A Million Ashes Ranch
Planning application

Permission for the building of an agricultural shed with access track. And for the temporary siting of .x 20ft shipping containers for the purposes of carrying out works 2

1. **Executive summary and holding overview**
   1.1. **The Site**
      1.1.1. The site is located at A Million Ashes Ranch, Talwwrn Road, Coedpoeth, Wrexham, LL11 3LG.
      1.1.2. The site is owned by Ashley Cooper, 157 Waddington Avenue, Great Barr, Birmingham. B43 5JD. Deeds to prove this ownership can be .provided if requested
      1.1.3. The site is 6.1acres (2.47 hectares) which is currently mainly to pasture, with the exception of occasional sheep from a neighbouring farm, .and features a permitter boundary
   1.2. **The Vision**
      1.2.1. The application supports a diverse, low-density smallholding .operating with 2-3 cattle and 1-2 horses
   1.3. **The request**
      1.3.1. The agricultural shed will be needed for the storage of animals for over-wintering" as well as for storage of food, equipment and tools. These " .will be essential to adequately cater for the livestock
      1.3.2. The siting of the 2 x 20ft shipping containers will be to provide temporary storage and workshop facilities in order to build the shed as well as establish paddocks on the site. It is proposed these containers will .remain in place for 24 months from 1 Sept 2026 until 1 Sept 2028
      1.3.3. The containers will be removed from their location on site before .the end of this period
      1.3.4. All agricultural buildings will be sited as far away as possible from local households. Therefore the siting of these buildings will be in the most .north-western corner
      1.3.5. The creation of a 250m track across the northern permitter of the .field will allow access to the agricultural sheds in their proposed location
      1.3.6. The creation of the track will enable vehicle access to the buildings .as well as enable the flexibility for field rotation amongst the livestock

2. **Stock density and animal welfare**
   2.1. **Stock numbers**

2.1.1. The proposal is to keep the numbers of livestock quite low given .the space available

2.1.2. The proposal is for 1-2 horses and 2–3 cattle

2.1.3. A stock density assessment has been carried out, and can be found at Appendix 6

2.2. **Species rotation**

2.2.1. Running cattle and horse together will require pasture .management. They eat different grasses and have different parasite cycles

2.2.2. To manage this safely, the land will be split into smaller paddocks .and animals will be moved frequently

2.2.3. Because of this frequent movement, the track will serve to move .feed and livestock around the site with minimal churning of the field itself

2.3. **The barn**

2.3.1. Cattle and horses cannot live outside year-round on size of land available. The barn is essential for the "over-wintering" of livestock, as well .for tools, equipment and food storage

3. **Detailed infrastructure breakdown**

3.1. **The barn**

3.1.1. .Appendix 1 is an illustration of the proposed barn

3.1.2. The barn will be 60ft wide and 14ft wide, split into 3 sections; section A (approx. 16ft x 14ft) split into Feed Room storage and Tack Room storage, Section B (approx. 28ft x 14ft) split into two stables, Section C .(approx. 16ft x 14ft) cow shed

3.1.3. Appendix 2 features illustrations and designs for the construction .of the foundations, floor and drainage systems

3.1.4. .The barn will be constructed of wood and timber sourced locally

3.1.5. The intention is to strip the top soil from the area identified for the barn , lay a geotextile membrane (subject to soil quality) and install 150-.250mm of well-compacted hardcore as the base for the barn

3.1.6. An additional 10ft concrete apron will also be included along the front of the building to provide for a cleaner stable entrance, easier feeding and mucking out, space for a wheelbarrow or small tractor and a reduction in mud build up around the building. This should mean the finished building .will last much longer

3.1.7. The permitter foundation will be further reinforced to take the weight of the timber walls, and will likely have between 450-600 reinforced concrete strip

3.1.8. In terms of drainage, the barn will have gutters running on both sides and French drains around the building, and there will be a separation .of drainage for clean rainwater and livestock run-off

