

MEMORANDUM



From: Infrastructure and Planning Manager **To:** Chief Planning Officer

Our Ref: TH/DC/PD/2011/0272

Your Ref: P/2011/0272

Date: 14 April 2011

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 3140 5570 Land off Park Road, south of B5102, Llay Road, Llay

Development: Restoration of former sand and gravel workings to agricultural use and nature conservation by infilling with imported inert materials and soils.

I refer to your consultation dated 14 April 2011 in respect of the above.

The site is located on a classified highway known as Park Road subject only to the national speed limit although vehicular speed is considered to be no more than 30mph due to the geometry of the road; the road is narrow with inadequate provision for pedestrians.

It would appear possible to create an access into the site that would provide adequate visibility on to Park Road. However the road is generally less than 4.5m wide and is not considered wide enough to permit the simultaneous passage of a HGV and a standard motor vehicle; it is certainly not wide enough to cater for the simultaneous passage of two HGVs. There is an advisory sign at the junction of Park Road with B5102 Llay Road stating that the road is 'Unsuitable for HGVs'.

Whilst it is acknowledged that there is an existing passing place on Park Road between the proposed site access and Llay Road there is still serious concern over the potential for conflict between vehicles on Park Road itself and particularly of vehicles turning into /out of the Park Road / Llay Road junction with B5102 at the same time.

Visibility at the junction of Park Road junction with Llay Road is considered to be acceptable in an easterly direction (towards Llay) but to the west, lateral and forward visibility appears to be limited to approximately 120m due to the road gradient. Vehicles are considered to be travelling at more than 50 mph on this stretch of road for which splays of 160m are recommended. I am unable to support the increased use of this junction by HGVs unless it can be proved that visibility is concurrent with the Welsh Assembly Guidelines TAN 18.

Whilst it is considered that there is capacity on the B5102 Llay Road for the predicted traffic generation of up to 30 loads per day, Park Road is considered to be of substandard width and design to cater for the anticipated HGV use.

Park Road is frequented by pedestrians and cyclists as it gives access to the Alyn Waters Country Park. Given the substandard width of the road it is considered that use of the road by HGVs would create additional danger for all road users.

I therefore recommend that the application be REFUSED for the following reasons:

1. The site is approached from Llay Road by means of a narrow highway known as Park Road which is considered substandard in width and junction layout to act as a means of access to this development.
2. There is restricted lateral and forward visibility at the junction of Park Road and Llay Road and increased use would increase the likelihood of danger to road users.
3. The traffic generated by the proposed development would be contrary to through traffic interests generally and a potential source of danger to road users.



Infrastructure and Planning Manager