

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2023/0342 Res(2)	Your Ref:	P/2023/0342
Date:	26-07-2023		

TOWN AND COUNTRY PLANNING ACT 1990

CODI ADEILAD FFRAM DUR AR GYFER GWARTHEG, PARLWR A GODRO / ERECTION OF STEEL FRAMED BUILDING FOR CATTLE, PARLOUR AND DAIRY THE BROOK EGLWYS CROSS WHITCHURCH

I refer to your consultation / email (including amended plans) dated 24/07/2023 in respect of the above.

The proposed development site is located on Lower Wych Road which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds of around 25mph given the geometry of the road. Assuming speeds of 25mph, any proposed / existing access along this section would normally be required to provide visibility splays of 2.4 x 33m measured to the centerline of the adjoining highway in accordance with Manual for Streets. Visibility can be permitted to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the existing, gated access is inadequate in both directions providing splays of approximately 2.4 x 5m in both directions measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. I would recommend that the applicant provides a suitably scaled layout plan indicating how the required splays will be provided eg/ lowering, setting back removal of section of existing hedgerow.

The existing access is 4.5m wide and gated 1.3m behind the adjoining highway. The access is served by a concrete track which slopes towards the highway. The carriageway fronting the access is typically only 2.6m wide. The access is currently considered inadequate to serve the proposed development ie/ access by milk tanker.

I would recommend that any proposed access serving a development of this nature is modified to accommodate the swept paths of a milk tanker. I would recommend the applicant provides the length of such a vehicle and submits swept path details of such a vehicle entering, turning and exiting the site.

I assume that the milk tanker would access the site from the south off the A525 and exit the site towards the south back to the A525. This detail needs to be confirmed. Assuming this to be the case, it is likely that the access will need to be widened and a tapered slip lane / hardstanding provided on the southern side of the access to accommodate the movements of a milk tanker.

I would recommend that any gates are setback a suitable distance to accommodate the milk tanker clear of the adjoining highway ie/same length as proposed milk tanker. Any proposed access will need to be surfaced with hard bound materials for the same distance.

No private surface water run off shall be permitted to flow onto the adjoining highway. An Aco drain or similar will be required to intercept any such run-off.

Adequate parking and turning facilities must be provided for the development within the curtilage of the site.

The applicant will need to contact our Streetscene Team Leader on Tel: 01978 729732 to discuss the required construction details for the access. The applicant will need to apply to the Council for s.184 consent to modify / surface the access (adopted highway) once the submitted details are approved.

I would recommend that the applicant provides a suitably scaled layout plan indicating the above details.

I have no objections in principle to the proposed development on highway grounds. **I await the requested information.**

Supplementary Notes

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

K. S. ...

Chief Officer, Environment & Technical