3.2. **The track**

3.2.1. The agricultural buildings are being proposed in the furthest place away from other residential dwellings in the area. This means the furthest point of the field from the road. The track is therefore necessary to access .the barn and containers

3.2.2. Appendix 3 shows the layout of the field and the location of the .track, as well as the proposed siting of the buildings

3.2.3. The track, which is approximately 250m long and 3m wide, follows the natural topography of the field and has been created by removing the .top soil and laying a natural stone and rock base

3.2.4. The work to create this track has been undertaken by local farmers and contractors and is of a high standard. Independent verification of the quality of the work undertaken has been provided at Appendix 4 (need to get (someone Scott knows to sign it off

3.2.5. **.Impact on the existing road network**

3.2.5.1. Appendix 5 is a Site Access / Highways Statement in support of this application, .outlining the existing and proposed access arrangements for the site

3.2.5.2. The track has been developed to join on to an existing gated access point from Llewelyn Road directly on to the field. No change has been .made to this access point beyond the permitter of the land owned

3.2.5.3. Appendix 6 shows pictures of the new location for the field access gate .and the immediate reduction of the impact on the public highway

3.2.5.4. The gate for the field was previously sited in the far corner of the field and meant that any vehicles pulling on to the field would have to pull on to a very steep and short access point, often slightly over0-hanging .in the road, leave their vehicle to open the gate and then enter the field

3.2.5.5. The new design is to site the gate further into the field, from its current position of 6 meters from the highway, to 23 metres from the highway, allowing a vehicle to drive on, and therefore completely off the road, before .needing to get out and open the gate

3.2.5.6. It is also proposed to site 2 highways mirrors opposite the entrance. One will provide greater visibility of traffic coming up the hill, and the other for traffic coming down .the hill. The siting of this furniture would greatly improve the exiting of the field

3.2.5.7. This will make accessing the field much easier and safer than it currently is, and will reduce the potential for over-hanging vehicles in .the road

3.2.5.8. This relocation also provides greater access and visibility to the existing right of way that runs across the centre of the field. Currently the right of way signage is slightly hidden and not obvious, and the direction of the path is difficult to see as it is not marked out. By moving

the gate back and fencing in the paddocks, it makes the right of way .much clearer

3.3. **The temporary siting of 2 x 20ft shipping containers**

3.3.1. These containers are specifically for temporary use on the field during construction and development. The intention is for them to be on site from 1 September 2026 for 2 years, and will be removed from site before 1 .September 2028

3.3.2. The shipping containers will be standard 20 x 8 x 8 and will be .green to fit in with the landscape as best as possible

3.3.3. The containers are secure, vermin proof storage for animal feed, tack and tools while the main barn is being constructed and the paddocks .developed

4. **Environmental and waste management strategy**

4.1. **Phosphate neutrality** – As livestock numbers are low and match the capacity for a field of this size, there is no anticipated phosphate run-off into the Dee .catchment

4.2. **Manure management** – Livestock manure from the winter housing will be stored in a temporary field heap located away from existing watercourses and neighbouring boundaries. This manure will be used on the pasture during the .summer months

4.3. **Dirty water catchment** – Rainwater from the buildings will be collected via gutters into rainwater butts, and used for livestock and equipment washing. Dirty water from livestock and animal waste will run into separate drainage system and into a dirty water tank. This dirty water will be treated and re-used on .the field and pastures subject to condition testing

5. **Conclusion**

5.1. The proposed track, barn and temporary containers are standard, essential requirements for a diversified livestock smallholding

5.2. The proposal directly supports Welsh planning policies regarding agricultural productivity, high animal welfare standards, and responsible rural planning .management

Appendices

Appendix 1 – Proposed Barn layout and plans
Appendix 2 – Barn construction plans
Appendix 3 – Layout of the field with track and proposed building siting
Appendix 4 – Verification of the workmanship on the track
Appendix 5 – Pictures of the new location for the gate on the field
Appendix 6 – Stock density calculation

Appendix 1 – Proposed barn layout