

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sarah Hill
Our Ref:	ET/DC/PP/P/2022/1061	Your Ref:	P/2022/1061
Date:	30/01/2023		

TOWN AND COUNTRY PLANNING ACT 1990

NEWID DEFNYDD TIR I LETY I DWRISTIAID A CHODI DAU GODEN GLAMPIO / CHANGE OF USE OF LAND TO TOURIST ACCOMMODATION AND ERECTION OF TWO GLAMPING PODS

OAKMEAD GOLLY ROSSETT WREXHAM

Grid Ref: E 333849.2 N 358439.01

I refer to your consultation / email dated 16/01/2023 in respect of the above.

Access

The proposed development site is located on a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 25mph 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 33m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18. 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 south easterly direction providing a splay in excess of 2.4 x 120m measured to the centreline of the adjoining highway. However, visibility in the westerly direction is inadequate providing a splay of 2.4 x 12m measured to the centreline of the adjoining highway. Visibility is impeded by the existing hedgerow fronting the site. Visibility could be achieved by lowering a section of the existing hedgerow to a maximum of 1m above the adjoining carriageway or cutting back the first section of hedgerow. **I would recommend that the applicant provides a suitable scaled plan indicating the full extent of the required splays.**

The existing access is 4.5m wide and gated approximately 1.4m 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 recommend that any gates are setback a minimum of 5m behind the adjoining highway (preferably no gates at all). I would recommend that the access is surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway.

Parking & Turning Provision

Adequate 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.

Parking & Turning Provision

Parking and turning provision within the curtilage of the development site appears adequate.

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