

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2023/0395 Res(2)	Your Ref:	P/2023/0395
Date:	02/10/2023		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR AR GYFER LLEOLI CARAFAN STATIG I DDIBENION PRESWYL (CAIS OL WIETHREDOL) / CHANGE OF USE OF LAND FOR SITING OF STATIC CARAVAN FOR RESIDENTIAL PURPOSES

LAND AT GYFELIA TERRACE CINDERS LANE GYFELIA WREXHAM

Grid Ref: E 332874.5 N 344770.6

I refer to your consultation / email dated 19/09/2023 in respect of the above.

Existing Access

The proposed development site is located on a narrow, rural, classified road which is subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section.

Assuming speeds of 25mph, any proposed / existing access along this section would normally be required to provide visibility splays of 2.4 x 33m in both directions measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access appears adequate in the northerly direction providing a splay in excess of 2.4 x 33m measured to the centerline of the adjoining highway. However, visibility in the southerly access is inadequate providing a splay of approximately 2.4 x 8m measured to the centerline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow.

I would normally be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access.

The existing access serving the site is approximately 6.5m wide reducing to 3.8m wide at around 4m behind the adjoining highway. The access is gated at this point. I would normally recommend that any gates are setback a minimum distance of 10m behind the adjoining highway for an access of this nature (ie/ touring caravans indicated on site layout plan).

The existing access is surfaced with loose bound materials up to the existing gates. I would normally recommend that the existing access is surfaced with hard bound materials for at least 10m behind the adjoining highway.

No private surface water shall be permitted to flow onto the adjoining highway. I would recommend that any Aco drain or similar is installed across the access (within private land) to intercept any private surface water run-off. This requirement could be conditioned.

Proposed Access

The revised layout plan (Drg. No.A101 Rev A)) indicates 2 no. touring caravans, 2 no. static caravans (3 bedroom) plus outbuildings. The existing outbuildings appear to be used for storage only.

I would recommend that any proposed shared access (ie/ more than one dwelling) is a minimum width of 4.8m.

The proposed, improved access indicates the following:-

- Improved splays of 2.4 x 33m to the north and 2.4 x 39m to the south measured to the centerline of the adjoining highway.

The proposed splays are considered acceptable

- A 5m wide shared access with 4.8m kerb radii.

Proposed access dimensions are considered acceptable.

- Gates setback 10m behind the adjoining carriageway with 10m of hard bound paving behind the edge of carriageway.

Proposed details are considered acceptable.

Parking & Turning Provision

Parking and turning provision at the proposed development site will need to comply with LPGN 16. I would recommend that maximum parking standards are required given the remote location of the site and nature of adjoining highway.

The development would appear to have adequate turning space within the curtilage of the site but it is unclear as to what size vehicle may be operating from the site. **This detail along with a plan indicating where such vehicles turn within the site should be provided.**

Waste / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. I would strongly 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.

Traffic Generation

It is unclear as to whether any business is operating from the site. **I would recommend the applicant provides this detail along with the number and size of any vehicles operating from the site and typical daily vehicle movements generated at the site. Details of parking and turning arrangements for such vehicles should be provided.**

Sustainability

The development site is located in a relatively remote rural location on a classified road along which there is no footway provision / street lighting. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for those staying at the site to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require such developments to provide safe walking and cycling routes to local facilities and public transport stops.

I await the requested information.

Supplementary Notes

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



Chief Officer, Environment & Technical

