

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2023/0395 Res(3)	Your Ref:	P/2023/0395
Date:	10/12/2024		

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 31/10/2024 including revised layout plan (Drg. No. A101 Rev B) 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, 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.

The revised layout plan (Drg. No. A101 Rev B) 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. 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 revised layout plan (Drg. No. A101 Rev B) 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. I would normally 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 B) 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. 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. The proposed Aco drain will need to be located just behind the limit of highway adoption (in private land) not 10m behind the edge of carriageway as shown on the revised layout plan. **This detail will need to be indicated on a revised layout plan.**

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. I would 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 B) 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. **The LHA recommend the applicant indicates the number of bedrooms of each touring caravan. The LHA recommend that adequate parking is also provided for these caravans and is indicated on a revised layout plan. It may be the case that a planning condition could be attached which prevents occupation of these caravans whilst on site and therefore no additional parking. The LHA request clarification on this matter.**

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 a 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.

Conclusion

In conclusion, the LHA request further details as follows:-

- The proposed Aco drain will need to be located just behind the limit of highway adoption (in private land) not 10m behind the edge of carriageway as shown on the revised layout plan. **This detail will need to be indicated on a revised layout plan.**
- **The LHA recommend the applicant indicates the number of bedrooms of each touring caravan. The LHA recommend that adequate parking is also provided for these caravans and is indicated on a revised layout plan.** It may be the case that a planning condition could be attached which prevents occupation of these caravans whilst on site and therefore no additional parking. **The LHA request clarification on this matter.**

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.



On behalf of Chief Officer, Environment & Technical