

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
Our Ref:	ET/DC/PP/P/2022/0830	Your Ref:	AB/P/2022/0830
Date:	12/12/2022		

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 consultation / email dated 05/12/2022 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.

Based on speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Any proposed / existing access also would normally be required to provide adequate forward visibility providing a stopping sight distance (SSD) of 120m for vehicles approaching from the north west to vehicles waiting to turn right into either access. The SSD indicated on the submitted layout plan is considered acceptable.

Intervisibility between vehicles waiting to turn right to oncoming vehicles approaching from the south east is also a factor to consider. The SSD indicated on the submitted layout plan is considered acceptable.

The submitted Site Plan indicates splays of 2.4 x 120m in both directions. However, it would appear that the proposed splay in the north westerly direction cuts across the hedgerow of the adjoining property known as Homeleigh. I would therefore suggest that the applicant considers moving the proposed access to a position further uphill. Alternatively I assume a s.106 agreement would be required with the adjoining property to ensure that the hedgerow is maintained at a specific height in perpetuity. If the proposed access is re-located then further details on the access arrangements / visibility would be required.

Details of the proposed access gradient do not appear to have been provided.

Could you please ask the applicant to clarify what exactly the proposed access will be used for.

If the existing access is sub-standard and does not meet the above standards, it is common for property owners to construct a new improved access and close up the original sub-standard access. If the proposed access offers improvements in highway safety terms, it may be possible to support such an application along with the permanent closure of the original access. It is not clear from the submitted information if this is the case. **This detail requires clarification. I would recommend that the applicant provides details of the existing access arrangements, visibility splays from the existing access and existing parking / turning arrangements.**

Any closure of an existing access would require the reinstatement of the existing dropped kerb crossing to full height footway construction for which s.184 consent would be required. Any proposed access would also require s.184 consent to strengthen the footway / lower the kerbs at the new access position.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, appearing to be 'R. K.', written in a cursive style.

Chief Officer, Environment & Technical