

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO:	Sarah Hill
Our Ref:	ET/DC/PP/P/2022/0681	Your Ref:	P/2022/0681
Date:	3 rd February 2023		

Christmas Farm, Llay Road, Cefn Y Bedd, Wrexham, LL12 9UG

Further to your email / consultation dated 08/12/2022 please see the following comments: -

A Highways response to the above planning application was provided August 2022 (dated 24th August 2022). Within the response additional information in relation to highways was requested. This memorandum reviews the additional information since provided by the applicant. This response should be read in conjunction with the previous Highways response for this planning application.

It is noted that the application for the site is, *'mixed use for agricultural use (Christmas Tree Farm) and outdoor recreation to include a reindeer centre, paddle boarding, water related activities, engineering operations to extend the existing lake, creation of bark footpath, erection of cedar clad agricultural building to provide office, machine and equipment store, hay/straw storage, sick bay and maternity bay space for reindeer, creation of a car park, creation of a new access onto Llay Road and landscaping'*.

It is accepted that there will be fluctuations in the number of visitors to the site depending on the seasonal activity. It is considered the spring / summer months will have a higher demand of visitors associated with the water related activities and the autumn / winter months will have a higher demand of visitors associated with the Reindeer Centre. Seasonal events on site such as Pumpkin Picking and a Christmas Grotto will also attract a higher number of visitors.

Access

The existing site access on Llay Road is to be formalised, with the existing highway layby incorporated into the site access, as recommended in the previous Highways response (dated 25th August). The applicant has confirmed that the existing access point off Park Road will be closed up as it is disused however, the more formal gated access to the south of the site is to remain for agricultural vehicles to maintain the surrounding land. The applicant states that this access will not provide access to the application site and will not be used by visitors.

The revised *'Site Access Arrangement and Visibility Splays'* drawing (Drawing No. 3034-01-D02A) illustrates the revised site access arrangement on Llay Road, which includes the incorporation of the existing adjacent layby into the site access. It is noted that there is a highway interactive sign currently located within the existing layby. This sign will need to be relocated to a suitable location at the applicants cost. The new location of the sign will need to be agreed with WCBC Highways.

Since there will be an increase in vehicles slowing and turning into the proposed development site, new site access road signs on the approach to development in either direction will be required (detail and location to be agreed with WCBC Highways).

A planning condition in relation to a Section 278 agreement is required to introduce the proposed site access on Llay Road.

Visibility

The revised '*Site Access Arrangement and Visibility Splays*' drawing (Drawing No. 3034-01-D02A) shows visibility splays to the left and right of the proposed site access are achievable providing the existing vegetation west of the site access is cleared. It is noted that the hedgerow will be removed and replanted behind the visibility splay. The applicant will need to ensure that the new hedgerow is maintained so as not obstruct the visibility splay in future.

The revised '*Site Access Arrangement and Visibility Splays*' drawing (Drawing No. 3034-01-D02A) illustrates a forward visibility splay of 158m from a vehicle approaching the site from the west, and a forward visibility splay of 147m between a vehicle waiting to turn right into the site and a vehicle approaching the site from the east, based on the 52.6mph and 50.00mph observed 85th percentile speeds, respectively. The splays are in line with Stopping Sight Distances (SSDs) in Design Manual for Roads and Bridges (DMRB), which is considered appropriate for the type of road being assessed. Both sides of Llay Road are lined by an existing hedgerow that bounds several parcels of land. The forward visibility splay shown on the drawing for 158m from a vehicle approaching the site from the west is achieved, where the splay touches the footway. However, the forward visibility splay shown on the drawing for 147m between a vehicle waiting to turn right into the site and a vehicle approaching the site from the east, is not achieved due to the existing hedgerow located on the northern extents of Llay Road obstructing the splay. The development site access as it is currently proposed cannot be approved, since inadequate visibility splays is a highway safety concern.

To achieve the required SSD visibility, the vegetation located on the northern side of Llay Road, within the extents of the visibility splay, will need to be cleared. It is noted that the hedgerow on the northern extents of Llay Road is not within the applicant's current ownership.

Traffic Generation, Parking and Turning Provision

Due to the nature of the proposed development, it is likely that most trips will be made by vehicle however, they are likely to occur outside of the weekday peak periods and therefore, there should be minimal impact on the wider highway network.

The applicant has provided detail regarding how traffic generation associated with the proposed development and the number of car parking spaces proposed has been estimated based on a survey undertaken at Tarvin Sands Reindeer Centre and Fishery, Tarvin, Chester.

The applicant states that a log of all traffic entering Tarvin Sands Reindeer Centre and Fishery was recorded over the course of 5 days in one week in September 2022. The survey results have not been provided however, the applicant states that the results of the survey indicate that the development experienced a maximum of 87 one-way visitor trips per day during the weekdays, 108 one-way visitor trips during the Saturday and 107 one-way trips on the Sunday. The overall average across the entire week was 92 one-way visits. The applicant considers that the proposed development will feature a similar level of traffic generation and therefore have estimated approximately 100 one-way visitor trips per day for the proposed development.

