

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/1036	Your Ref:	LG/P/2009/1036
Date:	19 th January 2010		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 334 482 New Sontley Farm, Sontley Road, Sontley, Wrexham.
Development: Replace milking plant and livestock associated facility with new agricultural buildings.

I refer to your consultation dated 23/12/2009 in respect of the above.

The proposed development site is located on a narrow, rural classified lane 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.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in the south westerly direction measured to the centerline of the adjoining highway and 2.4 x 70m in the north easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18. Visibility could be relaxed to the centerline of the adjoining highway in the south westerly direction given the restricted carriageway width along this section.

Visibility from the existing / proposed access is inadequate providing visibility splays of approximately 2.4 x 20m in both directions. Visibility is currently impeded in both directions by the existing hedgerow either side of the access. I would suggest that the applicant gives consideration to improving visibility at the access by lowering / setting back / removing a section of hedgerow either side of the access.

The existing / proposed access is a minimum of 4.5m wide at approximately 18m behind the adjoining carriageway with a splayed entrance. The access is surfaced with loose bound materials.

Given the nature of the vehicles likely to utilise this access, I would normally recommend that such an access is surfaced with hard bound materials (ie/ bituminous macadam) for at least 15m behind the adjoining carriageway with any gates also being setback at least 15m.

I would not normally support any proposed development that is likely to result in an increase in traffic movements through this existing substandard access onto Sontley Road. However, I understand that the proposed development consists of replacement dairy building / facilities and is therefore unlikely to result in an increase in the use of the existing access.

Assuming this to be the case, I would have no objections to the proposed development and would recommend that any permission include the following conditions:-

CONDITIONS

1. The existing / proposed access serving the development site shall be surfaced with hard bound materials for a minimum distance of 15m behind the adjoining carriageway.
2. No gates shall be erected within 15m of the adjoining carriageway.
3. Parking at the proposed development site shall comply with the requirements of LPGN 16.
4. A suitable turning facility shall be provided / maintained within the curtilage of the site to accommodate the turning movements of a HGV.

REASONS

1. To ensure that no deleterious material is carried onto the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To provide for the parking of vehicles clear of the highway.
4. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

Supplementary Notes

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

Note to Applicant

Public Footpath No.40 (Marchwiel) passes immediately to the south of the development site and should not be interfered with.



Regional Operational Manager Traffic & Transportation