# MEMORANDUM

| | | | |
|---|---|---|---|
| **From:** | Chief Officer, Environment & Technical | **To:** | Chief Officer Economy & Planning |
| | | **FAO:** | Jenni Perkins |
| **Our Ref:** | ET/DC/PP/P/2025/0854 | **Your Ref:** | P/2025/0854 |
| **Date:** | 08/01/2025 | | |

**TOWN AND COUNTRY PLANNING ACT 1990**

**PROPOSAL: NEWID DEFNYDD Y TIR I GREU SAFLE GLAMPIO (SAITH UNED) / CHANGE OF USE OF LAND TO CREATE GLAMPING SITE (SEVEN UNITS)**

**LOCATION: LAND SOUTH OF QUEENSBRIDGE FARM, OVERTON, WREXHAM, LL13 0LE**

I refer to your consultation / email dated 21/04/2024 in respect of the above.

**General**

The proposed development comprises the creation of a glamping site (7 units) served off an existing field access onto the A528 Overton Road.

**Access**

The proposed development site is located on the A528 which is rural, classified road subject to a 50mph speed limit.

Any proposed / existing access in this location 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 TAN18 / DMRB Standards.

Adequate forward visibility would also normally be required for vehicles approaching the access heading south providing a stopping sight distance of 160m. **A topographical survey will be required to demonstrate adequate visibility in this location.**

**The LHA recommends the applicant provides revised plans indicating the provision of adequate lateral and forward visibility splays in accordance with TAN 18 / DMRB Standards.**

The proposed access (current field access) serving the site is located approximately 12m south of the existing private driveway serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The LHA raise concerns regarding the proximity of the proposed access to the existing shared access serving the above properties which needs to be addressed by the applicant.**

**Existing Shared Private Driveway**

**(serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall, Little Queensbridge)**

The existing shared access road is typically less than 4.1 wide and cannot easily accommodate the simultaneous passage of 2 vehicles.

Although, not currently proposed, this private access road would not benefit from any significant increase in vehicle movements.

**Existing Access (serving existing field)**

The existing access is approximately 4.1m wide, unsurfaced (grassed), with gates setback approximately 3 behind the carriageway edge.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 30m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

Forward visibility for vehicles approaching the access from the south to stationary vehicles waiting to turn right into the proposed access is approximately 100m restricted by the alignment of the road (bend / cuts across 3rd party land).

The LHA would normally therefore be unable to support any proposed development that is likely to result in any significant increase in vehicle movements through this substandard access.

**Traffic Generation**

It is assumed that the existing field access currently generates very few daily vehicle movements. No information in respect of existing vehicle movements utilizing this access has been provided. **The LHA recommends that the applicant provides information on the existing and proposed daily vehicle movements.**

**Proposed Access**

It is proposed to serve the proposed development site from the above field access with some improvements to layout and visibility.

The submitted site access plan (Drg. No. 332613092/100/001 Rev A) indicates proposed splays of 2.4 x 160m to the north and 2.4 x 120m to the south. The proposed splay in the southerly direction is significantly less than that required by TAN 18 (ie/ 2.4 x 160m) and is therefore considered inadequate.

The proposed splays although shown measured to the nearside edge, need to include the whole of the carriageway inside the visibility envelope (not shown). This would appear to cut across 3rd party land in the northerly direction including the private shared access road serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The LHA recommends the applicant indicates this detail on a revised layout plan and clarifies exactly what land is under their ownership within the whole visibility envelope.**

The proposed access width is not clearly shown on the submitted layout plan**. The LHA recommends that this detail is annotated on a revised layout plan.**

The proposed gates are located approximately 6m behind the adjoining carriageway. Any proposed gates will need to be setback at least the same distance as the length of the longest vehicle likely to visit the site. It is assumed that this is likely to be either a private waste / refuse vehicle or medium sized delivery vehicle (7m in length). It would be considered beneficial if no gates were erected at the access. **The LHA recommend that the applicant confirms and indicates this detail on a revised layout plan.**

The proposed access will need to be of sufficient width to accommodate both cars and delivery / waste vehicles accessing the site simultaneously. **The LHA recommend that this detail (including appropriate swept path details) are provided to demonstrate this.**

Any proposed access will need to be surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary and the existing dropped kerb modified to suit the new access (s.184 / 171 consent required).

An Aco drain or similar will be required across the access to intercept private surface water run-off if it falls towards the highway.

**The LHA recommend that the above detail is indicated on a revised layout plan.**

**Parking and Turning Provision**

Parking and turning provision at the site will need to comply with LPGN 16 requirements for those staying at the pods, staff and any other visitors.. The submitted plans do not indicate how many bedrooms each glamping pod has or specify which spaces are allocated to whom. **The LHA recommend that this information is provided.**

No details of the maximum size / length of vehicle likely to visit the site have been provided. It is assumed that the waste / recycling will need to be collected by a private waste contractor. **This detail including maximum length of vehicle to be used will need to be provided.** Adequate parking and turning space will also be required for a medium sized delivery vehicle (ie/ 7m in length) within the curtilage of the site.

