

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer
Our Ref: TH/DC/PP/2010/0201 **Your Ref:** JGK/P/2010/0201
Date: 24th March 2010

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 413 411 Land to the north of Hollybush Lane Farm, Penley.

Development: Drilling of appraisal borehole for the purpose of mineral exploration together with associated infrastructure.

I refer to your consultation dated 19/03/2010 in respect of the above.

The proposed development site is located on Hollybush Lane which is a narrow, rural classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 30mph given the geometry of the road along this section.

In terms of access to the development site, it would appear that there are 2 no. main routes to the site as follows:-

The first option would be via the A525 to the north of the site. Although access is possible from the north, it is significantly longer than the alternative access from the A539 to the south. The route leading to the site from the A525 is considered unsuitable for heavy vehicles given the width of the carriageway, lack of suitable passing places and general poor condition of the road.

The second option would be via the A539 to the south of the site which would appear to be the better of the two routes. This route is a distance of approximately 1 km from the junction with the A539. Although this section of Hollybush Lane is generally narrow being typically less than 4.1m wide for the majority of its length, there are a number of existing passing places along this section which facilitate the simultaneous passage of 2 no. vehicles. However, there is a section of this lane which is lacking in such provision and would benefit from an additional passing place. This location is approximately 420m along Hollybush Lane from the junction with the A539, just beyond public footpath no. 12 – Penley.

No details of the proposed routes to be taken to the site, proposed widening / provision of additional passing places appears to have been included in the submitted Supporting Statement. In order to minimize any conflict of vehicle movements along the proposed route serving the development site, I would recommend that the applicant submits a suitable Construction Traffic Management Plan to the Local Planning Authority for further approval. This shall include details of the proposed / preferred route to the development site ie/ from the junction with the A539 to the south and include details for the provision of an additional passing place along Hollybush Lane as highlighted above (see note).

The existing gated field access proposed to serve the development site is approximately 4.2m wide and is gated 2m behind the adjoining carriageway. Given the nature of the vehicles likely to visit the site (ie/ articulated HGVs), I would recommend significant improvements to this access in terms of access widening, setting back of gates, hard bound surfacing and provision of adequate visibility splays.

For assumed speeds of 30mph, such an access would normally require visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway in accordance with TAN 18. Although visibility from the existing access is adequate in the southerly direction, visibility in the northerly direction is inadequate providing a splay of approximately 2.4 x 8m measured to the centreline of the adjoining highway. Visibility is impeded in this direction by the existing hedgerow fronting the site.

I would therefore recommend that visibility is improved at the existing access to provide visibility splays of 2.4 x 70m in both directions measured to the centerline of the adjoining highway in accordance with TAN 18 requirements. Visibility can be relaxed to the centerline of the adjoining carriageway given the restricted carriageway width along this section.

I would recommend that the existing access is widened to a minimum width of 5.5m for at least 15m behind the highway boundary with no gates being erected within 15m of the highway boundary. The proposed access shall be surfaced using hard bound materials for at least 15m behind the highway boundary.

Suitable parking and turning provision shall be provided within the curtilage of the development site. Suitable turning provision shall be provided within the curtilage of the development site to accommodate the turning movements of an articulated HGV.

I would therefore recommend that any permission includes the following conditions:-

CONDITIONS

1. The proposed access serving the development site shall provide visibility splays of 2.4 x 70m in both directions measured to the centreline of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height.
2. The proposed access shall be widened to a minimum of 5.5m for the first 15m behind the highway boundary.
3. The access shall be surfaced using hard bound materials (ie/ bituminous macadam) for the first 15m behind the highway boundary.
4. No gates shall be erected within 15m of the highway boundary.
5. Parking provision at the proposed development site shall be in accordance with LPGN 16.
6. A suitable turning facility shall be provided within the curtilage of the development site to accommodate the turning movements of an articulated HGV.
7. A scheme for the construction of suitable passing place along Hollybush Lane serving the development site shall be submitted to the Local Planning Authority for further approval. Any approved passing place / carriageway widening shall be implemented prior to commencement of the development (see note).
8. Details of a suitable Construction Traffic Management Plan shall be submitted to the Local Planning Authority for further approval.

REASONS

1. To ensure that adequate visibility is provided at the proposed point of access to the highway.
2. To ensure the formation of a safe and satisfactory access.
3. To ensure that no deleterious material is carried onto the highway.
4. In the interest of safety and free flow of traffic on the adjoining highway.
5. To provide for the parking of vehicles clear of the highway.
6. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of traffic safety.
7. In the interest of free and safe movement of traffic along the existing highway network serving the development site.
8. In the interests of highway safety.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Note to Applicant

- Any proposed carriageway widening / passing places should be constructed to a standard suitable for adoption by the Council for future maintenance at the public expense and the developer will need to enter into an agreement with the Council under s.278 of the Highways Act 1980.

You are advised that the Highway Authority will require such works to be completed to their satisfaction before they will formally adopt the relevant Highway works for public use and to be maintained at public expense. This will include the provision of a bond to cover the estimated value of such works.

The appropriate fees will become due to the Council when the Highways Authority approve the proposed works to be carried out

- Any proposed passing place shall be a minimum length of 16m and shall provide a minimum overall carriageway width of 5.5m.
- Public footpath no. 19 – Penley runs alongside the proposed development site and should not be interfered with. I would recommend that the applicant liaises with the WCBC Public Rights of Way Section – Contact Mr. Sean Hanratty on Tel: 01978 729761.


Operational Manager Traffic & Transportation