MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sarah Stubba
Our Ref:	ET/DC/DB/P/2026/0466	**Your Ref:**	P/2026/0466
Date:	30/10/2026		

Proposal :DATBLYGIAD CYMRU UN BLANED SY'N CYNNWYS CODI ANNEDD, DAU ADEILAD, DAU DWNNEL POLYTHEN, STRWYTHURAU AMAETHYDDOL ATEGOL AC ADDASIADAU I FYNEDFA/ONE PLANET WALES DEVELOPMENT COMPRISING OF THE ERECTION OF A DWELLING, TWO BUILDINGS, TWO POLYTUNNELS, ANCILLARY AGRICULTURAL STRUCTURES AND ALTERATIONS TO ACCESS

Location: LAND WEST OF LOWER LANES FARM, LOWER WYCH, MALPAS, WHITCHURCH, SY14 7JZ

We acknowledge receipt of the consultation dated 04/08/2026

General Information

The proposal relates to the change of use of agricultural land to a mixed residential and educational use. Of interest to The Local Highway Authority, the application proposes the introduction of a dwelling together with some educational activities associated with local community groups and school visits.
From a highway perspective, consideration must be given to the suitability of the site's location, accessibility by sustainable modes of transport, parking provision, servicing arrangements, and the impact of the development on the local highway network.

Connectivity and Transport Links

The site is located within a remote rural setting. The nearest bus stop is approximately 2.2 miles from the site, whilst the nearest settlement providing day-to-day services and facilities, including retail provision, is Malpas, located approximately 2.5 miles away. Local schools are approximately 2.8 miles and beyond from the site. The nearest rail station at Whitchurch is approximately 6 miles from the site.

The site is accessed via a network of narrow rural lanes which are generally unlit and lack dedicated pedestrian footways or cycling infrastructure. Whilst traffic volumes on these lanes appear relatively low, the location cannot reasonably be considered accessible by sustainable transport modes and does not align with the principles of Active Travel, in the absence of measures to improve walking and cycling connectivity. In particular, consideration should be given to the objectives of Active Travel Guidance and the opportunities available to facilitate safe and attractive pedestrian and cycle movements to and from the site. (Ref: Welsh Government Active Travel Guidance Clause 7.6.7)

Page 30 of the submitted Management Plan identifies that the development would accommodate both residential and educational activities, including visits by community groups and schools. Given the site's remote location and limited availability of sustainable travel options, the Local Highway

Authority (LHA) requires further clarification regarding the anticipated visitor arrangements associated with these educational uses.

Details should be provided demonstrating:

- How the quoted number and frequency of school and community visits can be controlled, and how many students would be anticipated in the trips.
- The expected mode of travel to the site, including provision for minibuses and private vehicles assuming numbers will be relatively modest. (The local highway network is inadequate for larger coaches)
- Adequate on-site parking provision for all users combined (see below).
- Appropriate turning facilities to ensure vehicles can enter and leave the site in a forward gear.
- Swept path analysis for any larger vehicles expected to access the site from the narrow lane.
- Details of the proposed access, demonstrating a hard bound surface is proposed for the first 5m from the highway, as a minimum, add visibility splays appropriate for the surveyed speed. Provision of an aco drain or similar to avoid surface water runoff onto the highway, and any gates should be kept a minimum of 5m set back from the edge of highway.

The submitted site layout should be amended accordingly to demonstrate that educational visitor parking can be safely accommodated on-site and independently of the parking provision required for the residential element of the development.
Whilst the applicant notes that educational visits and seasonal events are expected to occur on a limited basis in future years, provision should nevertheless be incorporated within the current proposal to ensure overspill parking does not occur on the adjoining public highway. I.e. When considering this application, the LHA review the final proposal at this stage, unless the applicant makes a separate application in future.

Parking Provision

In accordance with Local Planning Guidance (LPG16), a four-bedroom dwelling situated within an unsustainable rural location would typically require a minimum provision of three off-street parking spaces.
For the business or educational component of the proposal, the applicant should refer to Figure B of LPG16 which identifies parking standards for Business (Use Class B1) development at a rate of one parking space per 30m² gross floor area.
The submitted plans should therefore clearly demonstrate that sufficient parking provision is available to accommodate:

- Residential parking demand. (Are the only staff attending to visitors residents of the dwelling?)
- Visitor parking, including school groups and community users.
- Any servicing requirements associated with the development. E.g. Agricultural machinery, and deliveries associated with the site?

