

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Amy Brittain
Our Ref:	ET/DC/PP/P/2022/1064 Res (2)	Your Ref:	P/2022/1064
Date:	13/03/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID ADEILAD AMAETHYDDOL I ANNEDD / CONVERSION OF AGRICULTURAL BUILDING TO DWELLING

PEN Y GELLI PONTFADOG LLANGOLLEN Grid Ref: E 324321.77 N 337973.96

I refer to your consultation / email dated 27/02/2023 and revised layout plan (Drg. No. 1093-02-02) received 27/02/2023 in respect of the above.

Access

The proposed development site is located on a narrow, rural, classified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 25m in both directions measured to the centreline of the adjoining highway in accordance with Manual for Streets. Visibility can be relaxed to the centreline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access is adequate in the easterly direction providing a splay in excess of 2.4 x 25m measured to the centreline of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of approximately 2.4 x 10m measured to the centreline of the adjoining highway. Visibility is impeded by the existing boundary fence, gate and gateposts fronting the site. Visibility could be achieved by setting back these features. **I would recommend that the applicant provides a suitable scaled plan indicating the full extent of the required splays.** This detail has not been indicated on the revised layout plan.

The existing access is 4.1m wide and gated approximately 6.1m behind the edge of carriageway. The access is surfaced with loose bound materials. The proposed shared access is capable of accommodating the simultaneous passage of 2 vehicles. I would normally recommend that any gates are setback a minimum of 10m behind the adjoining highway assuming that the property still operates as a farm. I would normally recommend that the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. The access is currently surfaced with loose bound materials ie/ chippings. **This detail has been indicated on the revised layout plan and is considered acceptable.**

Parking & Turning Provision

Parking & turning provision appears adequate within the curtilage of the site.

Sustainability

The development site is located on a remote, rural, classified road along which there is no footway or lighting provision. There are no local facilities / services available. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for users of the glamping pods 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 residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

Supplementary Notes

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

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical