

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0836	Your Ref:	MPP/2009/0836
Date:	14 th October 2009		

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

Location: O. S Grid Ref: 381 575, Land off Darland Lane, Rossett, Wrexham.

Development: Construction of feed store and animal shelter to house cattle (partly in retrospect).

I refer to your consultation dated 12/10/09 in respect of the above.

The proposed development site is located on Darland Lane which is a narrow, rural unclassified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road. Darland Lane is generally narrow along the majority of its length with limited passing places.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 70m in both directions measured to the centreline of the adjoining highway in accordance with TAN 18. Visibility can be relaxed to the centreline of the road given the restricted carriageway width along this section.

Visibility from the existing access is inadequate in both directions providing splays of approximately 2.4 x 20m to the north and 2.4 x 27m to the south measured to the centreline of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow fronting the development site. However, it would appear possible to achieve the required splays by the partial removal / setting back of the existing hedgerow.

The existing field access is approximately 5.8m wide reducing to 4.6m in width at approximately 6.7m behind the carriageway edge at which point it is gated. The access is surfaced in loose bound materials.

Such an access would normally require any gates to be setback at least 10m behind the adjoining carriageway and surfaced with hard bound materials for at least 10m behind the adjoining carriageway.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements through this substandard access. However, I assume that the field and its access are currently used for cattle and the proposed shelters are unlikely to result in any significant increase in vehicle movements through this existing access. Assuming that this is the case, I would have no objections to the proposed development on highway grounds.

However, I would suggest that consideration is given by the applicant to carry out the improvements discussed above in the interest of highway safety.

Supplementary Notes

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


JR Operational Manager Traffic & Transportation