MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO:	Sharon Holman
Our Ref:	ET/DC/PP/P/2025/0737	**Your Ref:**	P/2025/0737
Date:	06/11/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: CODI 3 POD GLAMPIO , FFURFIO MYNEDIAD I GERBYDAU, GOSOD GWAITH TRIN PECYNNAU A'R HOLL WAITH CYSYLLTIEDIG / ERECTION OF 3 NO GLAMPING PODS, FORMATION OF VEHICULAR ACCESS, INSTALLATION OF PACKAGE TREATMENT WORKS AND ALL ASSOCIATED WORKS

LOCATION: LAND AT ERW GERRIG, TREGEIRIOG, LLANGOLLEN, WREXHAM, LL20 7HS

I refer to your consultation / email dated 07/10/2025 in respect of the above.

General

The proposed development comprises the installation of 3 one bedroom glamping pods served off a private shared access off Cwm Clwyd Road.

Access

The proposed development site is accessed off the B4500 via Cwm Clwyd Road. The B4500 is a classified road subject to a 50mph speed limit. Based on speeds of 50mph, the existing junction would normally require visibility splays of 2.4 x160m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing junction onto the B4500 is considered inadequate in both directions providing splays of approximately 2.4 x 15m to the south and 2.4 x 135m to the north measured to the nearside edge.

No details of the existing available visibility at this junction have been provided by the applicant. T**he LHA recommend that the applicant provides the full extent of the existing junction visibility splays on a suitably scaled plan.**

The horizontal alignment of the existing junction (Cwm Clwyd Road / B4500) is severely substandard sitting at an oblique angle at its junction with the B4500. Any vehicles / drivers looking south at the junction to see oncoming traffic is awkward when looking back and far from ideal. Any vehicles wishing to turn left out of the access to the south are unlikely to be able to do so and would need to carry out a 3 point turn in the junction in order to make this maneuver.

The oblique angle of the access is likely to result in vehicles exiting the private driveway at night dazzling and potentially confusing on-coming traffic with their headlights approaching along the B4500 from the north. **The Local Highway Authority (LHA) raise concerns on this issue.**

The geometry of the existing junction and restricted width does not allow for 2 no. vehicles (cars) to pass simultaneously or sit clear of the classified road (B4500) which is far from ideal.

The LHA would raise concerns as to any significant intensification of use of this sub-standard access.

Access Plan (Drg. No. 80402 / GD /006)

Cwm Clwyd Road is a narrow, rural unclassified road subject to a 60mph speed limit. However, the LHA estimate typical vehicle speeds at being around 25mph given the geometry of the road along this section. The proposed access is located approximately 160m away from the junction with the B4500. The unclassified lane is less than 4.1m wide and cannot accommodate the simultaneous passage of vehicles. **This section of road would not benefit from any significant increase in vehicle movements.**

Based on typical speeds of 25mph, any proposed access would require visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

The submitted Access Plan indicates splays of 2.4 x 65m in both directions measured to the nearside edge which is considered acceptable. However, given the significant change in levels between the road and development site, a topographical survey will be required to ensure that the required splays are compliant with Manual for Streets requirements ie/ clear visibility from a height of 1.05m from a 2.4m setback distance to an object height of between 0.6m – 2m at the appropriate stopping sight distance. **The LHA request the above detail.**

The submitted Access Plan indicates the construction of a 5.5m wide access with 6m kerb radii which appears acceptable. The access comprises a 1:20 gradient. This gradient will need to be maintained for at least 10m behind the adjoining highway. Any access gradients beyond this point up to the proposed glamping pods will need to be compliant with DDA requirements.

Parking & Turning Provision

Parking and turning provision at the site will need to comply with LPGN 16 requirements. The LHA recommend that maximum parking standards are met given the remote location of the site.

The provision of 1 parking space per 1 bedroom pod would be considered acceptable and is indicated on the submitted Access Plan with a minimum 6m turning space behind.

No details of the maximum size / length of vehicles likely to visit the site have been provided. Refuse vehicles will obviously have to service the site and it assumed that medium sized delivery vehicles eg/ food delivery vehicles may also visit the site.

It is not clear how such vehicles will access / turn / service the site.

The LHA recommend the applicant provides either a suitably sized turning head to enable a 7m long medium sized delivery vehicle to turn within the site (revised plan required) or provides appropriate swept path details indicating this detail.

Refuse Collection / Recycling

The LHA 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. **The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed waste / recycling facilities and potential collection point that is in close proximity to the adopted highway.**

Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16. Any such requirements should be referenced / indicated on a revised layout.

Further details will be required in relation to cycle parking / storage to accord with the minimum cycle parking standards set out in LPGN 16. **The Local Highway Authority (LHA) request a suitably scaled plan indicating all proposed cycle parking / storage provision**.

Construction Traffic Management Plan (CTMP)

If an application for development is supported at the site, the LHA recommend any permission includes the following condition:-

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Conclusion

In conclusion, the LHA request the following information:-

- **Access / Junction -Visibility Splays**
  Visibility from the existing junction onto the B4500 is considered inadequate in both directions providing splays of approximately 2.4 x 15m to the south and 2.4 x 135m to the north measured to the nearside edge.

  No details of the existing available visibility at this junction have been provided by the applicant. T**he LHA recommend that the applicant provides the full extent of the existing junction visibility splays on a suitably scaled plan.**

- **Site Access (off Cwm Clwyd Road)**

  Based on typical speeds of 25mph, any proposed access would require visibility splays of 2.4 x 33m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

  The submitted Access Plan indicates splays of 2.4 x 65m in both directions measured to the nearside edge which is considered acceptable. However, given the significant change in levels between the road and development site, a topographical survey will be required to ensure that the required splays are compliant with Manual for Streets requirements ie/ clear visibility from a height of 1.05m from a 2.4m setback distance to an object height of between 0.6m – 2m at the appropriate stopping sight distance. **The LHA request the above detail.**

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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.