

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0256 **Your Ref:** PF/P/2010/0256
Date: 1st April 2010

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 508 391 Park Farm, Fenns Bank, Whitchurch.
Development: Portal framed building for storage of hay and straw.

I refer to your consultation dated 31/03/2010 in respect of the above.

The proposed development site is located on a rural classified road subject to a 60mph speed limit. Although vehicles may well travel up to the speed limit from the north westerly direction, I would estimate typical speeds at being around 40mph for vehicles approaching from the south east given the geometry of the road.

Any proposed / existing access would normally be required to provide visibility splays of 2.4 x 215m in the north westerly direction and 2.4 x 120m in the south easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

I understand that the proposed storage building will be accessed via the existing gated field access at the southern end of the site. This access is approximately 4.1m wide and is gated at 4.5m behind the carriageway edge. The access is unsurfaced.

Although visibility from this access is adequate in the north westerly direction, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 18m measured to the nearside edge of the adjoining highway.

I would therefore not normally 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, it may be viewed that this is an existing access and the proposed use may not result in any significant increase in vehicle movements. It is also noted that the lorry delivering hay / straw currently unloads whilst remaining in the highway and by providing an alternative means of storage would eliminate this activity and could be considered beneficial to highway safety.

If the proposed development is to be supported, I would recommend improvements to the existing field access and would recommend that any permission be subject to the following conditions:-

CONDITIONS

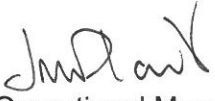
1. Any existing / proposed gates shall be setback a minimum distance of 15m behind the highway boundary.
2. The proposed access shall be surfaced with hard bound materials for a minimum distance of 15m behind the highway boundary.
3. Adequate parking provision shall be provided within the curtilage of the proposed development site.
4. A suitable turning facility shall be provided within the curtilage of the development site.

REASONS

1. In the interest of the free and safe movement of traffic on the adjoining highway and to ensure the formation of a safe and satisfactory access.
2. To ensure that no deleterious material is carried onto the highway.
3. To provide for the parking of vehicles clear of the highway.
4. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.

Supplementary Notes

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


Operational Manager Traffic & Transportation