

# MEMORANDUM



**From:** Infrastructure and Planning Manager

**To:** Chief Planning Officer

**Our Ref:** TH/DC/PP/2011/0421

**Your Ref:** MP/P/2011/0421

**Date:** 30<sup>TH</sup> June 2011

---

## **TOWN AND COUNTRY PLANNING ACT 1990**

## **TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 395 511 Land off Ridley Wood Road, Ridley Wood, Wrexham.

**Development:** Erection of Agricultural Building.

I refer to your consultation dated 23/06/2011 in respect of the above.

The proposed development site is located on Ridley Wood Road which is a classified, rural road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph along this section given the proximity to the junction with the B5130 Holt Road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 56m in both directions measured to the nearside edge of the adjoining highway in accordance with Manual for Streets.

Visibility from the existing field access is adequate in both directions providing splays in excess of 2.4 x 56m measured to the nearside edge of the adjoining highway.

The existing field access is approximately 3.0m wide gated approximately 5.4m behind the adjoining carriageway. The existing access is unsurfaced. However, I would normally recommend that an access of this nature is gated at least 10m behind the adjoining highway and is surfaced with hard bound materials for at least 10m behind the adjoining highway

I would normally therefore not wish to support any proposed development that is likely to result in an increase in vehicle movements through this sub-standard access. However, this is an existing field access which I assume can be used to serve a limited agricultural activity. I understand that there is likely to be a reduction in traffic movements bringing feed etc. to the site from other locations. The improved storage facility will be capable of storing larger feed deliveries therefore requiring fewer trips. I would therefore not envisage a development of this nature resulting in any significant increase in vehicle movements compared with its existing use.

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

Infrastructure and Planning Manager