

MEMORANDUM



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

Our Ref: TH/DC/PD/2010/0266

Your Ref: P/2010/0266

Date: 14 April 2010

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 3260 5380 Queens Head PH, Glanllyn Road, Bradley

Development: Outline application for residential development

I refer to your consultation dated 31 March 2010 in respect of the above.

The development site is located at the junction of a classified highway known as Glanllyn Road and an unclassified highway Park Wall Road.

There is a 1.8m wide footway around the frontage of the site along both highways. There are two existing accesses into the site; one on each road.

Eight of the proposed dwellings are to be served by the existing access on Glanllyn Road. Visibility at the access is considered acceptable given there is a traffic calming scheme in the vicinity of the site. The proposed access is approximately 4.8m wide and there is adequate area to allow the turning of vehicles within the site.

Current Council guidelines limit the number of dwellings served off an unadopted road to five. However Manual for Streets now suggests that it is possible for streets to remain private as long as a properly constituted body with defined legal responsibilities is established to maintain the street to the common benefit of the residents in perpetuity. I therefore have no objection to the existing access serving 8 dwellings if a management company is set up to maintain the access in perpetuity.

There are three proposed driveway accesses off Glanllyn Road to serve dwellings 11, 12 and 16. As Glanllyn Road is a classified highway any new driveway requires the provision of a turning area to remove the need for vehicles to reverse on the highway. None of the three driveways provide this. Furthermore adequate visibility at plot 16 can only be achieved by looking over the front garden to the existing dwelling No. 14 Glanllyn Road; visibility is restricted to approximately 2.0 x 7m in a westerly direction.

The eight proposed driveways on Park Wall Road are considered acceptable; there is no requirement to provide turning areas along this unclassified highway. To ensure adequate visibility can be maintained in perpetuity and to improve pedestrian provision it will be necessary to widen the existing footway to 2.0m.

Although I have no objection to the principle of residential development at this site the current application is considered unacceptable and I therefore recommend the application be refused for the following reasons:

- The proposed development does not make adequate provision for the parking and turning of vehicles clear of the public highway.
- The proposed access to plot 16 does not provide adequate visibility and its use would increase the likelihood of danger to road users.

A handwritten signature in black ink, appearing to read 'J. P. Smith', with a stylized flourish at the end.

For Operational Manager Traffic & Transportation