

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:	11 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 24 days per annum, mostly Summer) and as DIY Wedding Venue (12 per annum) and siting of portable toilet.

I refer to your consultation dated 29/12/2015 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.

In order to determine the suitability of the existing access, I would request further details of the maximum size / length of vehicle (eg/ coach) that is likely to visit the site for either the Farm Activity Centre and / or The Wedding Venue. This will determine the width / design of access required and setback distance of any gates. **Could you please ask the applicant to indicate the maximum size (length) of vehicle likely to visit the site.**

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 appropriate to improve this track to accommodate the simultaneous passage of 2 no. vehicles (eg/ 5m width).

Adequate Parking and turning provision (for cars & HGVs / Coaches) must be provided within the curtilage of the site. **Could you please ask the applicant to provide a suitably scaled layout plan indicating details of the proposed parking and turning areas capable of accommodating the largest sized HGV likely to visit the site. Swept path details of how such vehicles will turn within the curtilage of the site shall be provided.**

Details of any improvements to the existing access should also be indicated (eg/ widening, hard bound surfacing, setting back of gates etc.)

Details of existing / proposed traffic generation (including proposed staff numbers) at the site would also be of assistance in order to assess the proposed development.

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 / coaches. The proposed site is therefore considered capable of accommodating adequate parking provision to cater for such an event.

I await the requested information.

Supplementary Notes

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

Peter Outhwaite

LM Service Manager Environment