

Woodsyde Developments Limited

Development Consultants



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Dear Peter,

Proposed Development on Land at Limestone View Farm, Stoney Lane, Cauldron, Staffordshire.

Further to our conversations please find attached to drawings VF-GA-200 – Access Arrangements Plan in respect to the improved access on Land at Limestone View Farm, Stoney Lane Cauldron, Staffordshire.

Following a site visit, we have visually assessed the speed of traffic along the county highway to be approximately 20mph; therefore visibility splays of 2.4m x 33.0m have been shown in both directions to comply in accordance with Manual for Streets.

You will note that the junction bellmouth has been widened from that of existing. This is to enhance visibility to the south and allows for improved ingress and egress to and from the access. Any part of the existing stone retaining wall and any foliage shown to be within the proposed access will be removed.

The access width into the site is to remain as existing at a minimum width of 3.5m, this is considered to be satisfactory considering the small amount of movements that are likely to be generated to and from the site following development. Any gates are to be set back a minimum of 10m from the county highway, so any entering vehicles are accommodated off the county highway.

The site access shall be regraded and improved where possible outside of the influence of the root protection zone to the adjacent tree, to the immediate north of the existing gates. The ground will be suitable graded within the site between the access and the site/highway boundary. Details of the proposals have been indicated on the attached plan.

In conclusion it is considered that the improvements to the overall width of the initial section of the access will provide a safe and satisfactory access to the site. The access will be highly visible and will accommodate all likely traffic associated with the site. The existing road network would appear to be fairly quiet and traffic speeds would appear to be low, given the horizontal alignment and overall width of the public highway carriageway passing along the site road frontage.

Given the above I do not see any specific highway or transport related issues why the site may not be developed or be acceptable in highway terms. In terms of the advice and guidance given in NPPF I see no reasons to prevent the development as I do not considered there to be any significant or detrimental cumulative effects on the area or highway network.

Moreover it is considered that the proposals will not be 'severe' and as such will not be contrary to NPPF paragraph 32

Kind regards

Yours sincerely,

A W Gough