

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2019/0682	Your Ref:	P/2019/0682
Date:	18 November 2019		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2983 5415 Land at junction of Holland Road and Green Road, Brymbo

Development: Erection of 1 no. pair semi detached houses and construction of 3 bay parking area on land opposite off Holland Road.

The proposed site access is on an unadopted highway (Holland Road) subject to a 30 mph speed limit, although vehicular speed is likely to be no more than 10mph due to the geometry of the road. Holland Road is generally narrow with little availability for vehicles to pass simultaneously.

Holland Road accesses on to the unclassified highway at its junction with Green Road. Visibility at the junction is only achievable in a northerly direction over land belonging to the applicant.

The site was granted outline planning permission for the erection of one dwelling in 2016 (P/2016/0316). Access at that time was taken directly on to Green Road and visibility splays of 2.0 x 39m were conditioned based on a speed survey taken at the site. A 2m footway across the site boundary also formed part of the conditions.

The application now proposes a pair of semi-detached 2 bed houses with access off Holland Road. Previous planning applications along Holland Road have been refused at Welsh government appeal due to the geometry of the road. The inspector refused the applications due to problems in securing visibility in perpetuity at the Green Road junction and to the limited width of Holland Road preventing the simultaneous passage of vehicles.

The visibility issue at the Green Road junction will be resolved by an appropriate condition securing a splay of 2.0 x 39m to the north.

The current application proposes the construction of a 10m long passing bay which would significantly improve traffic flow along Holland Road.

Further improvements to traffic in the vicinity of the site should be secured by the reinstatement of the informal passing bay along Green Road which will allow vehicles to wait safely while oncoming traffic passes downhill.

The plans indicate the intention to provide three parking spaces in front of the dwellings and a further three behind the passing bay on Holland Road. This appears to be over provision for two 2 bedroom dwellings. Access and parking on the site could prove difficult to engineer and I would suggest therefore that an additional parking space is created on Holland Road making a total of four spaces behind the passing bay.

There is an existing driveway adjacent to the dwelling known as 13 Green Road; it is important that visibility from this driveway on to Green road is not affected by the proposals. Suitable condition should be attached to any permission to ensure that adequate visibility splays are maintained in perpetuity across the development site.

It is unclear what retaining structures will be needed along the Holland Road and Green Road boundaries but due to the relative height differences I presume there must be some required.

Any retaining wall over 4 foot 6 inches high within 12 feet of the highway requires full approval from the Councils structural engineer. 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.

Please ask the applicant to review the above and revise the drawings accordingly.

Peter Douthwaite

on Service Manager Environment