

MEMORANDUM



From: Operational Manager Highways Planning **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0369 **Your Ref:** SJG/P/2010/0369
Date: 21st May 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 454 431 Accommodation land off The Lane, Ty Broughton, Wrexham.

Development: Erection of livestock shed.

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

The development site is located on The Lane which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph for vehicle approaching from the south east and around 40mph for vehicles approaching from the north west due to the geometry of the road.

Any proposed / existing access would normally require visibility splays of 2.4 x 70m to the south east measured to the centerline of the adjoining highway and 2.4 x 120m to the north west measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility at the existing gated field access is in excess of 2.4 x 120m to the north west measured to the nearside edge of the adjoining highway and approximately 2.4 x 43m measured to the centreline of the adjoining highway in the south easterly direction. Visibility is inadequate in the south easterly direction being impeded by the existing hedgerow.

The existing / proposed access is approximately 4.2m wide and is gated 7m behind the adjoining carriageway. The access is currently unsurfaced. Any proposed agricultural access would normally require at least 10m of hard bound surfacing (ie/ bituminous macadam) behind the adjoining highway with any gates being setback at least 10m behind the adjoining highway.

The main access route to and from the development site is from the south east via The Lane which is a narrow classified road. This lane is approximately 650m in length from the access of the development site to the main Lower Wych / Eglwys Cross Road and is typically 3.0m wide along this section. This section of road has no formal passing places and vehicles cannot easily pass simultaneously.

I would therefore not normally support any proposed development that is likely to result in any significant increase in vehicle movements at the proposed development site. Although, no specific details have been provided relating to proposed traffic generation levels, I assume such a development will result in a significant increase in vehicle movements at the development site.

I would therefore recommend the application be **REFUSED** for the following reasons:-

1. **There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.**
2. **The site is approached by means of a narrow classified road with no formal passing places and is considered unsuitable to serve as a means of access to a development of this nature.**

However, if the applicant were to address the above issues and propose a scheme to widen this section of classified road (The Lane) including the provision of adequately constructed passing places leading to the development site, then further consideration could be given to this application.

Supplementary Notes

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


MS

Operational Manager Highways Planning