

MEMORANDUM

From:	Infrastructure and Planning Manager	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2011/0130	Your Ref:	SJG/P/2011/0130
Date:	14 th March 2011		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 398 513 Nags Head Inn, Holt Road, Ridley Wood, Wrexham.

Development: Installation of gas tank within paddock and associated screening (in retrospect).

I refer to your consultation dated 23/02/2011 in respect of the above.

The proposed development site is located on the B5130 which is a classified road subject to a 60mph speed limit. However, I understand that a speed survey was recently commissioned by the applicant which determined 85th percentile speeds of 46mph in both directions. However, the submitted application does not appear to have included the raw data relating to this survey. I would recommend that the applicant submits this information for further approval.

Assuming 85th percentile speeds of 46mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 129m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The proposed development site (paddock area) appears to have an existing access / opening within the existing hedgerow which is approximately 5.2m wide and surfaced with loose bound materials. Visibility from this access is inadequate in both directions providing splays of approximately 2.4 x 7m in the south westerly direction and 2.4 x 12m in the north easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in the south easterly direction by the existing palisade fencing fronting the childrens play area and the public house itself beyond this point. Visibility is impeded in the north easterly direction by the existing hedgerow along this section.

Subject to improvements at this access point, it would appear that visibility splays of approximately 2.4 x 110m to the north east and 2.4 x 65m to the south west measured to the nearside edge of the adjoining highway could possibly be achieved. However, these splays still fall significantly short of the required standard.

I would not normally support any proposed development that is likely to result in an increase in vehicle movements utilising this sub-standard access.

Although I understand that the gas tank could be serviced / refilled from the adjoining highway without vehicles having to utilise this substandard access, I assume that vehicles will enter the paddock area if this access remains open.

In order to support the retention of the gas tank in this location and avoid any increased use of this substandard access, I would recommend that the existing access is permanently closed up to the satisfaction of the Planning Authority.

I would therefore recommend that any permission include the following condition:-

CONDITION

ZJ01	EXISTING ACCESS TO BE CLOSED
026R	The existing access as shown on the approved plan no. AL(2-)12 shall be
E03N	permanently closed up prior to first use of any part of the development in
	accordance with a specification of works which has been submitted to and
	approved in writing by the Local Planning Authority.

Supplementary Notes

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



Infrastructure and Planning Manager