

acorus

Retention of No.2 shipping containers and & regrading of land to form an agricultural track & onsite maneuvering area

PREPARED FOR

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CONTENTS

		PAGE
1.	INTRODUCTION	1
2.	DESCRIPTION OF SITE	1
3.	PLANNING APPLICATION	8
4.	PLANNING HISTORY	12
5.	BUSINESS PLAN OVERVIEW	12
6.	PLANNING POLICY	14
7.	POLICY ASSESSMENT	15
8.	CONCLUSION	22

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1. INTRODUCTION

1.1 (the Applicants) has instructed Acorus Rural Property Services Limited to submit a retrospective planning application for the retention of the regrading of land to create a track and manoeuvring area suitable for access and onsite turning of agricultural vehicles and the temporary siting of No.2 shipping containers for three years on land adjacent to Farm Lane, Tanyfron Road, Wrexham, LL11 5SF.

2. DESCRIPTION OF THE SITE

2.1 The land owned by the Applicant lies to the northwest of Wrexham and to the southern fringes of Tanyfron. It is accessed from the southern side of Farm Lane. On the opposite side of Farm lane at this point is the dwelling know as Mayville, see Figure 1 below.

2.2 The land itself extends in total to an area of 1.7 hectares.



Figure 1, Plan showing location of Applicant's land in wider context (ProMap, 2025)

2.3 The land is agricultural land is irregular in shape.

2.4 There is a significant ground level change from the access at Farm Lane downwards to the southern boundary of the land where the land meets the river Gwenfro.

