

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2023/0395 Res(4)	Your Ref:	P/2023/0395
Date:	09/01/2025		

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 07/01/2025 including revised layout plan (Drg. No. A101 Rev C) in respect of the above.

General

The proposed development comprises the siting (retrospective) of 2no. 3 bed static caravans and 2 no. touring caravans (no. of bedrooms unknown).

Access

The proposed development site is located on a narrow, rural, classified road which is subject to a 60mph speed limit. However, the LHA 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.

The revised layout plan (Drg. No. A101 Rev C) indicates proposed 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 which is considered acceptable.

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. The LHA 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 revised layout plan (Drg. No. A101 Rev C) indicates the widening of the access to a minimum width of 5m with 4.8m kerb radii. The proposed access is gated a minimum distance of 10m behind the edge of carriageway. The above access improvements are considered acceptable.

The existing access is surfaced with loose bound materials up to the existing gates. The LHA recommend that the existing access is surfaced with hard bound materials for at least 10m behind the adjoining highway. The revised layout plan (Drg. No. A101 Rev C) indicates hard bound surfacing of the splayed access for the first 10m which is considered acceptable. **The widened access will require s.184 consent to work in the highway.**

No private surface water shall be permitted to flow onto the adjoining highway. The LHA recommend that any Aco drain or similar is installed across the access (within private land) to intercept any private surface water run-off. The proposed Aco drain will need to be located just behind the limit of highway adoption (in private land). The revised layout plan (Drg. No. A101 Rev C) indicates this detail.

The "Designing Gypsy and Traveller Sites" guidance - May 2015 (Clause 3.23) indicates that public roads leading to the site should have clearly displayed signs requesting cars to slow down approaching the site access. **The LHA recommend that Slow / Araf road markings are provided on the approaches to the site access (both sides).** This detail will need to be agreed with our Traffic Section.

Parking & Turning Provision

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

The revised layout plan (Drg. No. A101 Rev C) indicates the provision of 3 parking for each 3 bed static caravan which is considered adequate. However, the proposed 2 no. touring caravans (number of bedrooms unknown) do not appear to have any parking provision. Adequate parking provision would also normally need to be provided for these caravans but is not indicated on the submitted plan. The plan does include a note stating that they will be used when the applicant / family leave the site to visit family / holiday. **However, without adequate parking, the LHA recommend that a suitably worded planning condition is attached which prevents occupation of these caravans whilst on site and therefore no additional parking would be required.**

Cycle Parking / Storage

If the application is supported, the LHA recommend a condition is included for the submission of details indicating the proposed cycle parking and storage facilities at the site.

In terms of turning provision at the site, I comment as follows:-

The revised layout plan (Drg. No. A101 Rev B) indicates an 11.8m diameter turning circle / area for a long wheel base transit van which appears acceptable. **The LHA recommend a suitable condition is included that limits the maximum size / length of vehicle permitted at the site to suit the proposed turning circle.**

Waste / Recycling

The submitted layout plan indicates an area for the storage of waste / recycling bins which is considered acceptable.

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 (Section 3.2) These policies require such developments to provide safe walking and cycling routes to local facilities and public transport stops.

Providing the above issues can be addressed, I would have no objections to the proposed development and recommend any permission includes the following conditions:-

If the application is supported, the LHA recommend any permission includes the following conditions including those highlighted above:-

CONDITIONS

- | | |
|----------------------|---|
| ZJ41
026R | GENERAL LAYOUT
Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----. |
| ZJ16
038R | VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility. |
| ZJ08
043R | ACCESS SURFACE (10 metres)
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. |
| ZJ09A
033R | NO GATES WITHIN 10 METRES
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary. |

- ZJ46**
026R **NO PRIVATE SURFACE WATER RUN OFF**
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.
- ZJ39**
026R **VERGE CROSSING**
Prior to first use of the development a verge crossing to the site shall be constructed in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
- NONSTD**
026R **SUBMISSION OF FURTHER DETAILS**
E06N No part of the development shall commence until a scheme detailing the installation of
E07N the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****
- 1) *Installation of Araf / Slow Road Markings (Welsh over English) on the approaches to the access.*
- The scheme as is approved shall be fully implemented prior to first use of the development.*
- NONSTD**
026R **CYCLE PARKING / SHELTER / LIGHTING**
No part of the development shall commence until a scheme for the provision of cycle parking / shelter / lighting has been submitted and approved in writing by the Local Planning Authority.

Supplementary Notes

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

VERGE CROSSING LICENCE

A licence should be obtained (as required by section 184 of the Highways Act 1980) from the Highway Authority in order to cross the verge at the new access position. Further guidance can be obtained from the Highways Department of Wrexham County Borough Council on telephone 01978 729670.

Note to Applicant

The applicant will need to discuss / agree the location and installation of the Araf / Slow road markings with the WCBC Traffic Section (Tel: 01978 729643).



On behalf of Chief Officer, Environment & Technical