

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PD/2010/0357

Your Ref: P/2010/0357

Date: 02 June 2010

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2980 5410 Land at junction of Green Road / Holland Road, Brymbo

Development: Outline application for erection of two bedroom detached dwelling and construction of new vehicular and pedestrian access.

I refer to your consultation dated 21 May 2010 in respect of the above.

The site was granted outline planning permission in September 2007 (P/2007/0916)

The development site is on an unclassified highway subject to a 30 mph speed limit. A recent speed survey at the new location has determined speeds of 25 mph. A previous survey at this site submitted with application P/2002/0545 indicated a speed of 28 mph. TAN 18 guidance on visibility requires the provision of splays measuring 39m for a 28 mph speed.

Given the width of Green Lane I consider it is appropriate for splays to be measured to the centre line of the carriageway in a northerly direction.

I consider that adequate visibility of 2 x 39m can be achieved from the proposed access.

It appears from the plan that the proposed driveway will form a new boundary wall to the road known as Holland Road. Due to the relative height differences this wall must be a retaining structure. No construction data has been submitted with the application and the height of the wall is not shown.

Any retaining wall over 4 foot 6 inches high within 12 feet of the highway requires full approval from our Strategic Planning department. The retaining structure proposed must also be no nearer than 600mm from the edge of carriageway along Holland Road.

Any planning permission should include a Grampian style condition in lieu of this retaining structure being fully approved by the Highway authority.

A line of channel blocks currently fronts part of the development site. These should be removed and the carriageway widened. The construction of a new footway will ensure that surface water is channelled towards the highway gully at the southern end of the site

To the front of the site the owner of the land has placed bollards to prevent people using what has been used as an unofficial passing bay.

Some form of passing bay should be included within the area set aside for the footway; details to be submitted and approved prior to any development taking place.

Parking provision looks quite restricted and it may be preferable for two cars to park behind one another rather than parallel.

I would recommend any planning permission be subject to the following conditions:

CONDITIONS

1. No development shall be permitted until a scheme for the construction of a new 2m wide footway and passing bay has been submitted to and further approved by the Local Planning Authority.
2. The gradient of the access for the first five metres back from the edge of the carriageway shall be no greater than 1 in 10
3. A visibility splay of 2.0 x 39m shall be provided in a northerly direction to the centre line of the adjoining highway within which there shall be no obstruction above 1m in height
4. A visibility splay of 2.0 x 39m shall be provided in a southerly direction to the nearside edge of the adjoining highway within which there shall be no obstruction above 1m in height
5. The first 5m of the proposed access back from the adopted highway shall be hard surfaced.
6. Any gates shall be erected a minimum of 5m from the edge of the adopted highway
7. No development shall be permitted until full approval for the siting and construction of the retaining wall has been further agreed with the Local Planning Authority.
8. No development shall be permitted until a scheme for the replacement of channel blocks and widening of the carriageway fronting the site has been submitted to and further approved by the Local Planning Authority.

REASONS

1. In the interests of highway safety
2. In the interests of highway safety
3. To ensure a safe and satisfactory access
- 4 & 5 To ensure adequate visibility is provided at the proposed point of access
- 6 To ensure no deleterious material is brought on the highway
- 7 In the interests of highway safety

8 In the interests of highway safety

SUPPLEMENTARY NOTES

The applicants attention should be drawn to the following supplementary notes; 1, 2, 3, 4, 5

Public footpaths No. 4 cross / abut the site.

Note to applicant

You must seek approval for the siting and construction of the retaining wall prior to any development. Please contact Sharon Stevens, Operational Manager Engineering Services to discuss your proposals. (01978 297109)



For Operational Manager Traffic & Transportation