MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Dafydd Thomas
Our Ref:	ET/DC/PP/P/2025/0536	**Your Ref:**	P/2025/0536
Date:	01/09/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: NEWID DEFNYDD TIR I SAFLE SIPSIWN A THEITHWYR TEULUOL Â 4 LLAIN / CHANGE OF USE OF LAND TO A 4 PITCH FAMILY GYPSY AND TRAVELLER SITE

LOCATION: LAND NORTH OF CROESFOEL COURT, WREXHAM ROAD, RHOSTYLLEN, WREXHAM, LL14 4DR

I refer to your consultation / email dated 23/07/2025 in respect of the above.

General

The proposed development comprises the siting (retrospective) of 4no. static caravans (no. of bedrooms unknown) and 4 no. day rooms (including showering, wc & utility room). It is understood that the site is intended to accommodate 4 no. related families. **The LHA recommend that the applicant clarifies how many bedrooms each caravan / unit has in order to assess parking provision.**

There currently appears to be 3 static caravans and 1 large touring caravan on site. **The LHA seek clarification on what number of touring caravans are proposed to be kept at the site.**

The LHA assume that the Planning Department will be consulting with Welsh Government on this application given its proximity to the A483 Wrexham By-Pass.

Access

The proposed development site is located on Croesfoel Lane which is a rural, classified road subject to a 50mph speed limit.

Assuming speeds of 50mph, any proposed / existing access along this section would be required to provide visibility splays of 2.4 x 160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing / proposed access is currently inadequate in both directions providing splays of approximately 2.4 x 14m in the southerly direction and 2.4 x 32m in the northerly direction measured to the nearside edge. Visibility is impeded in both directions by the existing hedgerow / trees.

No details of the proposed visibility splays have been provided by the applicant.The LHA would be unable to support any proposed development that would result in any significant increase in vehicle movements utilizing this sub-standard access. **The LHA recommend the applicant submits a suitably scaled layout plan indicating the full extent of the required splays from the proposed access.**

The existing / proposed access is served by a 9m wide dropped kerb. The proposed access is approximately 4.6m wide at a distance of 5m behind the adjoining carriageway. **If the application is supported, the LHA recommend any proposed access is a minimum width of 4.8m with no gates being erected within 10m behind the adjoining highway.** The existing access is currently surfaced with loose bound materials. **The LHA recommend any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. The LHA recommend the applicant provides a suitably scaled plan indicating the above details (including annotated dimensions).**

Parking & Turning Provision

Parking and turning provision at the proposed development site will need to comply with LPGN 16 requirements.

As indicated above clarification is needed on the actual number of bedrooms in each of the 4 no. static caravans and how many (if any) touring caravans are intended to be present on site (including number of bedrooms). The LHA recommend that maximum parking provision in accordance with LPGN 16 is provided for each unit.

The development would appear to have adequate turning space within the curtilage of the site but it is unclear as to what size vehicles may be operating from the site. **This detail along with a plan indicating where such vehicles turn within the site should be provided.**

As a minimum, the LHA recommend that adequate turning space is provided for a large touring caravan plus transit van. This will need to be supported by appropriate swept path details indicating how such a vehicle will access, turn and exit the site in both directions.

It is not clear how the existing static caravans were delivered to the site and using what type / size of vehicle. **The LHA recommend that a suitably worded condition is included which requires the applicant to contact liaise with the WCBC Traffic Section before any further static caravans are delivered to or are taken from the site requiring the applicant to arrange / fund appropriate traffic management measures.**

<u>Cycle Parking / Storage</u>
The proposed development will need to provide adequate cycle parking and storage in accordance with LPGN 16 / Active Travel Guidance. **The LHA strongly recommend that you consult with our Active Travel Section - Gwen Thomas on 01978 729667 to discuss the above detail / requirements and once agreed indicate this detail on a suitably scaled plan**.

The submitted plans have been forwarded to the Active Travel Section. Any comments / feedback provided will be forwarded to the Planning Department.

Waste / Recycling

It is important that any proposed bin store / compound is of adequate size / design to accommodate the required number / type of bins and is suitably located to serve such a development ie/ in close proximity to the adjoining highway. **The LHA strongly recommend that you consult with our Senior Waste Strategy Officer Gabrielle Povey (Senior Waste Strategy Officer) on 01978 729640 to discuss the above detail and the adequacy of any area allocated to waste collection and once agreed indicate this detail on a suitably scaled plan**.

The submitted plans have been forwarded to the Waste / Recycling Section. Any comments / feedback provided will be forwarded to the Planning Department.

Traffic Generation

It is unclear as to whether any business is operating from the site. **The LHA recommend the applicant provides this detail along with the number and size of any vehicles operating from the site and typical daily vehicle movements generated at the site.**

Conclusion

In conclusion, the LHA request the following additional information:-

- **Visibility**
  The LHA recommend the applicant submits a suitably scaled layout plan indicating the full extent of the required splays from the proposed access.

- **Access**
  If the application is supported, the LHA recommend any proposed access is a minimum width of 4.8m with no gates being erected within 10m behind the adjoining highway. **The LHA recommend the applicant submits a suitably scaled layout plan indicating this detail.**

- The LHA recommend any proposed access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.
  The LHA recommend the applicant provides a suitably scaled plan indicating the above details (including annotated dimensions).

- **Parking & Turning Provision**
  Clarification is needed on the actual number of bedrooms in each of the 4 no. static caravans and how many (if any) touring caravans are intended to be present on site (including number of bedrooms). **The LHA recommend that maximum parking provision in accordance with LPGN 16 is provided for each unit.**

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Supplementary Notes

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

KW Edwards

Contracts and Engineering Manager

On behalf of Chief Officer, Environment & Technical

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 ask 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 form 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.