

MEMORANDUM

From: Chief Officer Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/P/2019/0676 **Your Ref:** PF/P/2019/0676
Date: 17th September 2019

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 452 385 Merehead Dairy Unit, Big Arowry, Bettisfield, Wrexham.
Development: Construction of new milking parlour, slurry storage lagoon and silage pad.

I refer to your consultation dated 05/09/2019 in respect of the above.

Access

The proposed development site is accessed off a classified, rural lane subject to a 60mph speed limit. However, without the benefit of a speed survey it is difficult to assess what speeds are typical along this section.

Assuming typical speeds of 60mph, any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway.

Visibility from the existing access is severely sub-standard providing splays of approximately 2.4 x 19m in the northerly direction and 2.4 x 24m in the southerly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerows.

I would therefore not be able to support any proposed development that is likely to result in any significant increase in vehicle movements given the lack of adequate visibility.

However, if the applicant has control of the land either side of the access, there may be potential to carry out modifications to the hedgerow to maximize visibility from the proposed access. The applicant may wish to carry out a speed survey to ascertain 85th percentile speeds which would determine the required splays.

The access onto the classified road is approximately 25m wide reducing to 4.8m at 8.7m behind the edge of carriageway. I assume the largest size of vehicle visiting the site would be a milk tanker (typically around 14.5m in length). Based on such a vehicle, I would normally recommend any proposed access is a minimum 5.5m wide for a minimum distance of 20m behind the adjoining carriageway incorporating appropriate kerb radii (based on swept paths).

The private road serving the development site is typically less than 4.1m beyond this point with limited passing places and cannot adequately accommodate the simultaneous passage of two vehicles. I would not consider the dimensions of the existing access suitable to accommodate such a vehicle or other large HGV delivery vehicles.

However, if the applicant has control of the land either side of the access, there may be potential to carry out modifications to the proposed access as detailed above.

Traffic Generation

The Design & Access Statement states that the proposed development will increase vehicle movements at the site. I understand that the additional movements likely to be generated by the development include milk tankers, feed lorries, staff vehicles (2 – 3 staff), vet visits, commercial vehicle and other deliveries

Parking & Turning Provision

Parking & turning provision at the site appears adequate.

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

1. There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.
2. The dimensions of the existing access appear to be insufficient to accommodate the safe access of vehicles clear of the adjoining highway.

However, if the applicant were to satisfactorily address the issues raised then further consideration could be given to the proposed development.

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