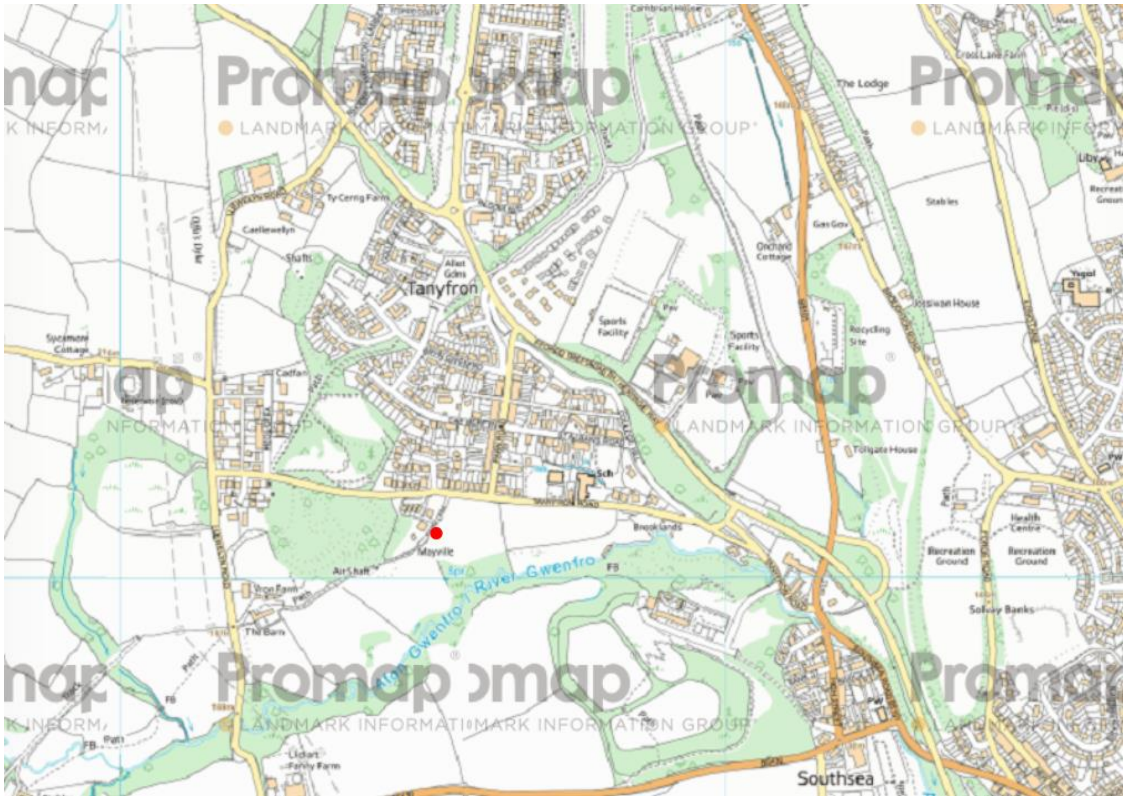


Figure 2(a), Map showing location of the land

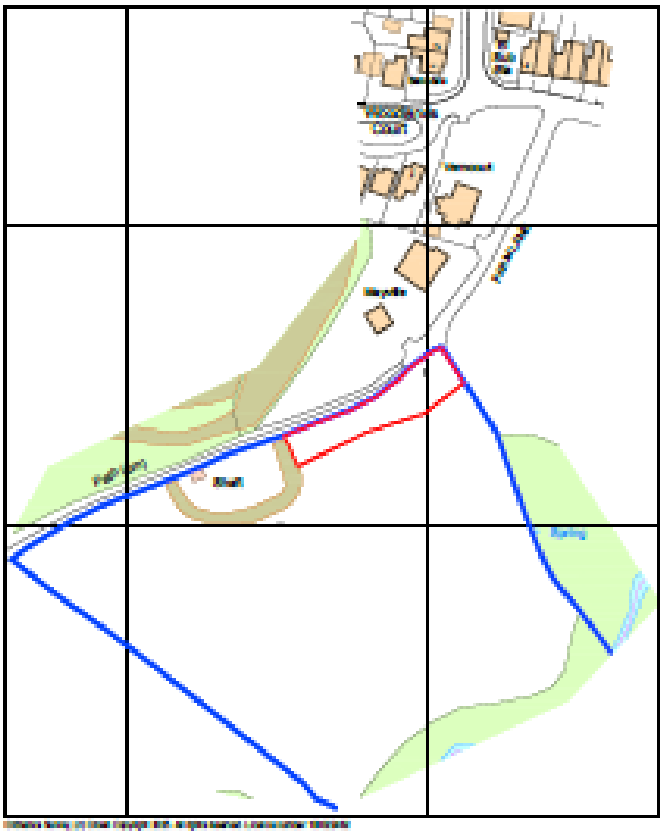


Figure 2(b), Map showing location of the land

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2.5 The land is accessed from the northern boundary of the land. The access, created by the Applicant is sufficiently wide for tractors and trailers to access the land.

2.6 A stoned track has been created that leads down onto the field with a stoned, levelled area provided to allow for parking and manoeuvring on site to enable all vehicles to leave the site in a forward gear.



Figure 3(a), Access onto site



Figure 3(b), Photo looking towards access within site

2.7 The site is not within a Conservation Area.

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2.8 There no Listed Buildings or ancient scheduled monuments either onsite or in proximity to the site, Figure 4 below provides a plan showing the most proximate Listed Buildings. The proposal site is identified with a red star.

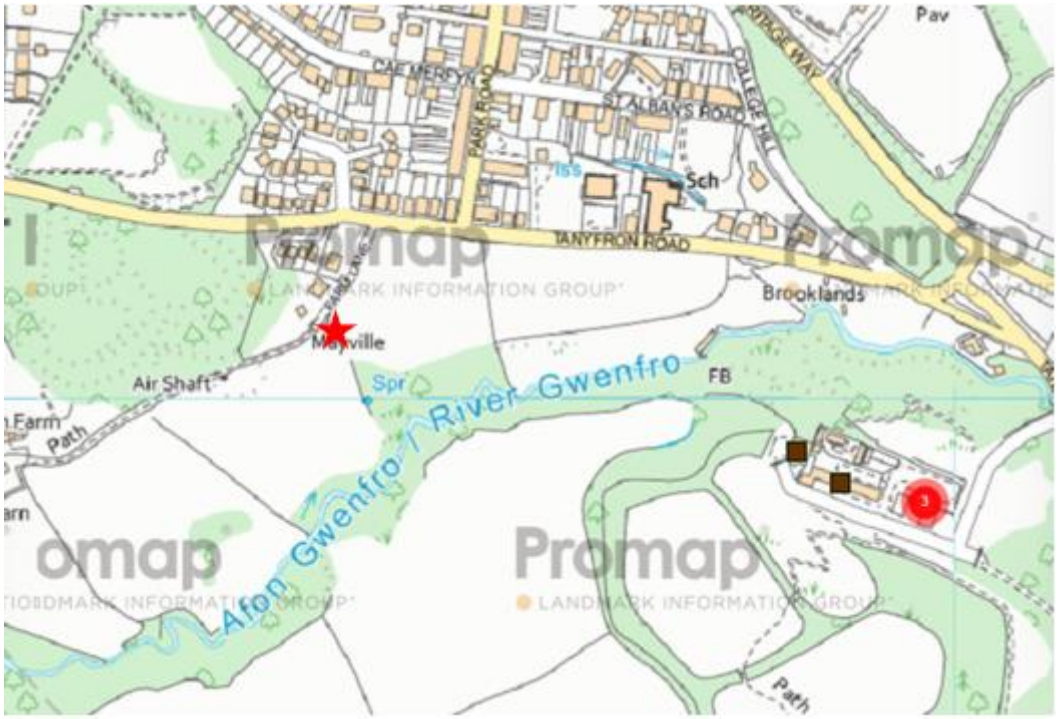


Figure 4, Plan showing nearest Listed Buildings to the site (ProMap, 2025)

2.9 The nearest listed building to the site is the Grade II listed Former Plas Power Colliery Power House which is located 367m southeast. Slightly more at a distance is the Former Plas Power Colliery Workshops, also Grade II listed.