**The LHA recommend that the above details are indicated (including appropriate swept paths of the largest vehicle entering and exiting the site (in both directions) and details of how such a vehicle will turn within the site.**

<u>Cycle Parking / Storage</u>

Adequate cycle parking / storage will be required in accordance with LPGN 16 / Active Travel Guidance. **The LHA recommends the applicant indicates this detail (including annotated dimensions) on a revised layout plan.**

**Waste / Recycling**

It is assumed that the site will be serviced by a private waste contractor.

**Conclusion**

In conclusion, it may be difficult for the LHA to support this application for the reasons highlighted above. However, the LHA recommends the applicant provides the following information:-

- **Access**

Any proposed / existing access in this location 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 TAN18 / DMRB Standards.

Adequate forward visibility would also normally be required for vehicles approaching the access heading south providing a stopping sight distance of 160m. **A topographical survey will be required to demonstrate adequate visibility in this location.**

**The LHA recommends the applicant provides revised plans indicating the provision of adequate lateral and forward visibility splays in accordance with TAN 18 / DMRB Standards.**

The proposed access (current field access) serving the site is located approximately 12m south of the existing private driveway serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The LHA raise concerns regarding the proximity of the proposed access to the existing shared access serving the above properties which needs to be addressed by the applicant.**

- **Proposed Access**

It is proposed to serve the proposed development site from the above field access with some improvements to layout and visibility.

The submitted site access plan (Drg. No. 332613092/100/001 Rev A) indicates proposed splays of 2.4 x 160m to the north and 2.4 x 120m to the south. The proposed splay in the southerly direction is significantly less than that required by TAN 18 (ie/ 2.4 x 160m) and is therefore considered inadequate.

The proposed splays although shown measured to the nearside edge, need to include the whole of the carriageway inside the visibility envelope (not shown). This would appear to cut across 3rd party land in the northerly direction including the private shared access road serving Queensbridge House, Queensbridge Villa, Queensbridge Cottage, Queensbridge Hall Farm, Queensbridge Hall & Little Queensbridge. **The LHA recommends the applicant indicates this detail on a revised layout plan and clarifies exactly what land is under their ownership within the whole visibility envelope.**

The proposed access width is not clearly shown on the submitted layout plan**. The LHA recommends that this detail is annotated on a revised layout plan.**

The proposed gates are located approximately 6m behind the adjoining carriageway. Any proposed gates will need to be setback at least the same distance as the length of the longest vehicle likely to visit the site. It is assumed that this is likely to be either a private waste / refuse vehicle or medium sized delivery vehicle (7m in length). It would be considered beneficial if no gates were erected at the access. **The LHA recommend that the applicant confirms and indicates this detail on a revised layout plan.**

The proposed access will need to be of sufficient width to accommodate both cars and delivery / waste vehicles accessing the site simultaneously. **The LHA recommend that this detail (including appropriate swept path details) are provided to demonstrate this.**

Any proposed access will need to be surfaced with hard bound materials for a minimum distance of 10m behind the highway boundary and the existing dropped kerb modified to suit the new access (s.184 / 171 consent required).

An Aco drain or similar will be required across the access to intercept private surface water run-off if it falls towards the highway.

**The LHA recommend that the above detail is indicated on a revised layout plan.**

- **Traffic Generation**

It is assumed that the existing field access currently generates very few daily vehicle movements. No information in respect of existing vehicle movements utilizing this access has been provided. **The LHA recommends that the applicant provides information on the existing and proposed daily vehicle movements.**

- **Parking and Turning Provision**

Parking and turning provision at the site will need to comply with LPGN 16 requirements for those staying at the pods, staff and any other visitors.. The submitted plans do not indicate how many bedrooms each glamping pod has or specify which spaces are allocated to whom. **The LHA recommend that this information is provided.**

No details of the maximum size / length of vehicle likely to visit the site have been provided. It is assumed that the waste / recycling will need to be collected by a private waste contractor. **This detail including maximum length of vehicle to be used will need to be provided.** Adequate parking and turning space will also be required for a medium sized delivery vehicle (ie/ 7m in length) within the curtilage of the site.

**The LHA recommend that the above details are indicated (including appropriate swept paths of the largest vehicle entering and exiting the site (in both directions) and details of how such a vehicle will turn within the site.**

Cycle Parking / Storage

Adequate cycle parking / storage will be required in accordance with LPGN 16 / Active Travel Guidance. **The LHA recommends the applicant indicates this detail (including annotated dimensions) on a revised layout plan.**

**Supplementary Notes**

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

KW Edwards

Contracts & 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 / 171 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.*