTDOOR SEATING AREA AND PLANTING AND LANDSCAPING

LOCATION: LAND AT, ROSSETT ROAD, COMMONWOOD, HOLT, WREXHAM, LL12 0BN

I refer to your consultation / email dated 10/07/2025 in respect of the above.

General

The proposed development comprises the installation of a farm shop including outdoor seating area. The site recently obtained planning consent (ref:P/2024/1167) to construct a small car park to serve a dog walking track / educational trail accessed off the B5102 Rossett Road.

It is not clear as to the precise use of the farm shop as it would appear to simply comprise vending machines and outdoor seating areas rather than selling fruit and vegetables and other typical farm shop produce. It appears to be an ancillary facility for the dog walking facility for refreshments. **The LHA recommend the applicant clarifies this detail.**

Access

The proposed development site is accessed off the B5102 Rossett Road which is a classified road subject to a 60mph speed limit.

I understand that a speed survey was carried out as part of the previous application (ref: P/2024/1167) which determined 85th percentile speeds of approximately 52.5mph. It was previously accepted / conditioned that splays of 2.4 x 215m would be provided in the southerly direction and 2.4 x 160m in the northerly direction measured to the nearside edge. Visibility at the proposed access provides the above splays.

The proposed access is currently approximately 11m wide reducing to 4.1m wide at a distance of 6.2m behind the adjoining highway. The access is surfaced with loose bound materials and is gated at 6.3m behind the adjoining carriageway.

Given that the proposed access will be for shared use by the existing dog walking facility, proposed farm shop, delivery vehicles (size unknown) and existing agricultural vehicles, the LHA would recommend that a wider access is provided to facilitate the simultaneous two way passage of such vehicles.

The LHA recommend the applicant provides details (including swept path details) of the size/type/ length of vehicles likely to visit the site and indicates how such vehicles will pass each other simultaneously into and out of the access and how/where such vehicles will enter, turn, park and exit the site should all parking spaces be occupied.

The maximum size of vehicle permitted at the site could be limited if necessary by a service delivery management plan (SDMP).

If the application is supported, the LHA recommend that any proposed improved / widened access includes the following:-

- Hard bound surfacing for a minimum distance of 10m behind the highway boundary.

- No gates erected within 10m of the highway boundary (preferably no gates).

- Access widened to a width appropriate to accommodate the simultaneous passage of the largest vehicle anticipated on site and a large car. This will require widening the access over the existing culverted drainage ditch. Details of such widening including construction details of access and extended culvert will need to be provided. Any such work could be carried out under a s.184 consent (with detailed plans).

- Details of how any private surface water run-off from the site will be prevented from flowing onto the adjoining highway.

The LHA recommends the applicant indicates the above improvements / details on a revised layout plan.

Traffic Generation, Parking & Turning Provision

The previous information submitted as part of planning application ref: P/2024/1167 indicated that no more than 15 vehicles are present during opening hours with 5-6 vehicles being the average car park demand. 26 car parking spaces were proposed which were considered adequate to accommodate these demands, however, at times bale storage will be in place reducing the available parking, but it was still considered that there will be adequate parking provision made and that any instances of parking demand are unlikely to cause overspill onto Rossett Road.

The submitted layout plan (Dwg. No. 140525-002-P5) now indicates 23 parking spaces (not 26 indicated above) for the dog walking facility which have been marked out with wooden posts on site.

<u>Proposed Farm Shop</u>

Based on Class A1 Use, the proposed farm shop (37m^2 gfa) would require a maximum of 3 parking spaces. The parking area for the proposed farm shop indicates 29 spaces on plan. However, there would appear to be 31 spaces marked out on site. At least one of these spaces is likely to impede access for agricultural vehicles into the fields at the rear of the shop car park and will need to be

deleted (net number of spaces reduced to 30). **This detail will need to be indicated on a revised layout plan.**

Given the limited size of the proposed farm shop, the proposed level of parking provision is considered adequate.

