

MEMORANDUM

From: Planning Control Manager **To:** Head of Environment and Planning
Our Ref: EP/DC/P/2019/0162 **Your Ref:** KH/P/2019/0162
Date: 21st March 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 348 483 Bryn y Grog Farm, Bryn y Grog Hill, Marchwiell, Wrexham.

Development: Change of use of land to allow for 22 car boot sales to be held on the land in any one year.

I refer to your consultation dated 05/03/2019 in respect of the above.

Access

The proposed development site is located on the A525 which is a classified road subject to a 50mph speed limit. However, there are a number of access points serving the development site which are relevant to the proposal.

I understand that 14 no. car boot sales are currently held at the site with an additional 14 car boot sales being held on the field adjacent to the site to the south east of Marchwiell Hall Road. I understand that these events are allowed under Permitted Development Rights.

I understand that a bonfire event is held on the field opposite Marchwiell Hall Road along with other events such as music concerts. I understand that these events are subject to traffic management measures which include making Marchwiell Road a temporary one –way heading southbound.

Main access off A525

This access is located on the A525 which is a classified road subject to a 50mph speed limit. Any proposed / existing access in this location would normally require visibility splays of 2.4 x 160m in both directions in accordance with TAN18. Lateral visibility from this existing access appears adequate providing splays of at least 2.4 x 160m in both directions. However, this is subject to the regular maintenance of vegetation behind the visibility railings.

Any proposed / existing access in this location would normally require adequate forward visibility for vehicles approaching from the north west providing a stopping sight distance of 160m. Forward visibility is limited in this direction to around 110m.

This access is typically 4.8m wide and can accommodate the simultaneous passage of 2 no. vehicles.

However, given the limited forward visibility at this access, I would not wish to support any development that will result in any significant increase in vehicle movements through this access.

Field Access off Marchwiell Hall Rd close to junction with A525

The access is located off Marchwiell Hall Road which is rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph given the proximity to the junction. Any proposed / existing access in this location would normally require visibility splays of 2.4 x 25m in both directions in accordance with manual for Streets.

Visibility from this access is adequate in the north easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway. However, Visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 6m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow.

This access is approximately 7.1m wide and is gated 2.5m behind the adjoining carriageway. The access is surfaced with loose bound materials. I would normally recommend that any gates are setback a suitable distance depending on the size of vehicles entering the site. However, I assume that these gates are left open when the car boot sale is taking place. I would normally recommend that the access is surfaced with hard bound materials eg/ bitmac for at least 10m behind the adjoining highway.

Current Arrangement

I understand that a typical car boot sale attracts between 60 – 80 car boot sellers and 30 plus potential buyers / visitors who arrive by car. I understand that the car boot sellers park within the main field close to the junction with Marchwiell Road / A525 Whitchurch Rd and the buyers / visitors typically park in the field fronting the main Bryn y Grog Hall.

At present, I understand that both car boot sellers and potential buyers enter and exit the site using both the main access off the A525 and via the existing field access close to the Marchwiell Road / A525 Whitchurch junction.

As previously discussed, both access points are not ideal based on current highway standards. Given the limited forward visibility at the main A525 junction for vehicles approaching from the north west, it would be considered beneficial to operate an informal one-way system whereby visitors to the car boot sale are encouraged to enter the site via the access close to the Marchwiell Road / A525 Whitchurch junction and exit the site via the main A525 access. Although this access is relatively close to the junction with the A525, I understand that the majority of the car boot sellers enter the site between 4am and 8am on Sunday mornings only when background traffic is relatively low and typically exit the site by 11:30 to 12:30.

Traffic Management Plan

The applicant has submitted a Traffic Management Plan which proposes the recommended one-way system utilizing the access just off Marchwiell Hall Road as an "in only" and the main access off the A525 as an "out only" point. I understand that this arrangement will be monitored / managed by marshalls for very car boot event. This arrangement is indicated on submitted layout plan (Drg. No. AL0002 Rev B).

I would normally recommend a condition is included that requires any car boot events are staggered with the car boot sales which occur on the land on the opposite side of Marchwiell Hall Road. However, it may prove difficult to enforce such a condition given that both parties have permitted development rights to hold 14 events each.

However, I would recommend that any permission is initially granted on a temporary basis to observe any potential issues with the events.

Access Improvements (Drg. No. AL0003 Rev A)

The applicant has offered to improve the existing access point located just off Marchwiell Road. The access is proposed to be 9m wide with gates setback 10m behind the adjoining highway. The access shall be surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway.

Visibility from this access is adequate in the north easterly direction providing a splay in excess of 2.4 x 25m measured to the nearside edge of the adjoining highway (assuming typical vehicle speeds of 20mph). However, Visibility in the south westerly direction is inadequate providing a splay of approximately 2.4 x 6m measured to the nearside edge. Visibility is impeded in this direction by the existing hedgerow. The applicant has offered to lower the section of hedgerow up to the existing tree to a maximum height of 1m above the adjoining carriageway level in order to maximize visibility in this direction. This should provide a visibility splay of at least 2.4 x 25m measured to the centerline of the adjoining highway which is a significant improvement on existing. This will be of benefit if the access is used for example as an exit for non-car boot sales purposes.

Parking and Turning Provision (Drg. No. AL0002 Rev B)

The proposed parking and turning facilities indicated on the submitted layout plan (Drg. No. AL0002 Rev B) would appear acceptable. I assume that any vehicles exiting the overspill car park will use the main access off the A525 rather than the existing access points along Marchwiell Hall Road which suffer with inadequate visibility.

Based on the above, I would have no objections to the proposed development and recommend any permission includes the following conditions:-

CONDITIONS

ZJ41 GENERAL LAYOUT

026R Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) Nos. AL0002 Rev B & AL0003 Rev A.

NONSTD VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEARSIDE) – MAIN A525 ACCESS

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 160 metres in both directions 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 nearside edge of the adjoining carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

**NONSTD 038R VISIBILITY SPLAYS (NEAR SIDE AND CENTRELINE)
MARCHWIEL HALL RD ACCESS**

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 25 metres to the north east measured to the near side edge of the adjoining highway and 2.4 metres x 25 metres to the south west measured to the centreline 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 carriageway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTD 039R ACCESS WIDTH - MARCHWIEL HALL RD ACCESS

The vehicular access hereby approved shall be a minimum width of 5 metres.

NONSTD 033R NO GATES WITHIN 10 METRES - MARCHWIEL HALL RD ACCESS

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

NONSTD 043R ACCESS SURFACE (10 metres) - MARCHWIEL HALL RD ACCESS

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.

ZJ45 026R TRAFFIC MANAGEMENT PLAN

Access and parking arrangements for each car boot sale shall be managed in accordance with the submitted Traffic Management Plan.

Supplementary Notes

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



 Planning Control Manager