

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0210 Res (4)	Your Ref:	P/2024/0210
Date:	13/08/2024		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR I SAFLE GLAMPIO (CODI 2 GABAN DROS DRO) GYDA GWAITH TIRLUNIO A PHARCIO CYSYLLTIEDIG / CHANGE OF USE OF LAND TO GLAMPING SITE (ERECTION OF 2 NO TEMPORARY HUTS) WITH ASSOCIATED LANDSCAPING AND PARKING

GRONWEN FARM GARTH ROAD GARTH LLANGOLLEN WREXHAM
Grid Ref: E 325811 N 343170

I refer to your consultation / email dated 06/08/2024 and revised plans (Drg. Nos. GRO-P-002 Rev C & GRO-P-P04 Rev B) in respect of the above.

Access

The proposed development site is served off an existing farm access located at the northern end of Oakfield. Oakfield is an unclassified, residential estate road (cul de sac) subject to a 20mph speed limit serving approximately 13 existing dwellings.

Visibility at the junction of Oakfields with Garth Road (20mph speed limit) is adequate providing in excess of 2.4 x 25m in both directions in accordance with Manual for Streets.

The existing access serving the farm and proposed development site is located at the northern end of the cul de sac. This access is approximately 6.7m wide taking the form of a dropped kerb reducing in width to approximately 2.8m at a distance of 7.2m behind the edge of carriageway.

The access is surfaced with hard bound materials for approximately 7.2m behind the adjoining carriageway at which point there is a 2.3 m wide cattle grid. The access track beyond this point is surfaced with loose bound materials and has a number of potholes along its length. The access track would benefit from improved surfacing which it is understood is proposed by the applicant.

The Local Highway Authority (LHA) previously recommended the following improvements in order to support the application :-

- Widening of access to minimum of 4.8m for a minimum distance of 10m behind the adjoining highway. Note –Section 184 consent to widen the access and modify kerbing to suit required by the applicant.
This detail has been indicated on the submitted layout plan.

- Surface widened access with hard bound materials for a minimum distance of 10m behind the adjoining highway. The applicant will require s.184 consent from the Council to widen / surface the proposed access over the existing highway verge.
This detail has been indicated on the submitted layout plan.
- No gates within 10m of the highway boundary (preferably no gates erected).
Subject to a suitable condition.
- Aco drain or similar where access falls towards the adjoining highway.
This detail has been indicated on the submitted layout plan.
- Permanent closure of existing field access in the adjoining field at end of cul de sac to accommodate new access. New alternative field access to be provided internally.
This detail has been indicated on the submitted layout plan.
- Construction of suitable passing places along the existing access leading to the development site to facilitate the simultaneous passage of vehicles.
Although an additional passing place would be of benefit half way between the main access and internal site entrance, this is not considered essential given the scale of the development.

Public Right of Way

PROW. No. 20 – Llangollen Rural is located in close proximity to the proposed access and runs through the development site. The LHA strongly recommend 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 is considered adequate.

Our Active Travel Section have requested space for 2 cycles and those being accessible for larger cycles (cargo bikes/adapted cycles) so that they are catering for everyone.

Traffic Generation

The additional traffic movements generated by the proposed 2 no. glamping plods is likely to be minimal and have no significant detrimental impact on the adjoining highway.

If the application is supported, the LHA have no objections to the proposed development and recommend any permission includes the following conditions:-

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. -----.

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 028R	PROVISION OF CYCLE PARKING FACILITIES Prior to first use of the development on-site cycle parking facilities shall be provided in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking of cycles.

Supplementary Notes

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

Notes to Applicant

- **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 lower the kerbline and 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.
- **Public Right of Way**
PROW. No. 20 – Llangollen Rural is located in close proximity to the proposed access and runs through the development site. The LHA strongly recommend 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.

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 asked 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 from 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