It is assumed that the majority of the trips recorded during the survey were associated with the Fishery rather than the Reindeer Centre due to the relatively high numbers recorded both during the week and weekends for September. The watersports element of the proposed development is not

comparable to a Fishery therefore, it is difficult to know if the estimated number of visitors to the proposed development is accurate. Furthermore, the survey was conducted during September and is not comparable to the seasonal fluctuations expected for the proposed development.

Although 100 parking spaces is significant there is concern that since it is not known how many actual trips will take place during the busiest periods that demand could be greater. The applicant states *'that on-site parking will be managed by staff during peak periods of parking demand (particularly during the Christmas period) and parking will be carefully controlled to ensure that the maximum car parking occupancy of the site is utilised'*. The applicant is required to demonstrate how parking will be managed during busy periods to ensure that all parking takes place within the site and not on Llay Road, since any parking on Llay Road would present a road safety risk for all road users. It is considered appropriate to include a condition for a Car Parking Management Plan (CPMP) to ensure parking is managed / controlled so as not to have any negative impact on the existing highway and safety of road users. It is suggested that a booking system is put in place for visitors during the busiest periods. A planning condition in relation to the CPMP will be required.

Details of where refuse / recycling is to be collected from and facilities proposed have been provided and agreed with WCC's Waste Strategy Officer (Catherine Golightly). A swept path drawing (Drawing No. 3034-01-ATR01A) has been provided indicating that a refuse vehicle can enter and exit the site safely. It is shown that on refuse collection days some parking will need to be coned off by staff of the development to facilitate safe passage of the refuse vehicle internally.

Active Travel

It is approximately 11 minutes' walk from Llay to the proposed development and approximately 15 minutes' walk from Cefn-y-bedd to the proposed development therefore, it is possible that some visitors to the development will be attracted to walk. Sustainable travel to the proposed development is encouraged however, it is noted that the existing footway on the northern side of Llay Road is narrow and not suitable for all users. The applicant has provided detail regarding Active Travel improvements proposed, as discussed, and agreed with WCBC's Active Travel officer (Daniel Morris). Although there is an aspiration to introduce Active Travel infrastructure on the northern side of Llay Road there are currently no designs drawn up. Timescales for the delivery of improvements to the footway on Llay Road should be clarified as if the development site becomes popular and visitors choose to walk to the site, the current arrangements are not adequate.

The revised 'Site Access Arrangement and Visibility Splays' drawing (Drawing No. 3034-01-D02A) illustrates the site access has been amended to include a 3m shared foot / cycleway leading into the site and a tactile paving crossing point integrating the site into the proposed future Active Travel Network infrastructure on the northern side of Llay Road. Although the crossing point is welcomed, there is concern that the visibility on the northern side of Llay Road adjacent to the crossing point is impeded by the bend in the road. It is suggested the tactile crossing point is relocated further east on Llay Road so as the adjacent crossing point will have better visibility for pedestrians waiting to cross and vehicles will also have better visibility of pedestrians, particularly if speeds are higher than the speed limit. Since there is an existing footway on the northern side of Llay Road, a tactile crossing point should be provided adjacent to the proposed tactile on the southern side of Llay Road to facilitate crossing in the interim.

The proposed tactile paving crossing point within the site access is welcomed however, the applicant must ensure that visibility for pedestrians at the tactile crossing point, particularly on the western side of the site access, is not impeded in anyway by vegetation or infrastructure such as the site gate post / gate and fencing.

Conclusion

The following matters require some amendment or clarification prior to approving planning permission:-

- 1) Timescales of the delivery of Active Travel measures on the northern extents of Llay Road. Suitable arrangements for the footway on the northern extents of Llay Road are required since it is considered some visitors will use the footway to access the site. The current footway is not appropriate, yet the proposed development may encourage more use; and
- 2) The proposed tactile crossing point on Llay Road should be moved further east to improve visibility for pedestrians and vehicles. A tactile crossing should be provided on the northern side of Llay Road, adjacent to the proposed tactile paving on the southern side of Llay Road, irrespective of future Active Travel infrastructure proposals.

HIGHWAY CONDITIONS

No part of the development shall commence until a detailed highway scheme for the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) *Condition in relation to the S278 in place for all works on highway associated with the existing layby on Llay Road including, the relocation of the existing highway interactive sign and new site access road signs on the approach to development in either direction*
- 2) *Condition in relation to the clearance and continued maintenance of vegetation to ensure visibility requirements are met on Llay Road*
- 3) *Condition in relation to ensuring visibility for pedestrians at the proposed tactile crossing at the site access is not impeded in anyway by vegetation or infrastructure such as site gates / fencing*
- 4) *A Car Park Management Plan is provided and approved*
- 5) *A Construction Traffic Management Plan (including details of contractor parking) is provided*



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