

MEMORANDUM



From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0637 **Your Ref:** MRJ/P/2019/0637
Date: 4th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 457 The Groves Farm, Sontley, Wrexham.

Development: Erection of open fronted steel portal building for the storage of implements and feed stuffs and all associated works.

I refer to your consultation dated 23/08/2019 in respect of the above.

Access

The development site is located on Marchwiell Hall Road which is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30 – 40 mph given the geometry of the road.

Assuming speeds of 40mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18..

A speed survey would need to be carried out along this section in order to determine 85th percentile speeds which would determine the required splays.

I assume that the proposed storage building will be accessed by the existing access located north of the existing barns. Visibility from this existing access is inadequate in both directions providing splays of approximately 2.4 x 8m to the north and 2.4 x 14m to the south measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow. I would suggest that the applicant considers carrying out improvements at the existing access to maximize visibility.

The existing access is approximately 7m wide and un-surfaced. The access is gated approximately 2.3m behind the adjoining carriageway. I would normally recommend that any proposed access of this nature is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway with no gates being erected within 10m of the highway boundary.

No private surface water run-off would be permitted to flow from the development site onto the adjoining highway. I would normally recommend that any proposed access provides an Aco drain or similar to intercept any such run-off.

I would suggest that the applicant considers carrying out improvements to this access as indicated above.

Traffic Generation

I would not normally be able to support any proposed development that is likely to result in any significant increase in vehicle movements through this sub-standard access.

However, I assume that this existing access will have an existing traffic generation for access by agricultural vehicles. As the proposed building is to be used for storage, I would not consider it likely to generate any significant increase in vehicle movements compared with existing.

Parking & Turning Provision.

Adequate parking & turning provision will need to be provided within the curtilage of the site. I assume that there is ample space within the site to provide this although not detailed on the submitted layout plan.

Given that the development site will use an existing access and is not considered likely to generate any significant increase in vehicle movements compared with existing, I would raise no objections on highway grounds.

Supplementary Notes

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



Chief Officer, Environment & Technical

