

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2015/0962	Your Ref:	MP/P/2015/0962
Date:	20 TH January 2016		

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 Land and Farm Building as Farm Activity Centre (Leisure – To be used 48 days per annum) and as DIY Wedding Venue (12 per annum) and siting of portable toilet block.

I refer to your consultation / email dated 18/01/2016 including email from Tim Evans dated 15/01/2016 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.

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 maximum length of vehicle visiting the site will be a 33 seater 8 metre long minibus. On this basis, I would recommend a minimum 4.8m wide access is provided. Such an access should be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m 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).

In terms of parking provision, the submitted layout plan appears to indicate the provision of 10 parking spaces next to the main building and 20 no. spaces within the existing field fronting the site (sited on trakmats). There would also appear to be scope to accommodate significantly more parking within the site which could also be sited on reinforced grass mesh.

The submitted Design & Access Statement indicates that guests attending any weddings would rarely exceed 100 guests. Such events typically involve car sharing, taxis and the use of mini-buses. The proposed site is therefore considered capable of accommodating adequate parking provision to cater for such an event.

I therefore have no objections to the proposed development and recommend that any permission includes the following conditions:-

CONDITIONS

ZJ17A 038R VISIBILITY SPLAYS (NEAR SIDE) EMPTY SPLAY

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 south west and **2.4 metres x 215 metres** to the north east measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction above the level of the adjoining carriageway. 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 4.8 metres.

ZJ08 043R ACCESS SURFACE (10 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.

ZJ09A 033R NO GATES WITHIN 10 METRES

There shall be no gates or other means of enclosure across the vehicular access point within 10 metres of the highway boundary.

ZJ22 035R PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on the approved drawing shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Supplementary Notes

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

peter oahwanta

pu Service Manager Environment