2.10 Offa'S Dyke: Vron Farm Section, a scheduled ancient monument is located approximately 337m east of land subject to this application, see Figure 5 below.

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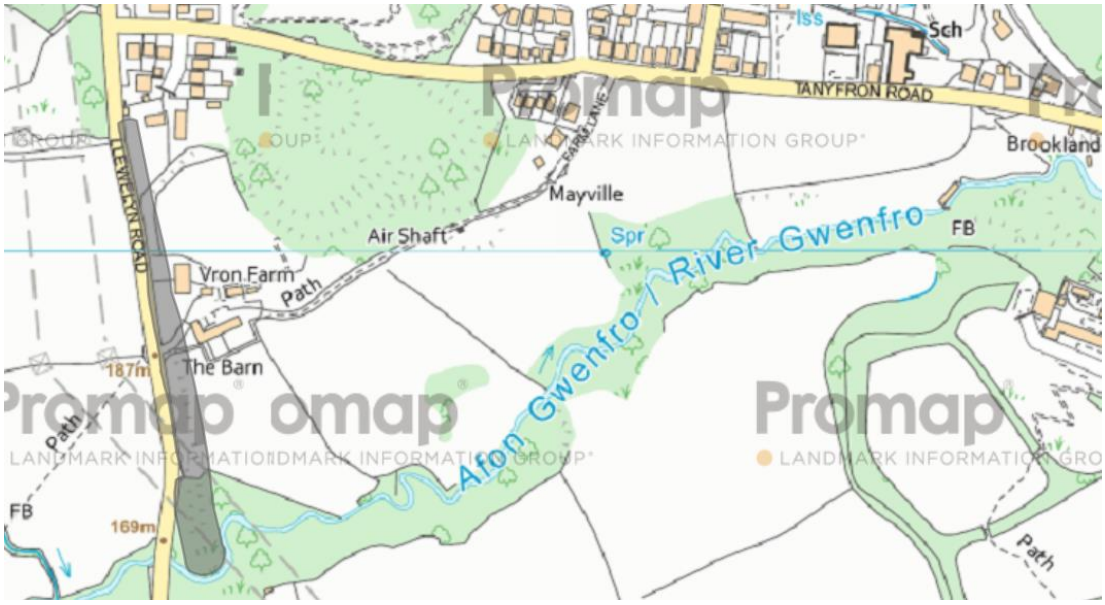


Figure 5, Plan showing location of Offa's Dyke (ProMap, 2025)

2.11 The site lies outwith an area of broadleaved woodland and new trees woodland, as Figure 6 below indicates.



Figure 6, Broadleaved woodland and new trees woodland (Magic Maps May 2025)

2.12 The flood risk map, produced by the Environment Agency, indicates that the site is at a low risk from flooding, with the exception of the southern most part of the site which is adjacent to the River. The location of the containers and track is in the low risk area. This means that in any year the site has a less than 0.1% chance of flooding from rivers and seas.

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Figure 7, Flood Risk Map of site (Environment Agency, August 2025)

2.13 In terms of flooding from rivers and the sea, the site is situated in an area of “very low” risk, again with the exception of the southern area of the land.

2.14 Similarly, the risk of groundwater and reservoir flooding is considered to be unlikely in this area.

2.15 Footpath BRYMBO 53 runs adjacent to the northern boundary of the site, see Figure 8(a) and (b) below. The footpath connects from Tanyfron Road to Llewellyn Road.

