

# MEMORANDUM

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|-----------------|-----------------------------|------------------|----------------------------------------------|
| <b>From:</b>    | Service Manager Environment | <b>To:</b>       | Head of Community Well-being and Development |
| <b>Our Ref:</b> | P/2016/1165                 | <b>Your Ref:</b> | P/2016/1165                                  |
| <b>Date:</b>    | 23 June 2017                |                  |                                              |

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**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 2883 3788 Land on North side of Station Avenue, Chirk

**Development:** Outline application (including means of access) for up to 24 dwellings and associated works

I refer to your revised consultation dated 16/06/17 in respect of the above site.

The development site is located on a classified highway subject to a 30mph speed limit. The applicant undertook a vehicular speed survey over a single day in July 2016 with determined 85<sup>th</sup> percentile speeds of 28.28mph westbound and 30.41 mph eastbound; a second survey was commissioned over the course of a week in December 2016 which determined speeds of 28mph westbound and 28.7 mph eastbound.

The Welsh Government guideline TAN 18 recommends visibility splays measuring 2.4 x 40m for the higher of the measured speeds; the applicant has demonstrated it is possible to achieve these splays from the proposed site access.

The revised plans make it clear that the location of the existing tree denoted as T4 does not obstruct visibility from the site access. Similarly the proposed new feature tree at the site access will not obstruct visibility.

The proposed scheme of future maintenance for hedges / trees etc in this location should ensure visibility is maintained in perpetuity.

There are two existing junctions on the opposite side of Station Avenue within 50m of the proposed site access. Both junctions suffer from substandard visibility. Despite this there are no recorded accidents within 150m of the site in the last 5 years.

A proposed road width of 5.5m with associated footway provision meets with current highway design standards. A swept path analysis has demonstrated that the proposed access is capable of catering for an 11.2m long refuse wagon.

Traffic generated from a development of just 24 dwellings is likely to be no more than 20 at peak hours. This equates to an average of just one additional vehicle every 3 minutes. There are some significant traffic generators already served by Station Avenue (Chirk Castle, Canal Wood Industrial estate and the Caravan Park) However the level of traffic likely to be generated by this proposal is so low that it is considered unlikely to have any detrimental impact on the highway.

As the application is in outline the site layout will be assessed at reserved matters stage.

I recommend that any permission include the following conditions:

## **CONDITIONS**

**ZJ15  
038R**

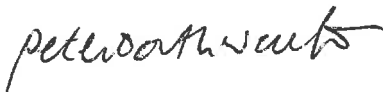
### **VISIBILITY SPLAYS IN BOTH DIRECTIONS**

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 40metres in both directions measured to 1m from the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

**NONSTDC  
026R**

### **CONSTRUCTION DETAILS**

The detailed layout, lighting, design, drainage and construction of the internal estate road shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority prior to the commencement of any site works.



 Service Manager Environment