MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0939 Res(4)	**Your Ref:**	P/2025/0939
Date:	27/07/2026		

TOWN AND COUNTRY PLANNING ACT 1990

TROSI YSGUBOR YN LLETY GWYLIAU, TROSI ADEILAD ALLANOL YN SWYDDFA, NEWIDIADAU I'R FFERMDY GAN GYNNWYS ESTYNIAD OCHR UNLLAWR, FFENESTRI NEWYDD, NEWIDIADAU I ADEILADU FFRÂM DDUR, ADEILADU GAREJ A MYNEDFA NEWYDD A GOSOD OFFER TRINIAETH / CONVERSION OF BARN TO HOLIDAY LET, CONVERSION OF OUTBUILDING TO OFFICE, ALTERATIONS TO FARMHOUSE INCLUDING SINGLE STOREY SIDE EXTENSION, REPLACEMENT WINDOWS, ALTERATIONS TO STEEL FRAME BUILDING, CONSTRUCTION OF NEW GARAGE AND ACCESS AND INSTALLATION OF TREATMENT PLANT

PONT Y MEIBION, TREGEIRIOG, LLANGOLLEN, LL20 7HS

I refer to your consultation / email dated 01/07/2026 including Proposed Access Improvements Plan (Drg. No. VS/91/2026/01 Rev D) and Design & Access Statement in respect of the above.

General

It is understood that the development site comprises an existing farmhouse and associated outbuildings which previously operated as a farm where all farming activities have now ceased. It is intended to retain the existing farmhouse as a 3 bed dwelling, convert the existing stone outbuilding to a 3 bed holiday let and convert the existing outbuilding and storage shed at the front of the site to an office with a storage building. It is understood that the proposed holiday barn is intended to attract cyclists and ramblers / walkers to the area.

It is assumed that the 3 separate double bedrooms could be let out to 3 independent customers who are able to share the communal lounge, dining and kitchen areas during their stay.

Access

The proposed development site is located on the B4500 which is classified, rural road subject to a 50mph speed limit.

Based on typical speeds of 50mph, any proposed / existing access would require visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is inadequate providing splays of approximately 2.4 x 20m to the north and 2.4 x 12m to the south measured to the nearside edge. Visibility is impeded in both directions by the existing boundary walls / hedgerows.

A speed survey was commissioned by the applicant and carried out between the 21st – 27th June 2025. This speed survey determined 85th percentile speeds of 36.8mph for vehicles travelling southbound and 31.3mph for vehicles travelling northbound. Based on the above speeds and assuming an approximate carriageway gradient of around 10%, any existing / proposed access in this location would require visibility splays of approximately 2.4 x 53m in both directions measured to the nearside edge in accordance with Manual for Streets. The existing access is approximately 4.2m wide at around 3.9m behind the edge of carriageway at which point it is gated. The access is hard paved and slopes steeply towards the highway. Based on the levels provided, the access would appear to be approximately 1:14 for the first 8m which is less than 1:12 which is a maximum gradient required by DDA - Inclusive Mobility Standards. The existing access width would normally be considered sub-standard to serve as a shared access and could not accommodate the simultaneous passage of a car / van.

The existing access layout and design including visibility is sub-standard. The LHA would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access.

Traffic Generation

The submitted Design & Access Statement indicates the following:-

The site was formerly a working farm with greater traffic movement in and out of the site with larger vehicles (tractor & trailer) entering and exiting. The farmhouse is a three bedroom domestic residence with reduced traffic movements. The site is still registered to operate as a quad biking / riding business which would generate greater traffic numbers, on this basis the proposals will look to improve the existing access through widening where it meets the carriageway and improving visibility lines, this will be minor in appearance and will not impact on the Listed property or its setting.

