# MEMORANDUM

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| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO::** | Jenni Perkins |
| **Our Ref:** | ET/DC/PP/P/2024/1538 Res(3) | **Your Ref:** | P/2024/1538 |
| **Date:** | 19/05/2025 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: NEWID DEFNYDD TIR YN SAFLE GWERSYLLA A CHODI PODIAU GWERSYLLA PREN A 2 GABAN GWERSYLLA / CHANGE OF USE OF LAND TO CAMPING SITE AND ERECTION OF WOODEN CAMPING PODS AND 2 NO CAMPING LODGES**

**LOCATION: LAND ADJACENT TO GELLI FARM, NANTYR, LLANGOLLEN, LL20 7DL**

I refer to your consultation / email dated 13/05/2025 including revised plans in respect of the above.

**General**

The proposed development has been reduced in size from 2 no. proposed glamping lodges, 2 no. glamping pods and 4 no. tents on land to south of Gelli Farm to 3 no. glamping lodges.

**Access**

The proposed development site is served off Plas Nantyr Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, the Local Highway Authority (LHA) would estimate typical vehicle speeds at being around 40mph for vehicles approaching from the north east and around 30mph for vehicles approaching from the west given the geometry of the road.

The road leading to the development site (ie/Plas Nantyr Road) from Glyn Ceiriog has no lighting or footway provision and is typically narrow. However, there are a number of passing places where vehicles can pass each other.

Visibility at the junction of the unclassified road serving the site onto Plas Nantyr Road is inadequate in both directions. Based on speeds of 30mph for vehicles approaching from the west and 40mph for vehicles approaching from the north east, Manual for Streets / TAN18 would require splays of 2.4 x 43m to the west and 2.4 x 120m to the north east measured to the centreline of the adjoining highway. Visibility can be permitted to the centreline of the road given the limited carriageway width along this section. Current visibility splays at this junction are approximately 2.4 x10m to the west (to centreline) and 2.4 x 17m to the north east (centreline). Visibility is impeded in both directions by the existing hedgerows and the required splays may well cut across 3rd party land

either side of the junction. **It is not clear if the applicant has control of this land should improvements be required.**

**The revised visibility splay plan (Drg. No. A9) indicates splays of 2.4 x 72m to th west measured to the far side of the road and 2.4 x 102m in the north easterly direction measured to the nearside edge of the road. Visibility splays in this instance should be measure to the centreline of the adjoining highway. The splays indicated are not measured to the centreline of the road in the westerly direction and do not appear to be accurately plotted in the north easterly direction as a section of the hedgerow would need to be removed /lowered or setback (not indicated) to achieve such a splay.**

The existing / proposed access serving the development site off Plas Nantyr Road is via a narrow, unclassified road. This road is generally unsurfaced and is typically 2m wide for the majority of its length and does not accommodate the simultaneous passage of 2 vehicles. There is no footway or lighting provision along this section. The road is in such poor condition that it would only appear possible to access the site along this lane with a 4 x 4 vehicle. The lane from Plas Nantyr Road down to the site access is a distance of approximately 400m, steeply sloping in parts and would also be difficult to access by cycles and awkward for pedestrians particularly during wet weather. The LHA would estimate typical vehicle speeds at being no more than 10mph along this lane given its geometry and poor condition.

The LHA would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilising this sub-standard access / lane. The proposed 3 no. glamping units could typically generate around 12 additional vehicle movements per day which is considered significant.

**Without significant improvements to visibility at the junction with Plas Nantyr Road, it would be difficult for the LHA to support the proposed development.**

**The LHA's previous response indicated that if the application is supported the LHA would recommend the applicant provides details of any proposed junction widening onto Plas Nantyr Road and a scheme of passing places leading to the development site.** The LHA would typically recommend the junction is widened to a minimum of 4.8m wide for a distance of 10m back from the junction and surfaced with hard bound materials (the applicant would need control of the required land to carry out these works and would need to enter onto a s.38 / 278 agreement with the Council to deliver these improvements. **No details of any such improvements have been included in the latest submitted plans.**

Submitted plan (Drg. No. A1) indicates 4 no. passing places along the length of the unclassified road leading to the development site. However, it is not clear whether these are existing or proposed passing bays. Following a site visit on 19/05/25, no existing adequate passing places were available along this section of road. The only location 2 cars could potentially pass each other was approximately 350m down the lane where the farm track meets the lane. Given the narrow nature of the lane along with its gradient, geometry and poor surface condition, it would be extremely awkward for any vehicles to pass each other along this lane.

**Public Right of Way**

PROW. No. 31 – Llansantffraid Glynceiriog is located along the proposed access serving the farm and runs through the development site. The LHA strongly recommends that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

**Parking & Turning Provision**

Parking & turning provision within the curtilage of the site will need to comply with LPGN 16 requirements and indicated on a suitably scaled layout plan. Drg. no. A3 - One parking space per one bedroom glamping unit would be considered adequate in this instance. Adequate turning space has not been indicated on the submitted plan.

Adequate cycle parking & covered storage will be required including facilities that are accessible for larger cycles (cargo bikes/adapted cycles) so that they are catering for everyone. Drg. No. A2 – Inadequate details have been provided for cycle parking / storage provision.

**The LHA recommend that the above details are indicated on a revised layout plan.**

**Waste Collection / Recycling**

No details of how any waste / recycling provision & collection at the site will be provided has been submitted. **This detail should be provided.**

**Conclusion**

In conclusion, although the above highlighted details could be requested, it would be considered difficult for the LHA to support the proposed development given the issues raised above.



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 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.*