Trip Generation

The Local Highway Authority has reviewed Section 11.2 of the submitted documentation, including the Transport Assessment and Travel Plan.
The application site currently forms part of a larger agricultural holding and benefits from an established agricultural land use. The proposed development would introduce a residential dwelling together with educational and business-related activities. Notwithstanding the applicant's intention to encourage sustainable travel behaviour, car sharing and trip reduction measures, the proposal would be expected to generate a measurable increase in vehicular movements when compared to the existing agricultural use of the site.

The applicant's assertion that the proposal would result in a material reduction in travel demand appears to be based upon comparisons against national average residential trip rates rather than the site's existing baseline condition. Please confirm.

For the purposes of highway assessment, the relevant comparison is between existing trip generation associated with the lawful agricultural use and the trips anticipated from the proposed development.

Accordingly, the applicant should provide a robust assessment demonstrating:

- Existing daily vehicle trip generation associated with the current use.
- Forecast daily vehicle trip generation associated with the proposed development.
- Expected trip generation associated with educational activities, events and visitors.
- An assessment of the proportional increase in vehicle movements on the surrounding highway network.

Providing a summary of the data in the above format enables the LHA to review this site specifically.

The submitted Travel Plan suggests that school-related travel may be reduced by approximately 30% through measures such as car sharing and cycling. Whilst the LHA welcomes measures aimed at reducing private car dependency, it is acknowledged that the rural nature of the site, seasonal weather conditions and limited active travel infrastructure may restrict the effectiveness of such measures. Furthermore, the proposed reductions would be difficult to monitor and verify over the long term.

Notwithstanding any proposed trip-reduction initiatives, it remains evident that the proposal would generate a greater level of traffic than the existing agricultural use and provision of the simple comparison between before development and after development for this site specifically will enable the LHA to determine if the increase is likely to cause concern, or not.

Traffic surveys indicate that approximately 211 vehicles per day were recorded on the surrounding road network in 2022. Whilst the site is located on narrow rural roads with limited provision for pedestrians, the anticipated scale of development appears modest and the existing background traffic flows are relatively low.

A review of available collision data does not identify any existing road safety concerns in the immediate vicinity of the site access or at the junction with the A525 at Eglwys Cross.

Travel Plan and Visibility Requirements

Should planning permission be granted, the LHA would expect a Travel Plan monitoring condition to be imposed requiring the applicant to demonstrate the effectiveness of the proposed trip reduction measures following occupation.

Reference is made within the submission to the provision of 2.4m x 120m visibility splays. Further evidence should be provided to demonstrate that an 85th percentile vehicle speed of 40mph has been used appropriately when determining the required visibility standards.
The applicant should also clarify whether visibility splays have been measured to the nearside edge of the carriageway and amend the site layout drawings accordingly. The visibility splay envelope should be clearly identified and safeguarded on the submitted plans.

Summary of Further Information Required
To enable the Local Highway Authority to reach a fully informed recommendation, the following information should be submitted:

1. **Amended Site Layout Plan** demonstrating:
    - Residential parking provision.
    - Educational/business visitor parking provision.
    - Turning facilities enabling vehicles to enter and leave in a forward gear.
    - Swept path analysis for minibuses and any larger vehicles expected to access the site.
2. **Parking Assessment** confirming compliance with LPG16 parking standards for both the residential and educational/business elements of the development.
3. **Trip Generation Assessment** quantifying:
    - Existing agricultural vehicle movements.
    - Forecast residential vehicle trips.
    - Educational/business-related vehicle trips.
    - Event-related traffic generation where applicable.
4. **Travel Plan Clarification** explaining how proposed trip reduction measures will be monitored, implemented and reviewed following occupation.
5. **Speed Survey Evidence** demonstrating the recorded 85th percentile vehicle speeds in both directions adjacent to the site access.
6. **Visibility Splay Details**, including amended drawings confirming the provision of 2.4m x 120m visibility splays measured to the nearside carriageway edge and maintained free from obstruction.
7. **Active Travel Statement** identifying any reasonable measures that have been considered to improve opportunities for walking and cycling to and from the development, having regard to the requirements of Active Travel Guidance.

Subject to satisfactory resolution of the above matters, the Local Highway Authority would be in a position to complete its assessment of the proposal and determine whether the development would have an acceptable impact on highway safety and the operation of the local highway network.

KWEdwards

Contracts & Engineering Manager
On behalf of Chief Officer, Environment & Technical

Supplementary Notes

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

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.