

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development
Our Ref: ENV/DC/PP/2012/0474 **Your Ref:** JS/P/2012/0474
Date: 12th July 2011

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 399 517 Ridley Wood Farm, Holt Road, Ridley Wood, Wrexham
Development: General agricultural building over former silage clamp.

I refer to your consultation dated 03/07/2012 in respect of the above.

The proposed development site is located on the B5130 which is a rural classified road subject to a 60mph speed limit. I would estimate typical speeds at being around 50mph for vehicles approaching from the south and around 40mph for vehicles approaching from the north given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 160m in the southerly direction and 2.4 x 120m in the northerly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Any proposed / existing access would normally be required to provide a forward visibility splay providing stopping sight distance

I understand that the proposed livestock building will be accessed via 2 existing agricultural access points onto the B5130.

Existing southerly access

This access is 6.5m wide and provides visibility splays of approximately 2.4 x 100m to the south and in excess of 2.4 x 160m to the north. Forward visibility for vehicles approaching from the north is approximately 105m (stopping sight distance of 120m normally required).

Existing northerly access

This access is 4.5m wide and provides visibility splays of approximately 2.4 x 120m to the south and in excess of 2.4 x 140m to the north. Forward visibility for vehicles approaching from the north is approximately 105m (stopping sight distance of 120m normally required).

I would therefore not normally support any proposed development that is likely to result in an increase in traffic movements utilising these substandard accesses.

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

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

However, the proposed development is simply an improved storage facility for feed and equipment and is considered unlikely to result in any significant increase in vehicle movements. I 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, 3, 4 & 5 of the supplementary notes.

PP *Peter D. Mwaite*
Network and Infrastructure Manager