

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2016/0275	Your Ref:	P/2016/0275
Date:	10 June 2016		

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

Location: O. S Grid Ref: 3272 5293 Land West of and adjacent to Sunnyside, Rhosrobin

Development: Construction of staff car park (10 spaces approximately)

I refer to your revised consultation dated 3 June 2016 in respect of the above.

The development site is located on a classified highway subject to a 30mph speed limit for which Welsh government guidelines recommend visibility splays measuring 2.4 x 43m in both directions.

There is an existing private access between no.2 Chapel View and the development site which currently serves approximately 3 dwellings; the access suffers from substandard visibility in both directions. To the east visibility is restricted to approximately 2.4 x 15m by the hedges/ trees growing on the development site. To the west visibility is restricted to approximately 2.4 x 25m due to the boundary wall at 1 / 2 Chapel View.

A previous application on this site in 2005 was refused due to inadequate visibility from the proposed access. At that time Welsh government recommended visibility splays measuring 2.4 x 70m for a 30mph speed; the recommended splays for a 30 mph speed have since been reduced by Welsh Government to 2.4 x 43m.

The proposed development seeks to widen the existing private access which will effectively move the centre line of the existing access by approximately 3m to the east. Moving the access to the east allows for significantly increased visibility to the west (up the hill) – a splay of approximately 2.4 x 35m is achievable. By removing all the hedges/trees along the front boundary of the site visibility to the east will increase to 2.4 x 43m – concurrent with Welsh Government guidelines

By removing all obstructions to visibility across the site frontage the scheme also makes it possible for the neighbouring property Sunnyside to significantly improve their existing substandard access should they so wish.

The proposed car park area is to be used for by the Daleside Vet Group staff parking only. The majority of the cars will be parked up in the morning and be left there all day. Traffic generated by the proposal will be fairly insignificant.

Welsh Government guidelines TAN 18 state that where planning applications are submitted within an existing site and served by an existing substandard access; there should be scope for a limited redevelopment that incorporated a substantial access improvement, even though the improved access would still be below standard.

Despite visibility to the west still being substandard it is considered that the improved access arrangement would be a material gain sufficient to offset the visibility deficiency identified.

Forward visibility along Rhosrobin Road for and of vehicles turning into the site meets current guidelines for a 30mph speed limit.

The revised parking arrangement ensures that parking is provided behind the visibility splay line required in an easterly direction

I recommend that any permission include the following conditions:

CONDITIONS

ZJ017 VISIBILITY SPLAYS (NEARSIDE)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres to the east and 2.4 metres x 35 metres to the west 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 adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

NONSTDC VISIBILITY SPLAYS IN BOTH DIRECTIONS (CAR PARK ACCESS)

038R Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 10 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). @@@@ 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 NO GATES (CAR PARK)

033R There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the private drive.

ZJ46 NO PRIVATE SURFACE WATER RUN OFF

026R 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.

NONSTDC SUBMISSION OF FURTHER DETAILS (PRIVATE / CAR PARK ACCESS)

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 improvements to surfacing of the private drive
- 2) Detailed layout, design, drainage and construction of the proposed widening

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

ZJ38

PAVEMENT CROSSING

050R

Prior to first use of development a pavement crossing to the site shall be constructed in strict accordance with a scheme which has been submitted and approved in writing by the Local Planning Authority.

Peter Do Mwanbe

PA Service Manager Environment

