

**REPORT OF THE CHIEF OFFICER PLANNING AND REGULATORY – 4 NOVEMBER 2019**

**APPLICATION NO:**  
P/2019 /0645

**LOCATION:**  
STRYT YR HWCH FARM SONTLEY  
WREXHAM  
LL13 0YA

**DATE RECEIVED:**  
20/08/2019

**COMMUNITY:**  
Marchwiell

**DESCRIPTION:**  
CHANGE OF USE OF  
AGRICULTURAL BUILDING AND  
LAND FOR CARAVAN STORAGE  
AND ALL ASSOCIATED WORKS

**CASE OFFICER:**  
SEH

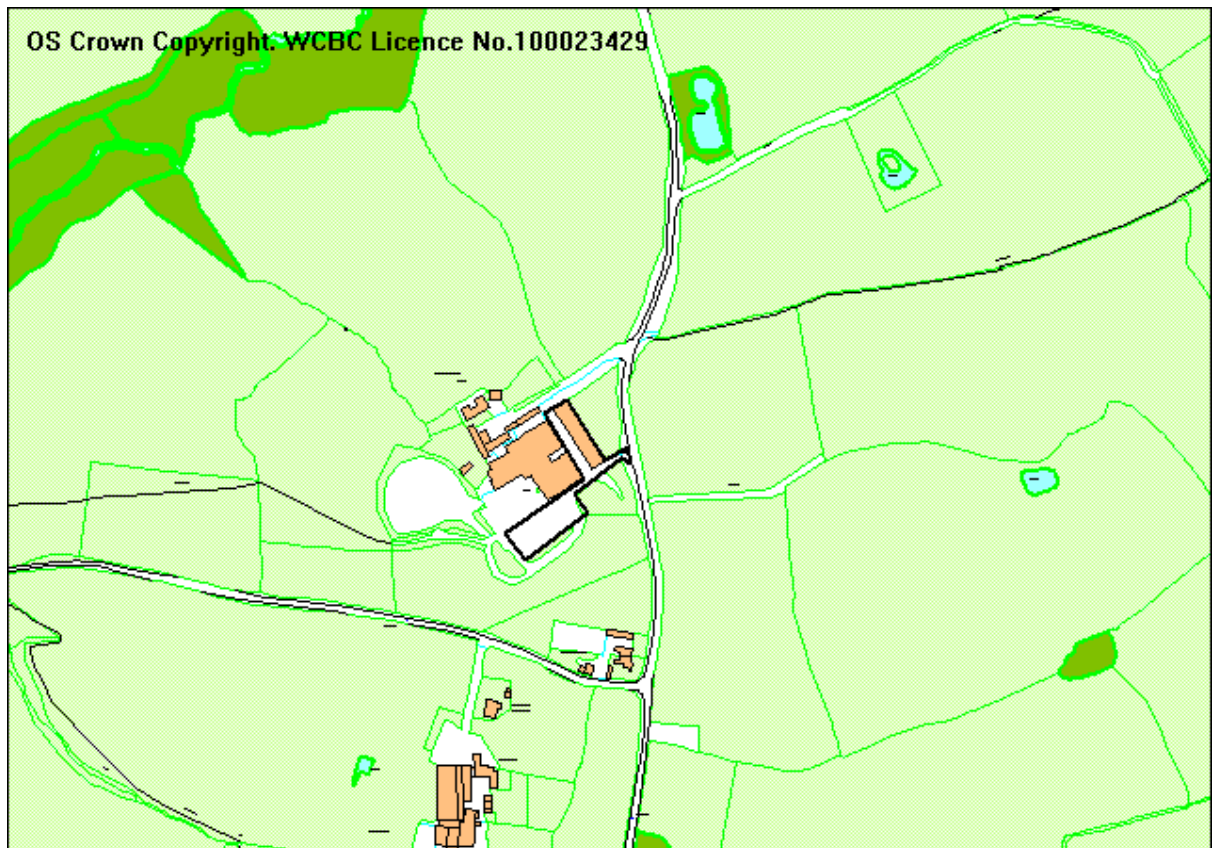
**WARD:**  
Marchwiell

**APPLICANT(S) NAME:**  
MR R WILLIAMS

**AGENT NAME:**  
ROGER PARRY &  
PARTNERS LLP  
MR RICHARD CORBETT

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**THE SITE**



**PROPOSAL**

As above

**HISTORY**

None relevant

## **DEVELOPMENT PLAN**

Outside of settlement. Policies PS2 and GDP1 apply.

