

MEMORANDUM



From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2016/0380 **Your Ref:** SEH/P/2016/0380
Date: 3rd May 2016

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 405 444 Land North West of Hollybush Barn, Whitchurch Rd, Hollybush, Bangor on Dee, Wrexham.

Development: Erection of agricultural building (6m x 14m).

I refer to your consultation dated 25/04/2016 in respect of the above.

The proposed development site is located on the A525 Whitchurch Road which is a rural classified road subject to a 60mph speed limit.

Any proposed / existing access in this location would normally be required to provide visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway in accordance with TAN 18.

I understand that the proposed agricultural building will be accessed via the existing gated field access at the south eastern end of the site. This access is approximately 6.9m wide, unsurfaced and gated 2.5m behind the edge of carriageway.

Visibility from this existing access is inadequate in both directions providing splays of approximately 2.4 x 25m in the north westerly direction and 2.4 x 20m in the south easterly direction measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

I would therefore not normally be able to support any proposed development that is likely to result in an increase in traffic movements utilising this substandard access.

I would normally 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.

However, this is an existing access and the supporting Design & Access Statement indicates that the proposed development is unlikely to result in any significant increase in vehicle movements as the land is already used for agricultural purposes and providing a storage facility will assist in reducing the number of vehicle movements required at the site. I therefore advise you that I do not intend to make any recommendations on highway grounds.

However, given the sub-standard nature of the existing access, I would suggest that the applicant gives serious consideration to improving both the layout and available visibility at the access. Consideration also needs to be given to the size / length of vehicle likely to visit the site and how it will sit clear of the highway and turn within the curtilage of the site.

Improvements could include setting back of the existing hedgerow to maximize visibility from this existing access. The access would benefit from any gates being setback at least 10m behind the adjoining highway so for example a tractor / trailer could sit clear of the adjoining carriageway. The access would also benefit from being paved in hard bound materials for at least 10m behind the adjoining highway to avoid mud etc. being carried onto the highway.

The proposed site boundary (red line) indicated on the submitted site plan appears to indicate a reduced depth of access compared with the open plan field area that is currently available for access / turning. I would recommend that the applicant considers improvements to the access to ensure the safe access / exit of larger vehicles.

Supplementary Notes

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

petersonwhite

*M*Service Manager Environment