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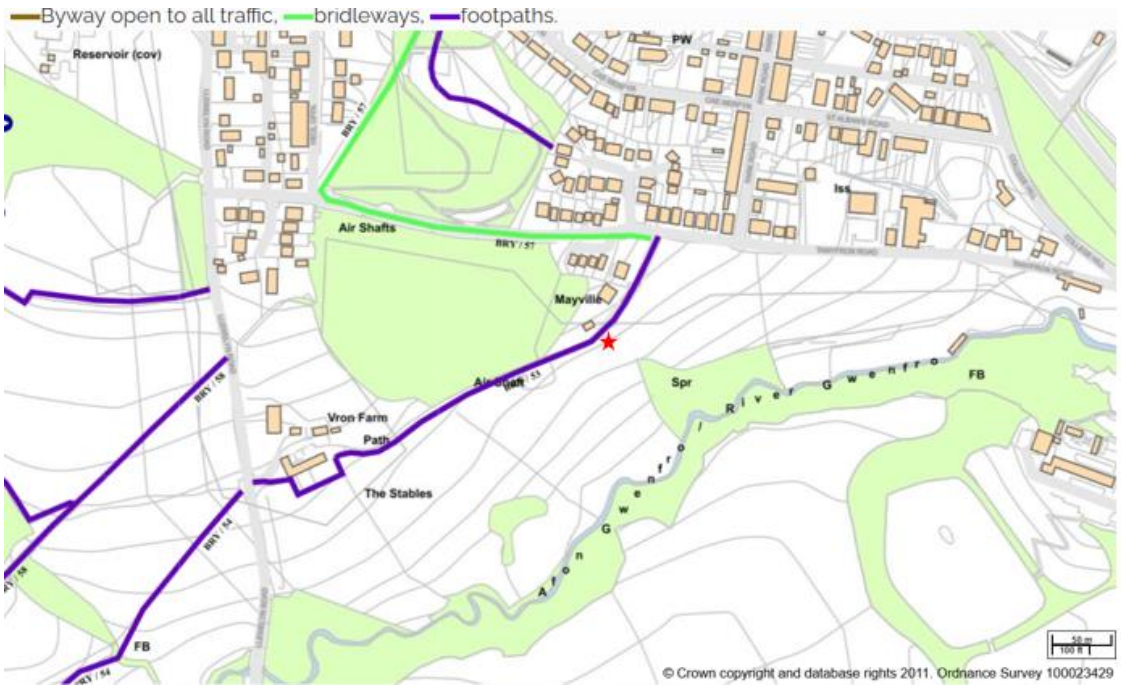


Figure 8(a), Map showing public rights of ways (September 2nd 2025, Wrexham County Borough Council Public Rights of Way Definitive Map)



Figure 8(b), Map showing Footpath BRYMBO 53 in relation to the application site (September 2nd 2025, Wrexham County Borough Council Public Rights of Way Definitive Map)

2.16 Figure 8(c) below provides a photo showing the relationship between the Footpath and the application site. It also shows the adjacent parking associated with the dwelling opposite, Mayville.

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Figure 8(c), Photo demonstrating location of footpath in relation to the application site (Acorus Rural Property Services Ltd, July 2025).

3. PLANNING APPLICATION

3.1 This is a retrospective planning application to regularize the siting of No.2 shipping containers on the agricultural land and the regrading on land sufficient to enable access onto the land by tractor and trailer.

3.2 The below sets out separately a description and explanation of the work undertaken above.

Siting of No.2 Shipping Containers

3.3 Two identical shipping containers have been sited on the agricultural land. They are located to the northern boundary of the site a ground level significantly below that of the footpath which runs adjacent to the Applicant's land to the north.

3.4 The shipping containers measure 6m(L) x 2.45m(W) x 2.6m (H). They both have an evergreen painted finish, see Figures 9(a) and 9(b) below.

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Figure 9(a), Photo looking northeast to the shipping containers (Acorus Rural Property Services Ltd, 2025)



Figure 9(b), Photo looking southwest to the shipping containers (Acorus Rural Property Services Ltd, 2025)

3.5 The shipping containers are not attached or fixed to the land in any way.

3.6 The containers have been brought onto the land for the purposes of storing equipment, machinery and tools associated with the maintenance and improvement of the land for agricultural purposes. The containers provide secure and dry storage for tools given that does not live on or in proximity to the land.

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Access Track and Manoeuvring Area

3.7 The access track starts at the access point and runs southwest for approximately 37.1m and is 5m wide.

3.8 The manoeuvring and parking area is located south of the access at lower ground level and has a width of approximately 10.8m to the east and 9.3m to the west.

3.9 The track terminates at a metal field gate, through which the two shipping containers are situated, see Figure 10(a) and 10(b) below



Figure 10(a), Photo of track and manoeuvring/parking area taken from access (Acorus Rural Property Services Ltd, 2025)



Figure 10(b), Photo of track and manoeuvring/parking area taken from metal field gate (Acorus Rural Property Services Ltd, 2025)

