

MEMORANDUM



From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		F.A.O	Amy Brittain
Our Ref:	ET/DC/MM/P/2022/0830	Your Ref:	P/2022/0830
Date:	5 th May 2023		

TOWN AND COUNTRY PLANNING ACT 1990

ADEILADU MYNEDIAD NEWYDD ODDI AR BRIFFORDD DDOSBARTHIEDIG I GREU MAN PARCIO ODDI AR Y FFORDD / CONSTRUCTION OF A NEW ACCESS OFF A CLASSIFIED HIGHWAY TO CREATE OFF ROAD PARKING

2 RAGGS HILL WHITCHURCH ROAD RAGGS HILL BANGOR ON DEE

Grid Ref: E 340169.23 N 344680.38

I refer to your email dated 20 April 2023 in respect of the above.

The proposed development is located on the A525 Whitchurch Road which is a classified road subject to a 40mph speed limit.

In relation to the existing and proposed access points to this property, the following can now be summarised:

Existing Access

- Visibility splays of 2.4m x 120m can be achieved in both a northbound and southbound direction if the existing hedge is kept trimmed.
- A Site Stopping Distance (SSD) of 120m (for a 40mph limit) can be achieved on the southbound approach towards a waiting right turning vehicle into the property.
- The corresponding SSD on the northbound approach is sub-standard and less than 60m towards a waiting right turning vehicle.
- The existing wooden gate is not set back far enough from the carriageway to allow a turning vehicle to sit safely off the highway prior to entry.
- There is sufficient turning space and parking within the property to allow vehicles to safely manoeuvre.

Proposed Access

- Visibility splays of 2.4m x 120m can be achieved in both a northbound and southbound direction if the existing hedge is cut back sufficiently as shown on the applicants drawing (reference 22.002-102, dated 28.11.2022)
- A Site Stopping Distance (SSD) of 100m can be achieved on the southbound approach towards a waiting right turning vehicle into the property. This was confirmed as acceptable in the previous response (ET/DC/PP/P/2022/0830, dated 12.12.2022).

- The corresponding SSD on the northbound approach is 109m towards a waiting right turning vehicle. This was confirmed as acceptable in the previous response (ET/DC/PP/P/2022/0830, dated 12.12.2022).
- The proposed gate into the site is set back 5m from the main highway as recommended in the previous response and is acceptable.
- A turning area/ parking space is indicated by a note on the applicants drawing, however, this is not formally marked out.
- The gradient into the proposed access falls away from the main highway and further details are still required to confirm the suitability for an access.
- The swept path movement provided on drawing reference 22.002-102 for a 4W drive vehicle does not appear to be correct. The restricted space and tight turning movement into the access may result in a vehicle utilising the opposite carriageway when entering in a northbound direction. This presents a road safety concern, particularly as this location is on a downhill gradient. This issue would be exacerbated for a larger vehicle or a car towing a trailer or caravan.

Summary

The applicant should provide further details in relation to the proposed access to confirm the following:

- The proposed access gradient into the site
- Confirm the intended use of the site and the size of vehicles using the new access.
- Re-assess swept path movements into the site to ensure all movements can be undertaken safely. This may require the site access to be relocated further south.

At present, the proposed access offers better visibility than the existing access, however, concerns remain with regard to an entering vehicle being able to safely manoeuvre both in terms of gradient and turning space.



Chief Officer, Environment & Technical