

MEMORANDUM



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

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

Your Ref: P/2011/0272

Date: 4 July 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 the letter from RML Ltd dated 7th June 2011 in respect of the above.

Dealing with each of the points made in the letter regarding the highway issues:

- The applicant proposes to clear vegetation from the site to expose the underlying macadam to provide a road width of 4.5m.

Even if the road is widened to 4.5m wide this 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

- They also propose that the overgrown hedges and vegetation will be cut back to provide a 2m wide path for pedestrians or vehicle overrun.

I do not have the benefit of a full site survey but from observation it does not appear possible to provide a 2m wide path alongside a 4.5m wide carriageway. Even if it were it is not desirable for the proposed path to act as overrun for HGVs whilst simultaneously providing a safe route for pedestrians. There is clearly a potential for serious conflict and additional danger for highway users in general.

- The letter states that there will be no requirements for HGVs to pass and refers to paragraph 13.3.3 of the original submission.

It is unclear whether it is possible to achieve inter visibility between Park Road and the main road (B5102). Nevertheless providing such visibility may mean that HGVs are forced to wait on the B5102 whilst another HGV exits the site along Park Road. Given that forward visibility on the B5102 is substandard, it is not considered acceptable for HGVs to be waiting on the main road until the Park Road is itself free of oncoming traffic.

The passing place referred to in para 13.3.3 is itself not wide enough for the passage of two HGVs and would make the passage of a HGV and a standard vehicle very difficult.

- The letter suggests that the inadequate visibility caused by the vertical alignment of the B5102 can be overcome by roof mounted flashing lights being used on the HGVs.

This is not considered to be an appropriate solution. The applicant would need to undertake a vehicular speed survey along the B5102 near its junction with Park Road to ascertain the approach speed of vehicles from the north west. Once the actual speed is known it is possible to determine what the visibility requirements are as laid out in Welsh Assembly Guidelines TAN 18.

The letter does not address the problems of forward visibility caused by the horizontal alignment of the B5102.

Given that the highway issues raised in my initial response have not been adequately addressed my recommendation remains the same.

I 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