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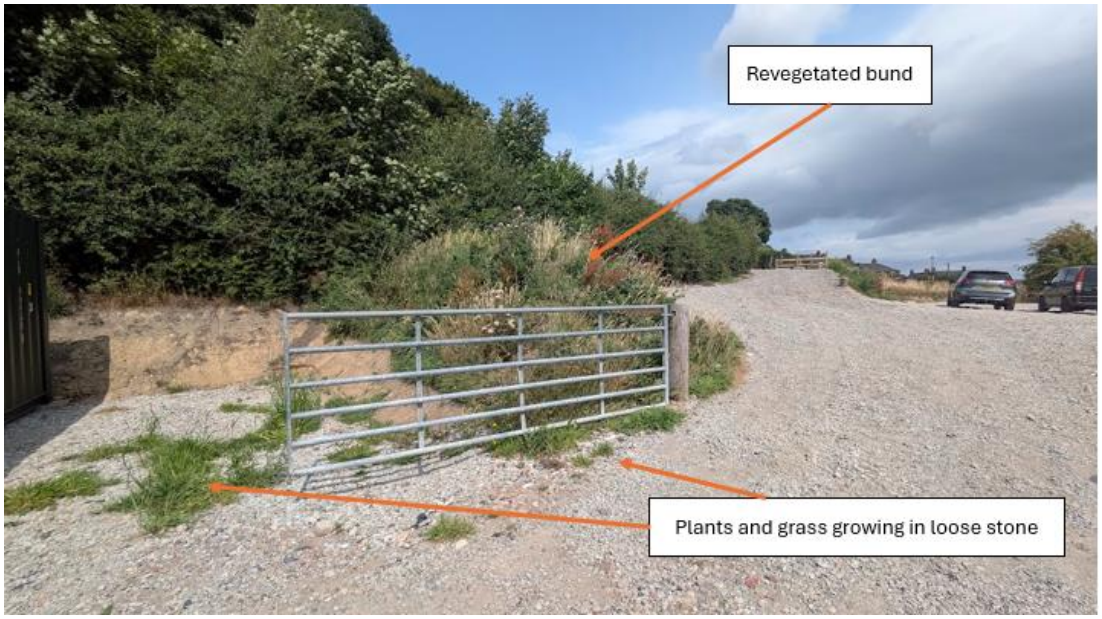


Figure 10(c), Photo of track and manoeuvring/parking area taken beside the shipping container (Acorus Rural Property Services Ltd, 2025)

3.10 Loose stone material has been laid for the track to provide traction for heavier vehicles, whilst retaining a permeable surface. The intention of the Applicant is to allow this to become grassed over and to allow plants to grow within the track. This is already happening in some places, as can be seen in Figure 9(c) above.

3.11 Material scraped from the field surface during the regrading of the land for the track and manoeuvring area has been used in the creation of:

(i) a soil bund - between the track and the ground level upon which the containers are sited, see Figure 10(c) above; and

(ii) an earth bank which separates the southeast side of the access track from the manoeuvring/parking area, see Figure 10(a) above.

3.12 A surface of hard core has also been laid under and around the No.2 shipping containers to enable equipment and tools to be moved in and out as necessary conveniently and safely.

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4. PLANNING HISTORY

4.1 This application is retrospective and seeks to retain No.2 shipping containers on the agricultural land for purposes associated with agricultural (and horticultural) activities intended by the Applicant to be undertaken on the site.

4.2 A description of the Applicant's intentions to utilize the agricultural land as hobby farm is provided under Section 6 below.

4.3 The public access Planning Register of the Council does not appear to provide any planning history associated with the site.

4.4 Notwithstanding this, the Local Planning Authority (LPA) have undertaken a site inspection and met the Applicant on site to discuss aspects of works considered to require planning permission, reference ENF/2025/0091. In response to this, the Applicant, through their Agent, sought clarification in relation to the scope of matters considered to constitute development requiring consent.

4.5 On June 20th, 2025 an email from Planning Enforcement Officer, Mr Gary Evans, advised that the siting of the No.2 containers and the access track and manoeuvring area required planning permission and a retrospective planning applications was invited for submission.

4.6 This Planning Statement, alongside the other supporting plans, drawings, documents and the planning application form itself, seek to respond to this and regularize the works undertaken.

5. BUSINESS PLAN OVERVIEW

5.1 The Applicant purchased the land in December 2024. The land was part of a much larger block of land which was sold off by the vendor who was retiring from farming with no descendants interested in retaining the agricultural enterprise.

5.2 Consequently, the ownership of this parcel of land, as with the ownership of the adjacent agricultural land, is a result of fragmentation and severance of a larger farm holding. This is an increasingly familiar situation in the farming sector across Wales and England.

5.3 The Applicant does not intend to operate a profitable farming enterprise. Rather, Mr Harper's intention is to create a small holding on the land. This will be for his personal enjoyment, not

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for commercial gain. Mr Harper works as a mechanic and purchased the land for its health and well being benefits.

5.4 Since 2008 Mr Harper has spent his spare time contributing to the farming activities at the Old Hall Farm and Bank Farm. This has been entirely unpaid with Mr Harper valuing the health and mental well being benefits connected to looking after animals and working on machinery in a rural, quiet environment.

