SITE ACCESS / HIGHWAYS STATEMENT

Proposed agricultural buildings and access arrangements

.A Million Ashes Ranch, Llewelyn Road, Coedpoeth

1. **INTRODUCTION**
   1.1. This Site Access / Highways Statement has been prepared in support of the proposed agricultural development at **A Million Ashes Ranch, Llewelyn Road, LL11 3LG**comprising the erection of an agricultural shed together with , associated access arrangements and an internal agricultural track within the .landholding
   1.2. The purpose of this statement is to describe the existing access arrangements to the site, explain the proposed use of the access in connection with agricultural buildings, and set out the measurements proposed to improve the .operation of the access in the interests of highways safety
   1.3. This statement should be read alongside the overall application document and .associated layout plans
2. **THE SITE AND EXISTING ACCESS**
   2.1. The site comprises agricultural land served by an existing vehicular access from the adjoining public highway. The roadside access is an established point and is .not a newly created opening onto the highway
   2.2. The access currently includes an entrance gate located approximately 6 metres behind the edge of the carriageway edge. The existing access serves the site and .provides the means of entry from the public highway to the landholding
   2.3. The adjoining highway is subject to a 20mph speed limit. The local road is rural / semi-rural in character and the highway in the vicinity of the access is heavily tree-lined, with vegetation and roadside features influencing visibility in both directions. Vehicles approaching the access from the right travel uphill, while .vehicles approaching from the left travel downhill
3. **THE PROPOSED AGRICULTURAL DEVELOPMENT**
   3.1. The development relates to the establishment of an agricultural smallholding as .outlined in the planning application summary
   3.2. The new track is located wholly within the applicant's land and is intended to provide practical access between the existing roadside entrance and the agricultural building. The development doe not involve the creation of a new point of vehicular access onto the public highway. Rather the proposal utilises the existing roadside access and introduces improvements to its internal arrangement so that it cans safely and effectively serve the agricultural use of .the land

3.3. The agricultural building is proposed to support the small agricultural operation of the holding and is not intended for industrial commercial or general storage .unrelated to agriculture

4. **NATURE AND SCALE OF VEHICLE MOVEMENTS**

4.1. The access is expected to serve a relatively modest level of traffic associated with the agricultural use of the site. Based on the intended operation of the holding, it is anticipated between 4-8 vehicle movements per day associated .with the application

4.2. :These movements are expected to comprise a mix of

- Private car / pick-up movements by the landowner / farm operator
- Occasional light goods / delivery vehicles associated with the agricultural supplies
- Agricultural vehicles and trailers associated with the management of the holding of the land
- Seasonal or intermittent movements associated with the agricultural use of .the land

4.3. The level of traffic associated with the proposal is therefore low in absolute terms and materially below that which would be associated with many commercial or residential developments. The access is intended to serve an agricultural use of a limited scale rather than an intensive commercial .operation

5. **EXISTING ACCESS ARRANGEMENTS AND NEED FOR IMPROVEMENT**

5.1. Although the roadside access is already in existence, it is recognised that improvements to the layout of the access would be beneficial in highway safety terms, particularly given the tree line character of the road and the visibility .constraints that can arise in each direction

5.2. At present the gate is located approximately 6 meters behind the highway edge. This arrangement limits the amount of stacking space available for the vehicles entering rh site and may require some vehicles to slow or pause close to the .highway while the fate is opened

5.3. In order to improve the operation of the access, it is proposed to relocated the gate further into the site, to a position approximately 23 meters behind the highway edge. This is a significant increase in set-back distance and will .materially improve the functionality of the access

6. **PROPOSED ACCESS IMPROVEMENTS**

6.1. The proposed access arrangement retains the existing roadside point of access but improves the manner in which the access operates by

6.1.1. **Gate relocation** – the entrance will be repositioned from approximately 6 meters behind the highway edge to approximately 23 meters behind the highway edge. The revised arrangement will allow :vehicles entering the site to

- Leave the public highway before stopping to open / close the .gate
- Wait clear of the carriageway within the site rather than on the highway
- enter the site in a safer and more controlled manner
- reduce the likelihood of vehicles obstructing the highway while gaining entry