## **CONSULTATIONS**

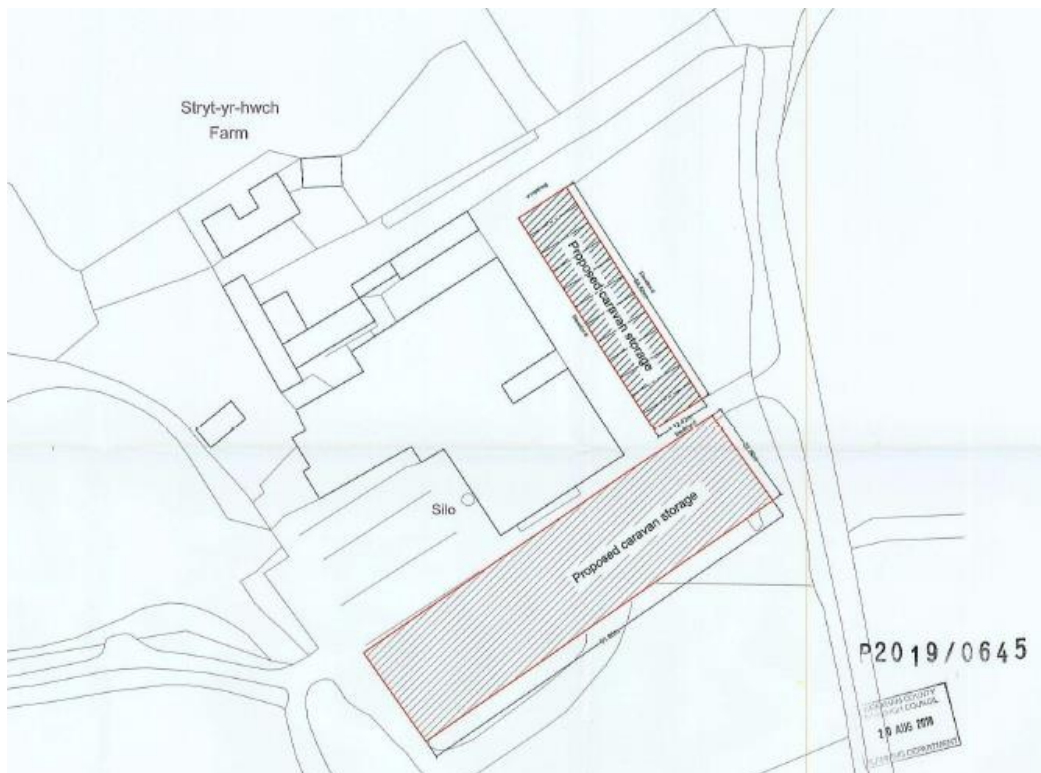
Community Council:	No objections.
Local Member(s):	Notified 23.08.2019
Public Protection:	No comments.
Highways:	No objections subject to conditions (see special considerations below).
Flood Officer:	No objections subject to advisory note.
Site Notice:	Expired 17.09.2019
Neighbours:	One letter received expressing the following: <ul style="list-style-type: none"><li>• Residential homes are only 80 metres away and the use will have a negative impact;</li><li>• The access is single track lane with few passing places and a blind bend;</li><li>• No direction gives good access both Marchwiell and Eyton have single track, many bends and few passing places. The increased traffic over the Friday to Sunday due to horse riders, carriage drivers from Erddig National Trust estate, Marchwiell Brynygrog car boot traffic etc, they have the potential for increase in road accidents. At peak agricultural times, there is a large volume of vehicles and trailers e.g. harvest, salvaging, muck spreading etc. some are wide enough to fill the width of the lane, such as combine harvesters;</li><li>• Is there going to be any maximum number of vans limitation to prevent the site expanding in size and number of vans without further planning permission;</li><li>• Is there going to be a time / hours restriction e.g. 8 am to 8 pm seven days a week or is it going to be 24 hrs a day?</li><li>• Are there any plans to put a high fence or embankment to hide / disguise the site from undesirables breaking in and to help prevent the beautiful view from being spoilt with cars and caravans in sight and to be safer and also help reduce light pollution and disturbances on the close surrounding neighbours and wildlife of which there are many, hedgehogs, bats, many birds, badgers?</li></ul>