5.5 Mr Harper has been preparing the land for the introduction of approximately No2 Tamworth pigs and No.10 store lambs.

Pigs

5.6 The pigs will be kept on the woodland to the south and closest to the river. Woodland is an ideal environment for pigs as it provides food, shelter and, where there is a water source, a natural habitat for wallowing and drinking. Pigs also provide conservation benefits to this environment including breaking up dense vegetation and creating bare ground for new plants to grow. Anderson (2017) explains that woodland pigs can "improve the biodiversity of woodland where a few species have come to dominate or they can help eradicate invasive species. Most importantly they can do this without the environmentally damaging effects of heavy machinery and chemicals" (Pigs for conservation work in woodland).

5.7 A pig pen on skids will provide shelter for the pigs and will be moved around the bottom area of the field and woodland.

Sheep

5.8 Sheep will be introduced to the site for conservation grazing. They will help to maintain the grassland, disperse seeds and promote biodiversity within the site.

5.9 A small wooden field shelter will be brought onto the land for the purposes of dry shelter and protection for the sheep. The shelter will have a tow eye for easy moving around the field enabling the land to be appropriately grazed for conservation.

Vegetable Growing

5.10 The far end at the top of the field (northwestern corner) has been identified by Mr Harper as most suitable for the growing of vegetables. MORE?

5.11 At present Mr Harper has grown pumpkins and courgettes on the land and has had significant success, see Figure 11(a)-(d) below.



Figure 11(a), Pumpkins grown on Applicant's land (Mr Harper, August 2025)







Figure 11(b)-(d), Vegetables grown on Applicant's land (Mr Harper, August 2025)

6. PLANNING POLICY

6.1 The National Planning Policy Framework (NPPF) (December 2024) establishes as the purpose of the planning system to be the contribution to the achievement of sustainable development (paragraph 7). The three overarching and interdependent objectives securing sustainable development are the economic, social and environmental objectives, taking into account local circumstances and reflective of the character, needs and opportunities of each area (paragraph 9), Paragraph 10 emphasises a presumption in favour of sustainable development.

6.2 At the time of writing, the development plan for Wrexham comprises of Future Wales: The National Plan 2040 and the Wrexham Unitary Development Plan 1996-2011 in order of legal hierarchy. This follows on from the Order by the High Court of Justice (May 19, 2025) which quashes Wrexham Council's decision to adopt the Local development Plan. Accordingly, the LDP is no longer part of the development plan for Wrexham. Policies in the Plan which are most relevant for this application are:

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PS2 The Broad location of Development

PS11 Biodiversity

GDP1 Development Objectives

EC1 Green Barriers

EC2 Development of agricultural Land

EC3 Construction of new agricultural buildings

EC13 Development and the Water Environment.

6.3 Technical Advice Note (TAN6) (Planning for Sustainable Rural Communities) provides practical guidance on the role of the planning system in supporting the delivery of sustainable rural communities. Paragraph 2.2.1 states that [a] key question for the planning authority, when identifying sites in the development plan or determining planning applications, is whether the proposed development enhances or decreases the sustainability of the community.

7. POLICY ASSESSMENT

7.1 This section considers the ways in which the proposal seeks to comply and reflect the priorities and requirements of relevant planning policy contained at both national and local level, as listed in Section 7 above.

7.2 Policy PS1 expects new development for housing, employment and community services to be directed to within defined settlement limits. The structures to which this retrospective application relates are associated agricultural and are located outwith the settlement limits. Figure 12 below reproduces the Policies map accompanying the Plan.

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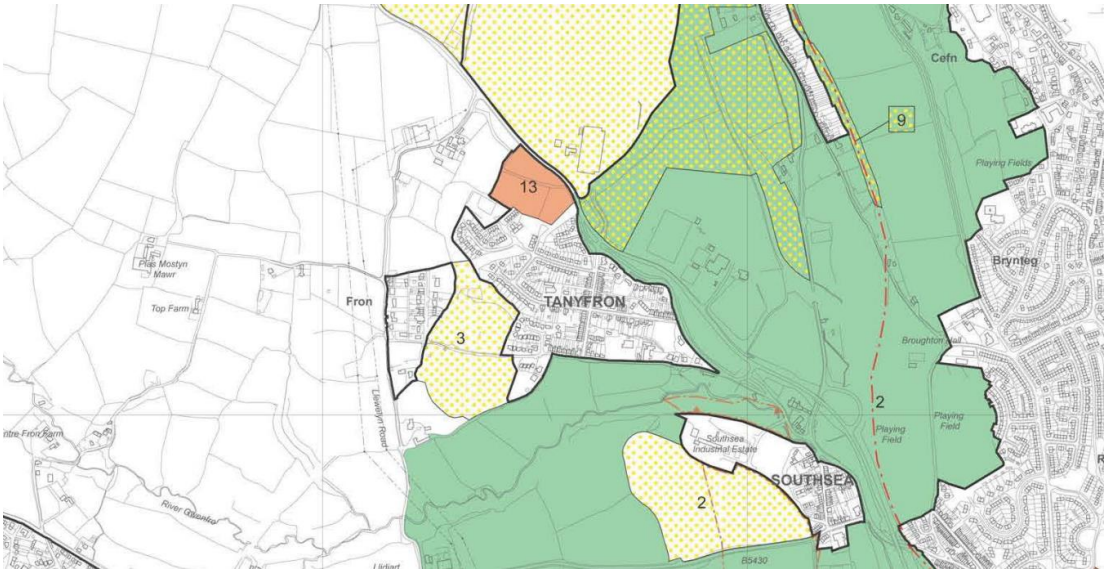


