

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:	16 th May 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 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 will be a 12.6m long coach although longer coaches are in use on the public highway (ie/ maximum of 15m). I would therefore recommend that the applicant submits appropriate swept path plans indicating the movements in and out of the site access and turning / parking of a 15m long coach within the site. This will need to be demonstrated using appropriate swept path software. **I await the requested information.**

The submitted information is likely to indicate the requirement for a wider access at the site. 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 will 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. **Could you please ask the applicant to indicate this detail on a revised layout plan.**

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. I await swept path details of a 15m long coach for further consideration.

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 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.

I await the requested information.

Supplementary Notes

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

peter dosthwaite

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Planning Control Manager