

# 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/2016/0530                 | <b>Your Ref:</b> | P/2016/0530                                  |
| <b>Date:</b>    | 11 July 2016                |                  |                                              |

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## **TOWN AND COUNTRY PLANNING ACT 1990**

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

**Location:** O. S Grid Ref: 2850 4500 Penrycae Infants School, Copperas Hill, Penrycae  
**Development:** Re-development of the site to combine infants and juniors schools including new vehicular access, parking and playing fields.

I refer to your revised consultation dated 14 June 2016 in respect of the above site.

The site is located on a classified highway subject to a 20 mph limit for which Welsh Government guidelines recommends visibility splays of 2.4 x 25mph in both directions. The proposed new access will provide splays in excess of this requirement. The access will be 5.5m wide to allow simultaneous passage of vehicles. A dedicated pedestrian footway and access will also be available through the proposed new site access.

Vehicular use of the existing eastern access will be restricted to use for delivery vehicles and two mobility car parking spaces. The western access will be restricted to pedestrians.

There have been a number of highway safety concerns at this site for some time mainly in respect of vehicular parking along Copperas Hill. This application includes provision for 54 off road parking spaces. Adequate parking facility has been provided for staff and there are numerous spaces available for parental pick up and drop off. This represents a significant improvement and should help resolve some of the on street parking issues.

The relocation of the junior school from Afoneitha Road will result in parents and children living on the Afon Eitha estate having to walk further to school. A safe route to the new school is provided along the residential cul de sac known as Coed y Nant.

A travel plan must be commissioned to set out how the school intends to encourage sustainable travel by its pupils and identify measures to increase the scope for modal shift.

It is considered that the scheme offers an overall improvement on the existing situation and I therefore advise you that I do not intend to make any objections on highway grounds in this instance.

I recommend that any permission include the following conditions:

## **CONDITIONS**

### **ZJO8 ACCESS SURFACE (10metres)**

**043R**

Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 10 metres behind the adjoining highway.

### **ZJO9 NO GATES**

**033R**

There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.

### **ZJ11 ACCESS WIDTH**

**039R**

The vehicular access hereby approved shall be a minimum width of 5.5 metres.

### **ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)**

**038R**

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres in both directions measured to 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.

### **ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR**

**035R**

The vehicular parking and turning areas as shown on approved drawing(s) No(s). PD2009/050 Dwg no. 2 Rev B shall be fully laid out, surfaced and drained prior to first use of the development. These areas 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.

### **NONSTDC 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 design of a revised scheme of road markings and lines across the full site frontage to include junction protection measures.

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

### **ZJ41 GENERAL LAYOUT**

**026R**

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. PD2009/050 Dwg no. 2 Rev B

### **NONSTDC TRAVEL PLAN**

**055R**

Prior to first use of the development, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of an annual monitoring which shall be submitted to the Local Planning Authority for written approval following the anniversary of first use of the development, and every year after up to and including the fifth anniversary.

**ZJ45  
026R**

**CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

**ZJ46  
026R**

**NO PRIVATE SURFACE WATER RUN OFF**

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.



 Service Manager Environment