Figure 12, Plan showing green barriers in solid green (Wrexham Policies Map)

7.3 Within areas identified as Green Barriers development will only be granted planning permission if it is for, amongst other things, agriculture or other uses of the land that maintain the openness of the Green Barrier (Policy EC1).

Design

7.4 Policy GDP1 requires built development to accord with the character of the site and make a positive contribution to the appearance of the nearby locality. The Policy goes on to state that development should ensure safe and convenient pedestrian and vehicular access to and from the site.

7.5 Policy PS2 emphasises that the development must not detrimentally affect the countryside, landscape/townscape, open space, or the quality of the natural environment.

7.6 The structures are modest in scale and height. They are typical agricultural structures utilized by agricultural and horticultural businesses on land. Both the shipping containers serve a function associated with the existing and intended agricultural use and maintenance of the land. It is intended to introduce pigs into the woodland and sheep onto the grassland with a small area of land to the northwest corner being separated off using stock wire fencing for the purposes of growing vegetables. Over time the Applicant would like to replace the shipping containers with a purpose built barn, however they are pragmatic at this point in their venture and thus are seeking temporary permission of three years for the siting of the containers on their land.

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7.7 The No.2 Containers, aligns at a lower ground level, with the northern boundary of the site. This has been done in order to minimize the encroachment of the structures into the land and green barrier. This not only ensures the openness of the green barrier is retained, but also that the agricultural land is useable and accessible for the purposes of the activities undertaken and intended by the Applicant.

7.8 The track and on site manoeuvring area appears at this time to be quite stark in the wider landscape due to the laying of hard core. The loose hardcore has been put down to provide traction for heavier vehicles coming on and off the site. This will be increasingly important once the livestock are introduced onto the land.

7.9 Revegetation of the track is supported and encouraged by the Applicant. Plants have begun to grow along and within the track. Accordingly, in time the entire track will be greened over with vegetation through self seeding and regrowth, yet provide a more stable, load-bearing base for vehicular movements and the siting of the No.2 containers. The planting aids a softening of the visual appearance and assimilating the track into the landscape.

7.10 It should be noted that the track is a private track. In size and measurements, it has been designed to enable a tractor/pickup and trailer to enter the site, turn and leave the site in a forward gear. There is a public view of the access area and a partial view of the parking/manoeuvring area from Farm Lane and the corresponding Footpath. The track and manoeuvring area are not highly visible in the landscape, and again, once this is grassed over in time there will be no visual impact caused by the track.

7.11 In terms of the changes to the topography in the northeastern corner of the field. This is as a result of the absence of an access into this part of the field by virtue of the fragmentation for sale of the land. This land was part of a larger field and was separated out. The original access was outwith the boundary of this site. As a result, a new access was created from the unclassified road to provide the Applicant with access to their land. The change in ground levels between the northern boundary with Farm Lane and the land itself caused a need to put in place a graded access track. Figures 3(a), 3(b) and 10(a) shows the access track and manoeuvring area. Figure 13(a) and 13(b) below provides photos which provide a clearer illustration of the topography at the site.



Figure 13(a), Photo taken from west of site looking towards access (Acorus Rural Property Services Ltd, 2025)



Figure 13(a), Photo taken from west of site looking towards access (Acorus Rural Property Services Ltd, 2025)

7.12 The site is largely obscured from public view due to the woodland and River to the south and agricultural land to the east. To the west is the termination of Farm Lane and the footpath which does provide some view into the site from the access. Besides this, the dense hedgerow and in-hedgerow tree planting along the northern boundary, which separates the Applicant's land from the footpath, largely inhibits and obstructs views into the site.