Former usage justification: Quad, Horse Riding and Shooting Business Operational Overview The quad biking, horse riding and shooting business operated seven days a week, normally across four days per week with up to three pre-booked visitor sessions per day. The site accommodated an average of 15 visitors per day, split into three groups of five. Operating hours will be between 10:00 and 16:00. Staffing was limited to three staff members, supported by three owners travelling independently to the site. The business operation advertised as "Pony and Quad Treks" and reflects the same small-group, pre-booked adventure activity model previously marketed on Yumping. Activities include guided pony trekking, quad biking and countryside experiences, all delivered in controlled group sizes and aimed at family groups, social groups and corporate/team-building visits. Staff and Owner Vehicle Movements Three staff members and three owners will each arrive and depart once per day. This results in a total of 12 vehicle movements per day associated with staff and owners. Visitor Vehicle Movements Visitors will 5 attend in three small groups of five throughout the day. Based on an average vehicle occupancy of two to three persons, it is conservatively assumed that each group will arrive in three vehicles. This results in six vehicle movements per session and a total of 18 visitor vehicle movements per day. Horse Movements One group of five horses will leave and return to the site daily as part of riding activities. The horses will be ridden or led and will use existing tracks and bridleways connected to the site. These movements are non-vehicular and therefore generate no additional traffic on the highway network. This equates to five equestrian movements leaving the site and five returning, with no impact on vehicle traffic. Deliveries and Waste Animal feed and quad or motorbike parts will be delivered once weekly by van, generating two vehicle movements per delivery. Commercial waste collection will occur twice weekly, generating two vehicle movements per visit. These activities will not occur on every

operational day. Daily Vehicle Movements ***On a typical busy day with no deliveries or waste collection, the site will generate approximately 30 two-way vehicle movements.*** *On days when a delivery occurs, this may increase to 32 movements. On occasional worst-case days when a delivery and waste collection coincide, the total may rise to 34 vehicle movements.' Historic Use and Planning Context: The site operated as Pont y Meibion Farm until 2022 and was actively marketed online through platforms such as Yumping as the "Pony and Quad Treks" centre. The historic operation included pony trekking, quad biking, clay pigeon shooting and countryside experiences, and a café which generated additional non-vehicular movements from walkers and cyclists. The lawful historic use therefore resulted in a greater range and volume of movements than those proposed. The current proposal represents the re establishment of this established rural leisure use, utilising infrastructure that remains in place, including site access, parking, internal circulation, riding routes and activity areas. The proposed level of use is more limited than the former operation and will result in reduced impact compared to the historic baseline. Conclusion Vehicle movements associated with the proposed development will be limited, staggered throughout the day, and occur outside peak highway periods. Horse movements are non-vehicular and do not affect traffic conditions. The development reinstates a previously established leisure use with existing infrastructure and significantly lower activity levels than historically operated. The proposal will therefore have a minimal impact on the local highway network and is appropriate for its rural location.*

In comparison the proposed development is considered likely to generate the following approximate daily vehicle movements:-

Use	**Daily Vehicle Movements**
Existing Farmhouse	8
Proposed 3 Bed holiday Accommodation	12 (up to 4 trips per bedroom / occupant)
Office Unit	0 (assuming used by owner for home working with no clients / customers visiting office)

Based on the submitted information, the previous use of the site is considered likely to have generated a level of daily vehicle movements (at least 30 daily vehicle movements) greater than the vehicle movements likely to be generated by the proposed holiday accommodation (approx. 20 daily vehicle movements). The LHA assume that all farming activities at the site will cease and the only business operating from the site will be the proposed holiday accommodation.

On this basis and along with the proposed improvements to the existing access in terms of visibility and access widening, the LHA would have no objections in principle to the proposed development on highway grounds. However as indicated above, it is not clear on the revised plan what access width is being proposed. A dimension of 6.3m has been indicated on the revised plan but the plan needs to clearly indicate the outline of the proposed access including annotated dimensions of its width for the first 10m behind the edge of carriageway. **The LHA recommends this detail is provided on a revised layout plan.**

Proposed Access Improvements Plan (Drg. No. VS/91/2026/01 Rev D)

The submitted plan indicates that the existing sub-standard access will include improvements in respect of visibility and access width. However as indicated above, it is not clear on the revised plan what access width is being proposed. A dimension of 6.3m has been indicated on the plan but the plan needs to clearly indicate the outline of the proposed access including annotated dimensions of its width for the first 10m behind the edge of carriageway. **The LHA recommends this detail is provided on a revised layout plan.**

Any proposed widening will require s.184 / 171 consent from the Council to widen the access within the existing highway verge.

The submitted plan indicates the provision of improved splays of 2.4 x 48m to the south and 2.4 x 35m to the north measured to the nearside edge of the adjoining highway. This will require regular maintenance of the existing vegetation in both directions and the setting back / cutting back of the existing hedgerow in the northerly direction. This represents a significant improvement compared with the existing available visibility splays.

