

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0581 **Your Ref:** KH/P/2010/0581
Date: 22nd July 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 372 513 Clays Cottage, Bryn Estyn Road, Wrexham.

Development: Variation of condition no. 9 of planning permission code P/2005/1351 to allow increase within existing site to 50 caravans.

I refer to your consultation dated 09/07/2010 in respect of the above.

The proposed development site is located on Bryn Estyn Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicles approaching from the east and 40mph for vehicles approaching from the west given the geometry of the road.

TAN 18 (Technical Advice Note No. 18 – Welsh Assembly Guidelines for Visibility) would normally require any proposed / existing access to provide visibility splays of 2.4 x 70m to the east and 2.4 x 120m to the west measured to the centreline of the adjoining highway. Visibility can be relaxed to the centreline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing access appears inadequate in both directions providing splays of approximately 75m in the westerly direction measured to the nearside edge of the adjoining highway and approximately 2.4 x 60m in the easterly direction measured to the centreline of the adjoining highway.

Visibility is impeded in the westerly direction by the existing hedgerow and by the existing hedgerow / tree in the easterly direction fronting the property known as Clays Cottage which I understand is the residence of Mr. Spencer Fowles who is the owner of the caravan park.

The existing / proposed access is considered to be of sufficient width to serve the proposed development being greater than 5.5m wide and gated at approximately 13m behind the adjoining carriageway. However, I would recommend that the driveway is surfaced with hard bound materials (ie/ bituminous macadam) for at least 10m behind the adjoining highway to prevent any deleterious material spilling onto the adjoining highway. An Aco drain or similar should be installed across this access to prevent any private surface water run off flowing onto the adjoining highway.

I understand that planning consent (ref: P/2005/1351) was granted for the caravan park on 20/01/2006 to allow the siting of 20 - 25 touring caravans and the erection of a toilet block.

I understand that this consent included the following conditions:-

8. No storage of unoccupied caravans shall take place on site.
9. The use of the site shall be restricted to a maximum of 25 touring caravans at any one time.
10. The access shall be hard paved for a minimum width of 4.1m over a distance of 10m measured from the highway prior to first use of the site. Visibility splays of 4.5 x 70m (eastwards) and 4.5 x 120m (westwards) within which obstructions to visibility exceeding one metre above the carriageway shall be removed before the use commences and thereafter shall be kept clear of such obstruction.
11. Details of a scheme for the provision of passing places and any necessary signage shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme as approved shall be fully implemented prior to the first use of the site and shall thereafter be retained in a usable state.

As previously discussed, the required visibility splays for the proposed / existing access do not appear to have been provided. Until these splays are provided, I would recommend that no further development which would result in an increase in vehicles movements is permitted through this sub-standard access.

In terms of condition no. 11, I understand that no scheme for the provision of passing places along Bryn Estyn Road has been received by the Planning Authority for approval and there does not appear to be any new passing places visible on site.

Given the restricted width of carriageway along the majority of Bryn Estyn Road, I would recommend that no further development takes place at the site until the required passing places are provided. A number of passing places would be required to have any significant benefit for the passing of vehicles along Bryn Estyn Road.

Providing the above issues are addressed, I would have no objections to the proposed development and would recommend any permission include the following conditions:-

CONDITIONS

1. The proposed / existing access serving the development site shall provide visibility splays of 2.4 x 120m in the westerly direction measured to the nearside edge of the adjoining highway and 2.4 x 70m in the easterly direction measured to the centerline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
2. The proposed access shall maintain a minimum width of 5.5m for the first 10m behind the highway boundary.
3. The access shall be surfaced using hard bound materials (ie/ bituminous macadam) for the first 10m behind the edge of carriageway (see note).
4. No gates shall be erected within 10m of the highway boundary.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. Suitable turning facilities shall be provided within the curtilage of the development site.

7. Details of a scheme for the provision of passing places along Bryn Estyn Road shall be submitted to and approved in writing by the Local Planning Authority before development commences. The scheme as approved shall be fully implemented prior to the first use of the site.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of safety and free flow of traffic on the adjoining highway.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.
7. In the interests of highway safety.

Supplementary Notes

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

Notes to Applicant:

- The proposed passing places should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s. 278 of the Highways Act 1980.

Details of the surfacing of the first section of the existing access (up to the highway boundary) can be included as part of the s.278 agreement.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

- Public footpath no.4 (Bieston) runs alongside the development site and must not be interfered with.



Operational Manager Traffic & Transportation

AP