

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/PP/2018/0375	Your Ref:	MP/P/2018/0375
Date:	14 th June 2018		

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

Location: O. S Grid Ref: 494 393 Cae Bach, Ellesmere Road, Bronington, Wrexham.
Development: Use of approximately 7 acres of agricultural land together with existing modern farm building as a farm education and activity centre together with the erection of a toilet block, construction of access arrangements and ancillary parking.

I refer to your consultation dated 14/05/2018 and email from Woodsyde Developments Ltd Dated 14/06/2018 (including revised swept path details) in respect of the above.

The development site is located on the A495 Ellesmere Lane which is a rural, classified, road subject to a 60mph speed limit. Although vehicles travelling from the easterly direction may well travel at speeds up to 60mph, I would estimate typical vehicle speeds at being around 50mph for those vehicles approaching from the west given the geometry of the road.

Based on the above speeds, any proposed / existing access serving the development site would normally be required to provide visibility splays of 2.4 x 160m to the west and 2.4 x 215m to the east measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The existing / proposed access serving the development site provides splays in excess of the above requirements. However, this is subject to the regular maintenance of the existing verges.

The existing access is approximately 4.9m wide and is gated 5.5m behind the adjoining highway. The access is surfaced with loose bound materials.

I understand that the largest vehicle likely to visit the site has been re-assessed and will be a 12.5m long coach. Although longer coaches are in use on the public highway (ie/ maximum of 15m), the applicant is willing to restrict usage on site to maximum 12.5m coaches. This is to avoid the need to widen the existing access and to avoid the need for 15m coaches to overhang the infrequently maintained verge on the opposite side of the road.

Revised swept path plans (Drg. Nos. CB-RT-300 Rev A & CB-RT-301) have been submitted indicating the movements in and out of the site access and turning / parking of a 12.5m long coach within the site which are considered acceptable. It would appear that some internal fencing will need to be modified to accommodate these movements.

There would appear to be an existing drainage ditch running along the frontage of the site which will need to be considered if any access widening is proposed. Details of any existing / proposed drainage pipe etc. beneath the access would need to be provided.

I would recommend that any proposed access is surfaced with hard bound materials for a minimum distance of 15m behind the adjoining highway with no gates being erected within 15m of the highway boundary.

The development site appears to be served by a narrow single track (typically 2.4m wide) surfaced with loose bound materials which leads to the existing barn / building. There appears to be an existing parking / turning area fronting the proposed building. It would be considered beneficial to improve this track to accommodate the simultaneous passage of 2 no. vehicles (eg/ 5m width). However, the proposed passing place indicated on the submitted layout plan would be considered adequate

It would be considered preferable to re-locate the main car park access (internal) away from the main access onto the A495 to avoid any conflict of movements at the main access onto the highway.

Parking and Turning Provision

In terms of parking provision, the submitted layout plan appears to indicate the provision of 8 no. parking spaces next to the main building and 38 no. spaces within the existing field fronting the site (sited on trakmats).

The submitted Design & Access Statement indicates that only pre-booked visitors will be arriving on site at any time. The Design & Access Statement indicates that groups would typically arrive via one of the following methods:-

- Up to 20 cars
- 1 no. full sized coach
- Up to 2 no. min buses
- A combination of 1 no. minibus and up to 10 no. cars.

Based on the submitted information, the proposed site is considered capable of accommodating adequate parking provision to cater for such an event.

If the application is to be supported, then I would recommend that a condition is included for the submission of a **Car Parking Management Plan** which should include the following information:-

- Statement that no more than 1 no. coach will be parked on site at any one time.
- Statement that the maximum length of coach permitted to visit the site will be 12.5m.
- Statement that no more than 20 cars will be parked on site at any one time.
- Statement that no more than 2 no. minibuses will be parked on site at any one time.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles or coaches / mini-buses / cars) shall occur on the public highway. Details of how deliveries will be managed to avoid conflict with visitor vehicles shall be provided.

- Statement that the business will operate on a strict appointment only basis with only pre-booked visitors being permitted on site at any one time.

Construction and Traffic Management Plan -CTMP (including provision for contractor parking)

A **Construction Traffic Management Plan** including the following information will be required as follows:-

- Anticipated duration of construction period.
- Anticipated no. of daily construction vehicle movements ie/ HGVs, cars, vans visiting the site.
- Details of maximum number of construction related vehicles likely to be on site at any one time.
- Details of maximum size / length of HGV likely to visit the site including swept path details of such vehicles entering / leaving the site.
- Detailed layout plan indicating number of contractor parking spaces including details of how larger HGVs will turn on site.
- Details of proposed warning signs (ie/ signage schedule) during construction phase on approaches to site and access itself (the applicant may wish to contact the WCBC Streetworks Section – Contact Darren Green on Tel: 01978 729643 for advice). Proposed signage details will need to be included in a revised CTMP. Any signs will need to be Welsh over English.
- Statement that wheel washing facilities will be available on site and that a road sweeper will be made available to ensure adjoining highway is kept free from debris / mud.
- Statement that no parking or stacking of vehicles (ie/ either staff vehicles, HGVs or Construction vehicles) shall occur on the public highway during the construction works or following completion of the works.

A suitable CTMP can be included as a planning condition should the application be supported. I would recommend that the applicant contacts Darren Green (Traffic / Streetworks Section) on Tel: 01978 729643 to discuss / agree content.

In principle, I have no objections to the proposed development on highway grounds and recommend any permission includes the following conditions:-

ZJ41
026R

GENERAL LAYOUT

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. -----.

- ZJ17**
038R **VISIBILITY SPLAYS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 160 metres to the west and 2.4 metres x 215 metres to the east measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJ11**
039R **ACCESS WIDTH**
The vehicular access hereby approved shall be a minimum width of 4.9 metres.
- NONSTD**
043R **ACCESS SURFACE (15 metres)**
Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway at a minimum width of 4.9m
- NONSTD**
033R **NO GATES WITHIN 15 METRES**
There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.
- ZJ45**
026R **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**
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.
- NONSTD**
026R **CAR PARKING MANAGEMENT PLAN**
No part of the development shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority and the plan as is approved has been fully implemented.

Supplementary Notes

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

Peter O'Sullivan

W Planning Control Manager