7.13 It is considered on the basis of scale, finish and siting of the containers, as well as the existing screening and bunding, the structures do not have a significant detrimental impact on the landscape character. Indeed, the greening over of the track and manoeuvring area will ensure the landscape character is protected and the green barrier retains its openness. The

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containers and the track are therefore considered to accord with the requirements contained in Policy GDP1 and PS2.

Biodiversity

7.14 Policy PS11 supports development that does not compromise or adversely affect biodiversity and nature conservation interests.

7.15 The containers sit in agricultural land. The track and manoeuvring space was created through the regrading of the northeastern corner of the site. Top soil was retained on the land and used in the creation of a bank between the track and the parking area, see Figure 14(a) and 14(b) below. Grasses and other vegetation has naturally established itself on the bank/bund.



Figure 14(a), Photo showing new vegetation growth in bank between track and containers (Acorus Rural Property Services Ltd, 2025)

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Figure 14(a), Photo showing new vegetation growth in bank between track and containers (Acorus Rural Property Services Ltd, 2025)

7.16 The Biodiversity Net Gain objective does not apply to this development as the structures have been on the land prior to the introduction of the requirement.

Flood Risk

7.17 Policy GDP1 provides that development should not result in or be subject to flooding, soil erosion or landslides. The existing containers and track to which the retrospective application relates are located within Flood Zone 1. Figure 7 above provides the flood risk map produced by the Environment Agency.

7.18 The track and base upon which the containers sit are loose hard core and thus remain permeable, enabling surface water runoff to penetrate into the ground, aiding reduction in flooding. The development will have impacted upon surface water runoff, albeit modestly. As can be seen in Figure 7 above, there is a rainwater tank adjacent to Container No.1 for the collection of rainwater. This captures rainwater, storing it to be used on site for the pigs and for the watering of the thirsty oak saplings.

7.19 As a result, the proposal complies with Policy GPD1 in terms of mitigating surface water runoff and does not exacerbate flooding.

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Highways and Access

7.20 Policy GPDP1 (D) requires development to ensure safe and convenient pedestrian and vehicular access to and from development sites

7.21 The land is accessed from the west side of Farm Lane, an unclassified road which terminates to the south of Mayville. The access created spans approximately 7.8m to enable farm vehicles to enter and leave the site in a forward gear. The track has been designed to be sufficient for the purposes of pickup/tractor and trailer. Finished with a loose hard core stoned surface the track provides permeability of surface water whilst ensuring vehicles have grip and purchase whilst on the land for the purposes of delivering to and collecting from site.

7.22 Vehicular movements are infrequent. Comprising of 1-2 movements of a 4x4 and trailer each week.

7.23 The magnitude of the traffic movements is negligible in frequency and type. Accordingly, the development complies with policy GPD1(D) in terms of highways safety.

Residential Amenity

7.24 The most proximate residential neighbour is Mayville, approximately 22m north of the site access.

7.25 On the basis of the physical distance and the disconnect between the site and the dwelling by virtue Farm Lane, the structures and their storage use, subject to this retrospective temporary application, do not adversely affect the property, or indeed, the residential and agricultural neighbours.

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8. CONCLUSION

8.1 In conclusion, this retrospective application seeks to regularize for a temporary period of three years:

- No.2 shipping containers used for storage of agricultural tools, machinery and equipment; and
- A loose stoned track with manoeuvring/parking area.

8.2 The details of these elements are described in detail under Section 3 above.

8.3 The scale, size, design, finish of the shipping containers, which sit together on the site, serve the current and intended agricultural use of the site, as discussed above in Section 6.

8.4 The Applicant has undertaken earthworks to the extent they deemed necessary to provide an access track from the west boundary of the site into the land itself. The earthworks have enabled the provision of a track with manoeuvring/parking area to be created allowing vehicles to enter the land.

8.5 To date, there has been some regreening of the hardcore track and bank/bund area between the track and the parking area, as Figures 13(a) and 13(b) show. The Applicant intends to allow the track and hardcore area to green over and revegetate.

8.6 Policy EC3 provides support for agricultural buildings where their impact is not materially detrimental to the environment or surroundings. The No.2 containers have been sited at a lower ground level to the footpath and are well screened to both the west and north of the site, as Figures 9(a) and 9(b) show. The farm access track and manoeuvring /parking area provides safe and proportionate access into the field for purposes associated with the maintenance and improvement of agricultural land, and shortly, the keeping and rearing of woodland pigs and sheep for conservation grazing, see Section 5 above which discusses the intended agricultural activities the Applicant has planned for the site.

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8.7 On the basis of the above, the temporary containers and the stoned track and manoeuvring area comply with relevant planning policies, in particular policies GDP1, PS1 and PS2 of the Wrexham Unitary Development Plan.

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