

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment & Planning

Our Ref: P/2018/0153 **Your Ref:** P/2018/0153

Date: 20 March 2018

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2664 5356 Land adjacent to Graig Wen Farm, off Brymbo Road, Bwlchgwyn

Development: Change of use of disused agricultural land to residential accommodation for gypsy and traveller site (7 no. pitches)

I refer to your consultation dated 27 February 2018 in respect of the above.

The development site is located on an unadopted road which is approximately 3m wide for the majority of its length and is in an extremely poor state of repair. There is only one area along the length of the road which allows vehicles to pass simultaneously; this is approximately 200m from the Glascoed Road junction. Any vehicles meeting each other along the road would need to reverse up to 100m along a narrow unmade path with no step aside provision for pedestrians /ramblers / dog walkers.

The road is currently very lightly trafficked – the only vehicular movement being associated with the pig farm at the Flash. There is no street lighting along the unadopted road.

The unadopted road has an access on to Glascoed Road near a dwelling known as The Lodge. Visibility at the junction on to Glascoed Road is below Welsh government guidelines.

The unadopted road also leads to the south of the proposed site towards Brymbo Road. Visibility at the access on to Brymbo Road is below Welsh government recommendations. A swept path analysis confirms that it is not possible for a low loader to access the site from Brymbo Road. I assume that as the road is gated and appears to be in private ownership, that there is no proposed access to the application site from this direction.

Glascoed Road is generally a single track road with no pedestrian provision and little provision made for the simultaneous passing of two vehicles. Forward visibility along the highway is substandard due to the horizontal alignment of the road west of Thorntree Cottage and adjacent to the Gors. Any vehicles meeting one another in this area of Glascoed Road have to reverse a significant distance along a road where forward visibility is substandard.

There are only a couple of street lighting columns near the residential dwellings towards the west end of Glascoed Road. There are no footways on Glascoed Road between A525 and the unadopted road giving access to the application site.

The application proposes to utilise an area of agricultural land for residential accommodation for 7 gypsy and traveller pitches.

The dimensions of the caravans appear to be approximately 10m x 3m. I can only assume that these would have to be delivered to site by a low loader. Given the geometry of both Glascoed Road and the unadopted road it is difficult to see how a low loader could safely negotiate these routes within the confines of the highway. A swept path analysis undertaken at the junction Glascoed Road and the unadopted road by the Lodge indicates that a 16.5m low loader is unable to turn into or out of the unadopted road. The swept path also indicates that there is little prospect of a low loader negotiating Glascoed Road safely without potentially causing significant damage to highway verges, trees /boundary hedges and walls in private ownership.

WAG circular 30/2007- Planning for Gypsy and Traveller Caravan sites states that consideration must be given to vehicular access from the public highway. I assume that means that roads must be wide enough to allow mobile home access on low loader vehicles. It states that roads must allow easy access for large vehicles such as fire engines, refuse lorries and those used by the residents. Given the geometry of the road it cannot be considered to allow easy access for any vehicle, never mind the larger rigid emergency / refuse vehicles.

The council refuse vehicle would not be able to access the site meaning that the waste collection would have to be taken to the Glascoed Road – some 200m away along an unmade road in very poor repair.

The only pedestrian provision in the vicinity of the site is limited to a public right of way just south of the site but which leads pedestrians away from the centre of the village. The PROW is unmade and unlit and is suitable only for ramblers; it is not suitable for pedestrians or people with prams or those with mobility problems.

I therefore recommend that the application is refused for the following reasons:

REASONS

- There is restricted visibility at the junction of the unadopted road with Glascoed Road and increased use would increase the likelihood of danger to road users.
- There is restricted visibility at the junction of the unadopted road with Brymbo Road and increased use would increase the likelihood of danger to road users.
- The site is approached from Glascoed Road by means of a narrow unmade track, which is considered substandard in width and junction layout to serve as a means of access to further development
- The proposed development would be likely to result in a material increase in the volume of traffic using Glascoed Road where inadequate forward visibility is available with consequent risk of additional danger to all road users.
- The proposed development is likely to generate an increase in pedestrian traffic on roads lacking adequate footways or street lighting with consequent additional danger to all users of the road

NOTE

The unadopted road has no recorded highway status and it unknown whether the applicant has vehicular rights to access the site. I would suggest that the applicant is requested to provide evidence of vehicular rights along the unadopted road to the development site.

A handwritten signature in black ink, appearing to read 'D. Hill', written over a horizontal line.

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