

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0997	Your Ref:	LG/P/2009/0997
Date:	16 TH December 2009		

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

Location: O. S Grid Ref: 410 543 Holt Hill, Green Street, Holt, Wrexham.

Development: Conversion of domestic outbuilding to single dwelling.

I refer to your consultation dated 10/12/09 in respect of the above.

The proposed development site is located on Green Street which is an unclassified road subject to a 30mph speed limit. However, I would estimate typical vehicle speeds at being around 20mph along this section given the geometry of the road.

There would appear to be an existing access located immediately to the east of the proposed access which I assume provides access to the sewage pumping station.

Access to and from the proposed access to Holt Hill is only possible via the signal controlled junction with Bridge Street given the acute angle of this access onto Green Street.

Manual for Streets would normally require any proposed shared access to provide visibility splays of 2.4 x 25m to the south west measured to the centerline of the adjoining highway and 2.4 x 25m to the east measured to the nearside edge of the adjoining highway. Visibility could be relaxed to the centerline of the carriageway in the south westerly direction given the restricted carriageway width along this section.

Visibility from the existing access serving the development site appears adequate in both directions providing splays of approximately 2.4 x 25m in accordance with Manual for Streets.

Any proposed shared access would normally require a minimum width of 4.1m for at least 5m behind the adjoining carriageway with no gates being erected within 5m of the adjoining carriageway. Such an access would normally require its access to be surfaced with hard bound materials (ie/ bituminous macadam) for at least 5m behind the edge of carriageway. No private surface water run off should be permitted to flow onto the adjoining highway.

However, the existing / proposed access serving the development site has a steep gradient down to the highway and is only approximately 2.5m wide. The access is therefore unable to accommodate the simultaneous passage of 2 no. vehicles and could not accommodate passing vehicles clear of the adjoining highway.

The access is gated approximately 3.5m behind the edge of carriageway, is poorly surfaced and there would appear to be no Aco drain or similar to intercept private surface water run-off.

Any proposed widening of the existing access would appear difficult given the location of 2 no. mature trees either side of the access. Any modifications to the existing retaining sandstone retaining wall at the access are likely to require approval from our Operational Manager Engineering Consultancy – Ms. Sharon Stevens.

The provision of adequate parking and turning facilities to serve both dwellings would appear feasible within the curtilage of the development site.

I would normally therefore not support any proposed development that is likely to result in an increase in vehicle movements through this substandard access. I assume that the outbuilding was previously used purely as a store for the original farm and would have generated minimal traffic movements.

I would therefore recommend that the application be **REFUSED** for the following reason:-

The site is approached from Green Street by means of a steep, narrow, private drive which is considered substandard in width and junction layout to serve as a means of access to further residential development.

However, if the applicant could address the above problems by making improvements to the existing access then further consideration could be given to the proposed development.

Supplementary Notes

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

Note:

Any proposed alterations to the existing sandstone retaining wall fronting the development site are likely to require approval from our Operational Manager – Engineering Consultancy, contact Sharon Stevens on Tel: 01978 297109).



Operational Manager Traffic & Transportation