



MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0377 **Your Ref:** KH/P/2010/0377
Date: 11th May 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 382 564 Cooks Bridge, Daisy Lane, Rossett, Wrexham.

Development: Erection of loose housing livestock building (to replace existing).

I refer to your consultation dated 06/05/2010 in respect of the above.

The proposed development site is located along Daisy Lane off the B5102 Holt-Rossett Road. The proposed / existing access serving the development site is approximately 90m away from the junction with the B5102 and it is this junction which would provide the main access to and from the development site.

The B5102 Holt-Rossett Road is a classified road subject to a 60mph speed limit and it has been assessed that vehicles travel up to this speed. TAN 18 would normally require a junction of this nature to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.

Current visibility at this junction along the B5102 is inadequate in both directions being approximately 2.4 x 22m to the south east and 2.4 x 30m to the north west measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing fenceline and boundary hedges.

Planning permission (P/2005/0910) previously granted for the erection of 14 stables and a ménage at the development site appeared to condition visibility improvements at the Daisy Lane / B5102 junction. However, no such improvements appear to have been carried out.

Daisy Lane itself is a narrow, rural unclassified road subject to a 60mph speed limit. However, I would estimate speeds at being around 25mph along this section given the geometry of the road.

TAN 18 would normally require such an access to provide visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway. Visibility can be relaxed to the centerline of the adjoining highway given the restricted carriageway width along this section.

Visibility from the proposed / existing access serving the development site appears adequate in the south westerly direction providing a splay in excess of 2.4 x 120m. However, visibility in the north easterly direction is inadequate providing a splay of approximately 2.4 x 50m measured to the centerline of the adjoining highway.

TAN 18 would also normally require such an access to provide forward visibility for vehicles approaching from the north east providing a stopping sight distance of 70m. Current forward visibility available at the site is inadequate providing a stopping sight distance of approximately 45m.

The section of Daisy Lane leading to the development site from the B5102 is narrow in nature ranging from 3.0 – 3.5m in width and cannot easily facilitate the simultaneous passage of 2 no. vehicles.

Given the restricted carriageway width of Daisy Lane, the lack of forward and lateral visibility at the existing farm access and the lack of visibility at the junction with the B5102 Holt-Rossett Road, I would not normally support any proposed development that is likely to result in any significant increase in vehicle movements.

However, I would appear that the proposed building is likely to be predominantly used to accommodate existing livestock / machinery and is unlikely to result in any significant increase in vehicle movements to / from the development site.

I would therefore have no objections to the proposed development on highway grounds.

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.26 - Rossett passes to the south of the development site and should not be interfered with.


Operational Manager Traffic & Transportation