

# MEMORANDUM



**From:** Service Manager - Environment

**To:** Head of Community Well-being  
and Development

**Our Ref:** TH/DC/PP/2012/0012

**Your Ref:** PF/P/2012/0012

**Date:** 11<sup>th</sup> January 2012

---

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 382 464 Porthygan Farm, Bangor Road, Cross Lanes, Wrexham.

**Development:** Erection of agricultural building to be used as an extension for the milking parlour.

I refer to your consultation dated 10/01/2012 in respect of the above.

The proposed development site is located on the A525 which is a classified road subject to a 60mph speed limit. However, a recent speed survey along this section of the A525 determined 85<sup>th</sup> percentile speeds of 41mph for vehicles travelling north bound and 44mph for vehicles travelling southbound.

Based on these determined speeds, this junction would normally be required to provide visibility splays of 2.4 x 120m to the northwest and 2.4 x 107m to the south east measured to the nearside edge of the adjoining highway in accordance with TAN 18.

I understand that the proposed agricultural building will be accessed via the existing central access leading to the farmyard. This access is approximately 3.9m wide and is hard surfaced.

Visibility from this existing access is adequate in the north westerly direction providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of 2.4 x 25m measured to the nearside edge of the adjoining highway. Visibility is impeded in the south easterly direction by the existing farm building fronting the site.

I would therefore not normally support any proposed development that is likely to result in an increase in traffic movements utilising this substandard access.

I would normally recommend that the application be **REFUSED** for the following reason:-

**There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**

However, this is an existing access and the proposed development is unlikely to result in any significant increase in vehicle movements. I therefore advise you that I do not intend to make any recommendations on highway grounds.

### **Supplementary Notes**

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

*Peter Dornthwaite*  
pp. Service Manager - Environment