

MEMORANDUM

From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0448 **Your Ref:** SJG/P/2010/0448
Date: 17th June 2010

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: Change of use of paddock land for installation of gas tank, storage of small turning caravan, staff parking and commercial waste bins (in retrospect).

I refer to your consultation / email dated 08/06/2010 including revised layout plan (Drg. No. AL(2-)-12 – Dated 10/05/2010) 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 would estimate typical vehicle speeds along this section at being around 60mph for vehicles approaching from the north east and around 50mph for vehicles approaching from the south west due to the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 160m to the south west and 2.4 x 215m to the north east measured to the nearside edge of the adjoining highway in accordance with TAN 18.

The proposed development site (paddock) 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 both directions 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.

The submitted layout plan (Drg. No. AL(2-)-12) indicates improvements to this access which include the setting back of the existing hedgerow located to the eastern side of the access and setting back of the existing play area to the western side of the access in order to maximise visibility from the existing access.

Although the applicant has not indicated precisely what visibility splays can be achieved from the proposed access with the given improvements, 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 understand that up to 7 no. staff could potentially park in the proposed car park. However, the submitted plan does not demonstrate how the parking spaces would be laid out or how suitable turning facilities would be provided within the site.

However, I would not normally support any proposed development that is likely to result in an increase in vehicle movements through this substandard access.

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

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

Note:

I understand that planning permission (ref: P/2006/1061) has previously been granted to provide an improved access to the southwest of the pub. It would therefore appear to be a far better option to implement this permission to provide additional staff parking than is currently being proposed.



Operational Manager Traffic & Transportation