If the application is supported, the LHA recommends that the access improvements include the following:-

- Minimum 5m of hard bound paving
- no gates to be erected across the access in the interests of highway safety.
- Provision of an Aco drain or similar (across access in private land) to intercept any private surface water run-off. ***It is noted on the revised layout plan that the proposed Aco drain has been located within the adopted highway which is unacceptable. This will need to be relocated further back into the access just behind the limit of highway adoption. The LHA recommends a revised plan is provided indicating this detail.***

Parking & Turning Provision (Drg. No. VS/91/2026/01 Rev D)

Adequate parking and turning provision will need to be provided within the curtilage of the site in accordance with LPGN 16 requirements for the existing farmhouse, proposed 4 bed holiday let and office building.

Existing Farmhouse (3 bedrooms)
Requires a maximum of 3 spaces in accordance with LPGN 16 requirements. The submitted plan indicates the provision of 4 spaces (one of which laid out to mobility standards) which is considered adequate.

Proposed Holiday Accommodation (3 bedrooms)
The submitted plan indicates the provision of 5 spaces. Between the proposed holiday accommodation and proposed office building. The provision of 1 car space per bedroom (holiday accommodation) is considered adequate. It is assumed the remaining 2 spaces will be allocated to the proposed office building.

The 3 no. central parallel parking spaces are less than 6.6m in length. **The LHA recommends this detail is indicated (including annotated dimensions) on a revised layout plan.**

Proposed Office Building
Based on Class B1 use, LPGN 16 requires a maximum of 1 parking space per $30m^2$ gfa. The proposed office building ($28m^2$ gfa) would require a maximum of 1 parking space. It is understood that the office will be used by the applicant for home working and running of the holiday business. Providing that no clients / customers visit the office requiring additional parking (and is covered by a suitable planning condition) then the proposed 2 no. parking space would be considered adequate.

LPGN 16 does not include garages as contributing to parking provision.

Active Travel

The proposed development would need to provide appropriate cycle parking / storage required under the Active Travel Act Guidance / LPGN 16 requirements. The Active Travel Section have confirmed the proposed cycle storage indicated is adequate.

Swept Path Details

The swept paths provided are carried out with non-standard swept path software and include a 4.2m long car and 5.3m long van which is unacceptable. The swept paths do not show the movement through the access of these vehicles in both directions.

The swept paths provided are carried out with non-standard swept path software and do not accurately show how a large car (5m in length) and 7.2m long medium sized delivery vehicle will pass each other simultaneously through the proposed widened access entering / exiting in both directions. **The LHA recommends the applicant provides this information.**

Sustainability

The site is located on the B4500 in a remote, rural location where there are no footways or street lighting provision. The existing public bus service is an infrequent, rural service which runs between Llangollen & Llanarmon DC. The service runs from Llangollen to Llanarmon DC between 3 to 4 times per day in both directions.

Refuse Collection / Recycling

The LHA recommend the applicant consults with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection. However, it may well be the case that the existing dwelling is serviced by WCBC and the proposed business will be serviced by a private contractor. **This detail needs clarification along with further details on intended waste / recycling storage & collection points to provide for both elements of the development (detailed layout plan & written clarification) which meet the WCBC Waste Section requirements.**

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA may recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

The above requirement will need to be confirmed by the WCBC Traffic Section.

Conclusion

In conclusion, the LHA request the following information:-

- **Proposed Access Improvements Plan (Drg. No. VS/91/2026/01 Rev D)**

The submitted plan indicates that the existing sub-standard access will include improvements in respect of visibility and access width. However as indicated above, it is not clear on the revised plan what access width is being proposed. A dimension of 6.3m has been indicated on the plan but the plan needs to clearly indicate the outline of the proposed access including annotated dimensions of its width for the first 10m behind the edge of carriageway. **The LHA recommends this detail is provided on a revised layout plan.**

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- **Parking & Turning Provision (Drg. No. VS/91/2026/01 Rev D)**

<u>Proposed Holiday Accommodation (3 bedrooms)</u>
The submitted plan indicates the provision of 5 spaces. Between the proposed holiday accommodation and proposed office building. The provision of 1 car space per bedroom (holiday accommodation) is considered adequate. It is assumed the remaining 2 spaces will be allocated to the proposed office building.

The 3 no. central parallel parking spaces are less than 6.6m in length. **The LHA recommends this detail is indicated (including annotated dimensions) on a revised layout plan.**

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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 184/171 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.

KW Edwards

Contracts & Engineering Manager

On behalf of Chief Officer, Environment & Technical