

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2020/0053 **Your Ref:** MP/P/2020/0053
Date: 7th February 2020

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 452 385 Merehead Dairy Unit, Big Arowry, Bettisfield, Wrexham.
Development: Construction of new milking parlour and handling area and all associated works.

I refer to your consultation / email dated 05/02/2020 including Highway Statement from HPS in respect of the above.

Access

The proposed development site is accessed off a classified, rural lane subject to a 60mph speed limit. However, a recently conducted speed survey determined 85th percentile values of 41.0mph for vehicles travelling southbound and 42.1mph for vehicles travelling northbound.

Based on the above speeds, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 107m in the northerly direction and 2.4 x 112m in the southerly direction measured to the nearside edge of the adjoining highway.

Visibility from the existing access is severely sub-standard providing splays of approximately 2.4 x 19m in the northerly direction and 2.4 x 24m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

I would therefore not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

However, I understand that the hedgerows / land either side of the access are within the control of the applicant who is willing to carry out improvements along the frontage to provide the required visibility splays. I assume that this could include setting back sections of the existing hedgerow behind the visibility splays and providing a grassed verge between the hedge and the carriageway edge.

The Highway Statement includes a plan indicating improved splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway which is considered acceptable. The applicant will need to enter into a s.38 / 278 agreement with the Council in order to carry out the access improvements including dedication of the grassed verges (incorporating splays) as highway.

The access onto the classified road is approximately 25m wide reducing to 4.8m at 8.7m behind the edge of carriageway. I assume the largest size of vehicle visiting the site would be a milk tanker (typically around 14.5m in length). Based on such a vehicle, I would normally recommend any proposed access is a minimum 5.5m wide for a minimum distance of 20m behind the adjoining carriageway incorporating appropriate kerb radii (based on swept paths).

The applicant has offered to widen the existing access (plan included in Highway Statement) which provides an access width in excess of 5.5m for at least 20m behind the adjoining highway which is considered acceptable. Submitted swept path details indicate an articulated tanker (assumed length 14.5m) passing a 4 x 4 road vehicle accessing the site. This offers a significant improvement on the existing access arrangement.

The private road serving the development site is typically less than 4.1m beyond the main access point with limited passing places and cannot adequately accommodate the simultaneous passage of two vehicles. The applicant has indicated that there are a number of locations along this track where minimal improvements / widening could facilitate the simultaneous passage of vehicles. I would recommend that a scheme for a couple of suitable passing places is submitted if the application is supported.

Traffic Generation

The Design & Access Statement states that the proposed development will increase vehicle movements at the site. I understand that the additional movements likely to be generated by the development include milk tankers, feed lorries, staff vehicles (2 – 3 staff), vet visits, commercial vehicle and other deliveries

Parking & Turning Provision

Parking & turning provision at the site appears adequate.

Based on the suggested improvements, 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) No. -----.

ZJ15A VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE) 038R EMPTY SPLAY

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of **2.4 metres x 120 metres** in both directions 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.

NONSTD ACCESS SURFACE (20 metres)

043R 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 20 metres behind the adjoining highway.

NONSTD NO GATES WITHIN 20 METRES

033R There shall be no gates or other means of enclosure across the vehicular access point within 20 metres of the highway boundary.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

ZJ37 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority: ***delete as appt ****

E06N
E07N

- 1) *Detailed layout, design, drainage and construction of the improved access, including reinstatement of verges*
- 2) *Passing bays,*

The scheme as is approved shall be fully implemented prior to first use of the development.

Supplementary Notes

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

Notes to Applicant:

- *Public Footpath No.5 - Hanmer provides access in close proximity to the development site and should not be interfered with. I would strongly recommend that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Harratty on Tel: 01978 729761.*
- *The proposed access / verge works 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.38 / 278 of the Highways Act 1980.*
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

Peter Doherty

Mr Chief Officer Environment & Technical