

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2017/0314	Your Ref:	P/2017/0314
Date:	13 June 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3314 5534 British Legion Social Club, Wats Dyke, Llay

Development: Mixed use hybrid development comprising a residential development of up to 51 units (outline), 4000 sq.ft retail unit (outline), a boxing club (outline), a car park (full), details of access (all matters reserved) and associated works

I refer to your revised consultation dated 30 May 2018 in respect of the above.

The development site is located at the junction of Llay New Road and Wats Dyke both of which are subject to a 30 mph speed limit.

The original proposal submitted in June 2017 raised a few concerns from a highway perspective and has resulted in a revised proposal with further information submitted to justify the scheme.

The plan now proposes two new access locations (Watts Dyke and Llay New Road) as well as the existing access into the Legion.

The proposed access on to Watts Dyke will only serve the residential dwellings on the site. In order to prevent rat running it is proposed to make this a cul de sac. The access provides adequate visibility on to the highway and will be designed to current highway standards. Whilst it is acknowledged that the access is directly opposite existing dwellings this is similar to other junctions on the estate.

The proposed new access on to Llay New Road will serve the proposed retail unit only. The new access is some 40m away from Shones Lane and 50m from Watts Dyke which complies with current design standards. The access is however directly opposite a service access road serving 17 dwellings (59 to 91 Llay New Road). The service road operates on an informal one way system where vehicles enter via the north near no. 59 and leave via the southern access at 91. Any new highway design would normally recommend avoiding the creation of a crossroads. However given the limited number of vehicle movements leading out of the service road the potential for vehicular conflict is considered to be negligible.

The existing access serving Llay legion will remain unchanged; car parking provision is being reduced by more than a half. Although the existing number of parking spaces is being significantly reduced I understand that the British Legion itself has already renegotiated a new lease with the site owners which would mean that most of the parking can effectively be fenced off from public use.

A parking study undertaken by the developer over the course of a week revealed a maximum parking usage of 43 vehicles; the proposed provision of 50 spaces would therefore appear to cover general day to day use of the site.

Parking provision for the retails site is compliant with LPGN standard.

A study has been undertaken to assess the requirement for pedestrian crossing facilities to enable customers to cross the Llay New Road toward the shop. The study reveals that the values calculated were well below the threshold for the provision a new pedestrian crossing.

Given that the revised proposals have now satisfied all highway criteria it is considered that there is no justifiable reason to refuse the application.

I therefore recommend any permission include the following conditions:

CONDITIONS

ZJ37 SUBMISSION OF FURTHER DETAILS

026R

E06N

E07N No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Detailed layout, design, drainage and construction of the proposed new access on to Watts Dyke
- 2) Detailed layout, design, drainage and construction of the proposed new access on to Llay New Road
- 3) Detailed layout, design, drainage and construction of the proposed new footway / carriageway for the residential area ,
- 4) Detailed layout, design, drainage and construction of the proposed new footway / carriageway for the retail area

The scheme as is approved shall be fully implemented prior to first use of the development.

ZJ23 (PRE-COMMENCEMENT) PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

Peter Douthwaite

PD Service Manager Environment