

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2015/0810	Your Ref:	P/2015/0810
Date:	13 January 2016		

Location: O. S Grid Ref: 3220 3350 Cae Mor, Llwyn Mawr, Pontfadog

Development: Erection of free range egg production unit (16000 birds) including silos and associated works (including ground level alterations and alterations to existing vehicular access)

I refer to your consultation 2 November 2015 in respect of the above.

The site is located with a proposed access on to a classified highway (B4579) subject only to the national speed limit although it is considered that 85th percentile vehicular speed is no more than 30mph due to the geometry of the road. Any new access should provide visibility splays of 2.4 x 56m in both directions. Adequate splays can be achieved from the proposed site access. This can be created by the removal of approximately 20m of hedgerow on either side of the access or by reducing the boundary hedge to below 1m in height within the visibility splay.

The design of the proposed access with 15m radii and 1 in 30 gradient for the first 10m is considered appropriate to permit the satisfactory manoeuvring of delivery lorries in and out of the site.

The preferred route for delivery vehicles is along the B5479 from the east via Selattyn. The road varies in width along its length with some areas being too narrow for the simultaneous passage of vehicles. The road is clearly below current design standards and not ideal for use by HGVs.

The traffic associated with the development would include one rigid commercial lorry twice a week for egg collection and one every 9 days for delivery of feed. Whilst there are sections of the road where two HGVs approaching at the same time would need to take special measures to pass the probability of the situation occurring is very limited due to the very low level of traffic being generated by the development.

It is accepted that the local highway network is sub standard. Whilst the proposed development will increase the number of HGVs using the route, it is considered that the number of HGVs will not significantly affect the flow of traffic on the local highway network.

I therefore recommend that any permission include the following conditions:

CONDITIONS

- ZJ45
026R** **CONSTRUCTION & OPERATIONAL TRAFFIC MANAGEMENT PLAN**
No part of the development shall commence until a Construction & Operational Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.
- ZJO9
033R** **NO GATES**
There shall be no gates or other means of enclosure across the vehicular access point within 15 metres of the highway boundary.
- ZJ15
038R** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 56 metres in both directions measured to the near side 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 near side edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.
- ZJO8
043R** **ACCESS SURFACE (10metres)**
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.
- ZJ10
039R
E05NA** **ACCESS APPROVED AS PART OF APPLICATION**
Prior to first use of the development, the proposed vehicular access shall be laid out in strict accordance with approved plan no. @@@@. The visibility splays shall thereafter be permanently retained free of all obstruction in excess of 1 metre in height.

Peter D. M. W. [Signature]

[Signature]

Service Manager Environment