

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Simon Greenland
Our Ref:	ET/DC/PP/P/2024/0210 Res (3)	Your Ref:	P/2024/0210
Date:	09/05/2024		

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 01/05/2024 and revised plans (Drg. Nos. GRO-P-002 Rev B & GRO-P-P04 Rev A) 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 I understand is proposed by the applicant.

I 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.
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. However the ACO drain shown needs moving forward in just outside the highway boundary. **I would recommend the applicant provides a suitably scaled plan indicating this detail.***
- 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. However. Alternative internal field access is not indicated. **I would recommend the applicant provides a suitably scaled plan indicating this detail.***
- 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.

I would recommend the applicant provides a suitably scaled plan indicating the above details.

Public Right of Way

PROW. No. 20 – Llangollen Rural is located in close proximity to the proposed access and runs through the development site. I would strongly recommend that the applicant liaise 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.

Traffic Generation

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

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.

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.



Chief Officer, Environment & Technical