## **SPECIAL CONSIDERATIONS**

**Background:** The dairy operation has now ceased at the farm and this application is for the change of use of the now redundant cow shed and hardstanding for the storage of caravans. The main issues to consider relate to the impact of the development upon highway safety and upon visual and residential amenity.

**Layout and Residential Amenity:** The caravans will be stored within the existing building and upon the existing hardstanding where agricultural equipment etc. is already stored. The proposed use would therefore have minimal impact upon the character and appearance of the area. The hardstanding is largely screened by high perimeter hedging, however a planting scheme is required to further soften the visual impact of the open storage area. This will be secured by planning conditions

The site is approx. 80 metres away from the nearest residential property and given that the proposed use is likely to be less noise generating than the previous farming operation as it will be less intensive, there would be no impact upon residential amenity. I don't therefore believe it necessary to restrict number of caravans (for which there is only a finite amount of storage space) or the hours of operation.



*Figure 1. Site Layout*

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**Highways / Access:** The highway authority has confirmed that the site is located off a rural classified highway with a 60 mph speed limit. The Welsh Government recommended visibility splays (2.4 x 43 metres) are achievable from the access in both directions. There are a number of different routes to / from the application site which are typically rural and sometimes narrow however there are adequate passing places along these routes. Traffic movements are likely to be staggered and will not have a detrimental impact upon the local highway network

### **CONCLUSION**

The proposal is in accordance with UDP Policies PS2 and GDP1 and the development of the site will not be detrimental to the visual amenities of the area. The development will not adversely impact upon highway safety or residential amenity and I recommend accordingly.

**RECOMMENDATION:** That permission be GRANTED

### **CONDITION(S)**

1. The development hereby permitted shall be commenced before the expiry of five years from the date of this permission.
2. The development shall only be carried out in strict accordance with the details shown on the approved drawing(s) numbered RJC-M2426-02 and RJC-M2426-03 and as contained within the application documentation.
3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any statutory instrument revoking and re-enacting that Order with or without amendment), no part of the premises shall be used except for the precise purposes described in the application plans and documents.
4. Within six months of the first use of the development, trees and shrubs shall be planted on the site in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
5. The planting scheme implemented in connection with condition no. 4 shall be permanently retained. Any planting which becomes severely damaged or seriously diseased, or is in poor physiological condition and/or are removed without the written permission of the Local Planning Authority shall be replaced within the next available planting season by trees or shrubs of similar size and species to those originally required to be planted.
6. Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to the centreline of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
7. Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

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8. No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting that Order with or without modification), no gates, fences, walls or other means of enclosure shall be erected on the site.

### **REASON(S)**

1. To comply with Section 91(3) of the Town and Country Planning Act, 1990.
2. To comply with section 71ZA (2) of the Town and Country Planning Act 1990.
3. This is a non-standard reason
4. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
5. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.
6. To ensure that adequate visibility is provided at the proposed point of access to the highway in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
7. To ensure that no deleterious material is carried onto the highway, in the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
8. In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.
9. To ensure a satisfactory standard of appearance of the development in the interests of the visual amenities of the area in accordance with Policies GDP1 and PS2 of the Wrexham Unitary Development Plan.

### **NOTE(S) TO APPLICANT**

Following the commencement of Schedule 3 of the Flood and Water Management Act, the works as proposed are required to obtain approval from the SuDS Approving Body (SAB) prior to commencement of those construction works. Further details of the SAB, the new national standards, the pre-application advice service and the application for approval process can be found on the Wrexham CBC's SAB epage:

[https://www.wrexham.gov.uk/english/planning\\_portal/sab/sab.htm](https://www.wrexham.gov.uk/english/planning_portal/sab/sab.htm) or by contacting the SAB Team directly [SAB@wrexham.gov.uk](mailto:SAB@wrexham.gov.uk)

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