

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0874	Your Ref:	SJG/P/2010/0874
Date:	21 st October 2010		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 463 Old Sontley Farm, Sontley Road, Wrexham.

Development: Erection of agricultural building.

I refer to your consultation dated 19/10/2010 in respect of the above.

The proposed development site is located on Sontley Road which is a narrow, rural, classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph along this section given the geometry of the road.

Sontley Road is typically less than 4.1m wide for the majority of its length and relies on existing passing places to facilitate the simultaneous passage of vehicles. Sontley Road is not ideally suited to accommodate HGVs / milk tankers which typically have to access farms along this section of road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centerline of the road given the restricted carriageway width along this section.

Visibility from the existing farm access is inadequate in both directions providing splays of approximately 2.4 x 40m to the south and 2.4 x 50m to the north measured to the centreline of the adjoining highway. Visibility is impeded in the southerly direction by the existing hedgerow fronting the development site. Visibility is restricted in the northerly direction due to the vertical deflection of the carriageway.

The main access serving the development site is approximately 9m wide reducing to 3.6m at approximately 11m behind the adjoining carriageway. I would normally recommend that such an access is improved to provide a minimum access width of 4.8m for the first 15m behind the highway boundary with no gates being erected within 15m of the highway boundary.

I understand that the existing access is currently used by a tractor, landrover & trailer and milk tanker. I understand that the milk tanker has difficulty accessing the site when approaching from the south given the geometry of the road and the poorly designed access.

However, although I would not normally support any proposed development that would result in an increase in vehicle movements through this substandard access I understand that the proposed building will be used to accommodate existing livestock / machinery and is unlikely to result in any increase in vehicle movements.

I would 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.



Infrastructure and Planning Manager