MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2024/1261	**Your Ref:**	P/2024/1261
Date:	29/08/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD O AMAETHYDDOL A GOSOD PEDWAR CABAN GLAMPIO(RHANNOL ÔL-WEITHREDOL) / CHANGE OF USE FROM AGRICULTURAL AND SITING OF FOUR GLAMPING CABINS (PARTLY IN RETROSPECT)

LOCATION: LAND OFF, LLEWELYN ROAD, VRON, TANYFRON, WREXHAM, LL11 3LG

I refer to your consultation / email dated 26/07/2024 in respect of the above.

Access

The proposed development site is located on a rural, classified road (Llewelyn Road) which is subject to a 60mph speed limit. However, it is estimated that typical vehicle speeds along this section would be around 20mph given the geometry of the road.

Based on typical speeds of 20mph, any proposed / existing access would be required to provide visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing access is adequate providing splays in excess of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

The section of Llewelyn Road between the development site and the B5430 Talwrn Road junction is typically narrow in nature and cannot easily accommodate the simultaneous passage of 2 vehicles and would benefit from formal passing places. There are a few points along this section where cars can pass. However, it is considered that the proposed glamping cabins are unlikely to generate any significant increase in vehicle movements along this section to justify an objection. It is estimated that the proposed cabins will only generate up to around 16 movements per day. Including a condition to provide formal passing places along this section may not be considered justified in this instance.

The existing / proposed shared access serving the site is approximately 8m wide reducing to 3.6m wide at 7.2m behind the edge of carriageway. The access is only 4m wide at a distance of 5m behind the edge of carriageway and cannot accommodate 2 cars side by side clear of the adjoining

highway. **The Local Highway Authority (LHA) recommend the access is widened to a minimum width of 4.8m for a minimum distance of 5m behind the adjoining highway.**

The access is surfaced with loose bound materials and is gated at 7.2m behind the edge of carriageway. The LHA recommend the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway with no gates being erected at the access.

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.

Parking & Turning Provision

Parking and turning provision at the site is considered adequate.

Cycle Parking / Storage Facilities

The LHA recommends the following:-

Prior to first use of the development on-site cycle parking facilities shall be provided in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of cycles.

Waste / Recycling

It is assumed that waste / recycling at the site is dealt with by a private waste contractor.

Construction Traffic Management Plan

If the application is supported the LHA recommend a condition requiring the submission of a Construction Traffic Management Plan including provisions for contractor parking is submitted to and approved in writing by the Local Planning Authority prior to commencement of works.

Supplementary Notes

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

If the application is supported, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 **GENERAL LAYOUT**
026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. **----------.**

ZJ15 **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE)**
038R Prior to first use of the development hereby approved the vehicular access shall

provide visibility splays of 2.4 metres x 25 metres in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD **ACCESS WIDTH**
039R The vehicular access shall be widened to a minimum width of 4.8 metres for the first 5m behind the adjoining highway.

ZJ07 **ACCESS SURFACE (5 metres)**
043R 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 5 metres behind the adjoining highway.

NONSTD **NO GATES**
033R There shall be no gates or other means of enclosure across the vehicular access.

ZJ46 **NO PRIVATE SURFACE WATER RUN OFF**
026R 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.

NONSTD **PROVISION OF CYCLE PARKING FACILITIES**
028R Prior to first use of the development on-site cycle parking facilities shall be provided in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of cycles.

ZJ45 **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
026R 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.

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 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.



On behalf of Chief Officer, Environment & Technical