Cycle Parking / Shelters

Adequate cycle parking including shelter will be required in accordance with LPGN 16 / Active Travel Guidance. The LHA recommends the applicant liaises with or Active Travel Section on this detail.

The LHA have provided our Active Travel Section with the application details and any forthcoming comments will be forwarded when available.

Sustainability

The proposed development is located in a rural, remote location and may be considered to be unsustainable as discussed in TAN 18 - Section 3. The majority of visitors / customers visiting the site are likely to arrive by car as alternative modes of travel are not available / practical.

Internal Dog Walking Paths / Public Rights of Way

The LHA understands that an officer from the Public Rights of Way Section has visited the site and was satisfied that the previous development (ref; P/2024/1167) would not affect the public rights of way network crossing the farm. **The LHA assume that the Public Rights of Way officer has also been consulted on the latest application.**

Passing Bays along Lower Park Lane

Lower Park Lane is a narrow, rural, classified road subject to a 60mph speed limit. This lane is typically less than 4.1m wide and cannot easily accommodate the simultaneous passage of vehicles which often results in vehicles having to encroach on the grassed highway verge.

Lower Park Lane experiences a significant number of vehicle movements some associated with Lower Park Farm which are typically large tractor / trailers.

Two passing bays have recently been constructed along Lower Park Lane located west and east of Lower Park Farm. Although these passing bays are of benefit to the flow of traffic along the lane, they have been constructed without a Section 278 agreement / approval of the Highway Authority. These passing bays have been surfaced with loose bound materials which does not comply with WCBC's adoptable standards.

No construction details have been submitted for approval to form the new passing bays. Should the LPA be minded to grant this application the passing bays would either need to be removed and the verges reinstated to their previous condition or the passing places would need to be resurfaced and constructed to WCBC's adoptable standards and secured via a Section 278 agreement and any signing located within the passing place would need to be designed to comply with the Traffic Signs Regulations And General Directions (TSRGD).

If the LPA is minded to grant the application, the LHA would recommend a condition requiring the submission of a s.278 application.

Conclusion

In conclusion, the LHA request the following additional information:-

- **General**
  It is not clear as to the precise use of the farm shop as it would appear to simply comprise vending machines and outdoor seating areas rather than selling fruit and vegetables and other typical farm shop produce. It appears to be an ancillary facility for the dog walking facility for refreshments. **The LHA recommend the applicant clarifies this detail.**

- **Access**
  Given that the proposed access will be for shared use by the existing dog walking facility, proposed farm shop, delivery vehicles (size unknown) and existing agricultural vehicles, the LHA would recommend that a wider access is provided to facilitate the simultaneous two way passage of such vehicles.

  The LHA recommend the applicant provides details (including swept path details) of the size/type/ length of vehicles likely to visit the site and indicates how such vehicles will pass each other simultaneously into and out of the access and how/where such vehicles will enter, turn, park and exit the site should all parking spaces be occupied.

- **Access**
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  - Details of how any private surface water run-off from the site will be prevented from flowing onto the adjoining highway.

  The LHA recommends the applicant indicates the above improvements / details on a revised layout plan.

- **Traffic Generation, Parking & Turning Provision**

  The parking area for the proposed farm shop indicates 29 spaces on plan. However, there would appear to be 31 spaces marked out on site. At least one of these spaces is likely to impede access for agricultural vehicles into the fields at the rear of the shop car park and will need to be deleted (net number of spaces reduced to 30). **This detail will need to be indicated on a revised layout plan.**

- **<u>Cycle Parking / Shelters</u>**

  Adequate cycle parking including shelter will be required in accordance with LPGN 16 / Active Travel Guidance. The LHA recommends the applicant liaises with or Active Travel Section on this detail.

The LHA have provided our Active Travel Section with the application details and any forthcoming comments will be forwarded when available.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.