MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1373	**Your Ref:**	P/2024/1373
Date:	07/11/2024		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I DDOSBARTH D2 (YMGYNNULL A HAMDDEN) I OSOD 2 POD GLAMPIO, 2 SAWNA, DECIN, LLWYBRAU TROED, MAN PARCIO, STORFA FEICS, STORFA SBWRIEL A CHWT GWASANAETH / CHANGE OF USE OF LAND TO CLASS D2 (ASSEMBLY AND LEISURE) TO INSTALL 5 GLAMPING PODS, 2 SAUNAS, DECKING, FOOTPATHS, PARKING AREA, BICYCLE STORAGE, REFUSE STORAGE AND A SERVICE HUT

LOCATION: DDOL HIR, GLYN CEIRIOG, LLANGOLLEN, LL20 7NP

I refer to your consultation / email dated 26/09/2024 in respect of the above.

General

The proposed development comprises the installation of 5 two bedroom glamping pods plus ancillary facilities ie/ saunas, parking area, footpaths, cycle storage, refuse storage and service hut. The existing / proposed private access is located on the B4500 and already serves two dwellings ie/ Ddol Hir and Ddol Issa.

Access

The proposed development site is located on the B4500 which is a classified road subject to a 20mph speed limit.

Based on typical speeds of 20mph, any proposed / existing access would require visibility splays of 2.4 x 25m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access serving the development site is adequate in the northerly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge. However, visibility is frequently impeded by parked vehicles in the informal layby located immediately to the north of the existing access. A significant number of vehicles regularly park in this area and it is understood these vehicles are parked throughout the day along this section due to the lack of off-street parking provision at the properties on the opposite side of the road. The Local Highway Authority (LHA) would raise concerns on this issue.

Visibility in the southerly direction is currently inadequate providing a splay of approximately 2.4 x 7m measured to the nearside edge. Visibility is impeded by the existing hedgerow and is not aided in that the proposed access slopes steeply away from the adopted highway.

The Local Highway Authority (LHA) recommend that the applicant provides a suitably scaled layout plan indicating the full extent of the required splays.

The existing / proposed access is steep in nature and is only approximately 2.8m wide. The access width is sub-standard and cannot accommodate the simultaneous passage of 2 vehicles clear of the adjoining highway. The LHA would recommend that an access of this nature is a minimum with of 4.8m. There would appear to be little scope to widen the access to an appropriate width.

The horizontal alignment of the existing / proposed access is severely substandard sitting at an oblique angle at its junction with the B4500. Any vehicles / drivers looking south at the junction to see oncoming traffic is awkward when looking back and far from ideal. Any vehicles wishing to turn left out of the access to the south are unlikely to be able to do so and would need to carry out a 3 point turn in the B4500 / private driveway opposite the junction.

The oblique angle of the access is likely to result in vehicles exiting the private driveway at night dazzling and potentially confusing on-coming traffic with their headlights approaching along the B4500 from the north. The Local Highway Authority (LHA) would raise concerns on this issue.

The LHA would raise concerns as to any significant intensification of use of this sub-standard access.

The submitted Design & Access Statement indicates that the existing / proposed access will be improved for this application. However, the submitted Road & Access Plan (DRg. No. 240103-01-06) only appears to indicate a widening of the 2.8m wide access to 3.5m which is inadequate.

No details of the maximum size / length of vehicles likely to visit the site have been provided eg/ refuse vehicles, food delivery vans, horsebox or car plus trailer (to serve existing stables). **This information will need to be provided along with how the existing / proposed access will be improved to accommodate such vehicles.**

The LHA recommend that the applicant submits suitably scaled plans including annotated dimensions indicating the proposed access improvements and full extent of proposed visibility splays.

Traffic Generation

The existing / proposed private access is located on the B4500 and already serves two dwellings ie/ Ddol Hir and Ddol Issa. The existing shared access is sub-standard and does not meet the typical requirements of a shared access.

The proposed development of 5 glamping pods has the potential to generate in the order of 20 additional vehicle movements per day which would be considered to be a significant intensification of the use of this sub-standard access.

Parking & Turning Provision

Parking and turning provision at the site will need to comply with LPGN 16 requirements. The LHA recommend that maximum parking standards are met given the remote location of the site.

The submitted layout plan (Drg. No. 240103-01-03) indicates the provision of 5 parking spaces (4 no. standard spaces plus space for electric vehicle charging). No allowance has been made for spaces to mobility standards.

Based on the glamping pods having 2 bedrooms, it is possible that 2 separate couples for example could stay at the site with 2 separate vehicles. In this instance, a maximum of 10 car spaces would be required.

The LHA recommend that the applicant submits suitably scaled plan indicating the above parking provision including annotated dimensions of parking spaces and turning space.

No details of the maximum size / length of vehicles likely to visit the site have been provided eg/ refuse vehicles, food delivery vans, horsebox or car plus trailer (to serve existing stables). **This information will need to be provided along with how such vehicles will access (in / out) and turn within the site. The LHA recommend that the above information is provided along with suitable swept path details demonstrating the above.**

Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16. Any such requirements should be referenced / indicated on a revised layout.

Further details will be required in relation to cycle parking / storage to accord with the minimum cycle parking standards set out in LPGN 16. **The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed cycle parking / storage provision**.

Refuse Collection / Recycling

The LHA recommend that you consult 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 is assumed that the proposed business may well be serviced by a private contractor. **The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed waste / recycling facilities and potential collection points.**

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, Iteh LHA 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.

Conclusion

In conclusion, the LHA request a revised layout plan indicating further details as follows:-

- Access - -Visibility Splays
  The Local Highway Authority (LHA) recommend that the applicant provides a suitably scaled layout plan indicating the full extent of the required splays.

- Maximum size / length of vehicles likely to visit the site
  No details of the maximum size / length of vehicles likely to visit the site have been provided eg/ refuse vehicles, food delivery vans, horsebox or car plus trailer (to serve existing stables). This information will need to be provided along with how the existing / proposed access will be improved to accommodate such vehicles.

- Parking Provision
  The submitted layout plan (Drg. No. 240103-01-03) indicates the provision of 5 parking spaces (4 no. standard spaces plus space for electric vehicle charging). No allowance has been made for spaces to mobility standards.

  Based on the glamping pods having 2 bedrooms, it is possible that 2 separate couples for example could stay at the site in a single pod with 2 separate vehicles. In this instance, a maximum of 10 car spaces would be required.

  The LHA recommend that the applicant submits suitably scaled plan indicating the above parking provision including annotated dimensions of parking spaces and turning space.

- Swept Path Details
  No details of the maximum size / length of vehicles likely to visit the site have been provided eg/ refuse vehicles, food delivery vans, horsebox or car plus trailer (to serve existing stables). This information will need to be provided along with how such vehicles will access (in / out) and turn within the site. The LHA recommend that the above information is provided along with suitable swept path details demonstrating the above.

- Waste / Recycling
  The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed waste / recycling facilities and potential collection points.

- Cycle Parking / Storage
  Further details in relation to cycle parking / storage to accord with the minimum cycle parking standards set out in LPGN 16. The Local Highway Authority (LHA) request a suitably scaled plan indicating proposed cycle parking / storage.

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