

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2010/0001	Your Ref:	PF/P/2010/0001
Date:	16 TH February 2010		

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

Location: O. S Grid Ref: 471 403 New House Farm, Eglwys Cross, Wrexham.
Development: Erection of timber cubicle building for 100 cows.

I refer to your consultation received on 15/02/2010 in respect of the above.

The proposed development site is located off the A525 along a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

The farm is located approximately 550m south of the A525 and is served by a narrow lane which is generally less than 4.1m wide. No formal passing places are available along this section of road.

Any proposed / existing accesses 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.

There would appear to be 2 no. existing access points serving the farm which both suffer from inadequate visibility. Visibility from the northerly access is approximately 2.4 x 25m in both directions measured to the centerline of the adjoining highway. Visibility from the southerly access is approximately 2.4 x 20m in both directions measured to the centerline of the adjoining highway. Visibility is impeded from both access points by the existing hedgerow fronting the farm.

Although I would not normally support any proposed development that would result in an increase in traffic movements through the existing substandard accesses, I understand that the proposed building will be used to accommodate existing livestock and will not result in any increase in vehicle movements.

I would therefore advise you that I do not intend to make any recommendations on highway grounds.

Supplementary Notes

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

Jm Doni

PP Operational Manager Traffic & Transportation