

Condition 4 of the planning permission required visibility splays of 4.5 x 70m which was concurrent for a 30mph speed in the old TAN 18 guidelines. Since that time TAN 18 has been amended and visibility splays of 2.4 x 43m are deemed acceptable. These splays are readily achievable at the site access.

Given that visibility is concurrent with TAN 18 there is considered to be no justification for Condition 6.

I therefore advise you that I do not intend to make any objection to the relaxation of this condition.

For Operational Manager Traffic & Transportation

MEMORANDUM



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

Our Ref: TH/DC/PD/2009/0840

Your Ref: P/2009/0840

Date: 12 November 2009

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 3210 5340 Lakefield Court, Glanllyn Road, Bradley

Development: Removal of condition No. 6 of planning permission code no. P/2004/0462

I refer to your consultation dated 14 October 2009 in respect of the above site.

The development site has permission for 7 dwellings most of which appear to be near completion.

The new access road is to be brought up to an adoptable standard and ultimately adopted by the Highway Authority. Currently the access and footways to the front of the site are constructed to base course and require a final surface coat.

Condition 6 relates to advance warning signs and high friction surfacing on both approaches to the new junction.

Advance junction warning signs would only be used where there is a perceived hazard. The development is within the 30mph speed limit and although the main road past the site bends slightly it is not dissimilar to many other urban roads in the County. I am not aware of any other such minor development in the County that required advance junction signing.

High friction surfacing is mainly used at roundabout and signal controlled crossing points but is also used where there is low skid resistance associated with a wet weather accident history. In this instance the road has no recorded accident record either before or since the new development was constructed.

Generally developments of this size in an urban area do not require either advance warning signs or high friction surfacing; a standard give way road marking on the minor road is normally considered adequate as long as visibility at the access is concurrent with the recommendations of TAN 18.