6.1.1.1. The increased gate set-back is therefore a material highway safety .benefit

6.1.1.2. **Internal agricultural track** – an internal gtrack is provided within the site to connect the existuing access to the agricultural building. This track allows vehicles to circulate within the landholding without requiring any alteration to the point at which vehicles enter from the .public highway

6.1.1.3. **Visibility and roadside awareness measures** – The applicant is aware from the access is influenced by the alignment of the road, the uphill / downhill approach, and the heavily tree-lined nature of the site .frontage and opposite side of the road

6.1.1.4. To assist drivers using the access, it is proposed to install convex traffic mirrors opposite the entrance to improve driver awareness of approaching vehicles, these mirrors are proposed only as supplementary measure and not as a substitute for the primary .visibility assessment of the access itself

7. **VISIBILITY CONSIDERATIONS**

7.1. It is recognised that the acceptability of the access depends not only on the existence of the access itself, but also whether adequate visibility can be .achieved for the level and nature of use proposed

7.2. The access fronts a road subject to a speed limit of 20mph. Wrexham Council highways comments on recent planning indicates that for access on to a 20mph highway, visibility splays in the order of 2.4m x 25m may be sought in both directions, measured to the edge of the adjoining highway. Recent Wrexham highway responses also indicate that, where a substandard access already exists the Local Highway Authority may distinguish between the continuation of .an existing use and the acceptability of an access serving a new intensified use

7.3. The current visibility from the entrance of the field both up and down the road is illustrated in the photographs.below. This shows the approximate visibility currently at a point of 2.4m from the edge of the road. Looking to the right, and downhill from the entrance, visibility is over 30 metres. However, looking to the right and uphill is obscured by overhanging tree branches, and visibility is restricted to around 10 metres. This issue can be remedied with some trimming

of the over-hanging vegetation. This is something that is being pursued with the .relevant landowners

7.4. The additional photographs show the visibility for oncoming traffic on the road, and demonstrate clearly that whilst visibility uphill from the entrance is currently restricted, traffic approaching the site can clearly see the entrance .and any vehicular movement far in excess of 30 metres from the access

[insert photographs]

7.5. Additionally, similar photographs have been taken from the entrance of Vron Farm directly opposite the access point. These photographs show that visibility from the other side of the road, where there are far more vehicular movements, .is restricted in both directions to around 10-15 metres in either direction

[insert photographs]

8. **HIGHWAYS SAFETY AND BENEFITS OF THE PROPOSAL**

8.1. Notwithstanding the fact that the roadside access is already established. The proposed works deliver a number of practical highway safety benefits when :compared with the current arrangement

8.1.1. No new roadside access created

8.1.2. Improved vehicle stacking within the site

8.1.3. Better access management for agricultural vehicles

8.1.4. Limited scale of use

8.1.5. Retention of agricultural character

9. **RESPONSE TO THE EXISTING ACCESS POSITION**

9.1. It is acknowledged that the access already exists and historically provided a means of entry to the land. However, it is also recognised that the current proposal must be considered in the context of the agricultural development now .proposed, including the internal track and associated agricultural building

9.2. For that reason, this statement does not seek to argue that the existing access is beyond consideration simply because it already exists. Rather, it is the position :that

9.2.1. The roadside access is an existing access and no new access onto .the highway is being created

9.2.2. The proposal introduces improvements to the internal operation of .that access through the relocation of the gate

9.2.3. The agricultural use proposed is of a modest scale in traffic terms

9.2.4. The access can continue to serve the site in a safe manner through .the proposed gate relocation and any appropriate vegetation management

9.2.5. The access should be considered on the basis of the existing access point and highway infrastructure being retained and improved, .rather than wholly new vehicular access

9.3. CONCLUSION

9.3.1. The proposal relates to agricultural development served by an existing roadside access point. The development does not create a new point of access onto the public highway. Instead, it retains the established access and improves its operation by relocating the gate significantly further into the site, from approximately 6 meters to approximately 23 .meters behind the highway edge

9.3.2. The revised arrangement will allow vehicles to pull clear of the highway before stopping at the gate, thereby improving access operation and reducing the risk of vehicles waiting on the carriageway. The access is expected to serve a reltively modest level of agricultural traffic, estimated at .approximate 4-8 vehicle movements per day

9.3.3. Overall, the proposal represents the continued use and improvement of an existing access to serve a modest agricultural use, .rather than the creation of a new vehicular access onto the public highway