

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2016/0321	Your Ref:	P/2016/0321
Date:	5 May 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2920 4610 Wern House, Wern Lane, Rhos

Development: Demolition of Wern House, erection of one pair of 2 bedroom semi-detached dwellings and one 3 bedroom detached dwelling with associated parking and turning facilities.

I refer to your consultation dated 11 April 2016 in respect of the above.

The site is located on an unclassified highway subject to a 30 mph speed limit although vehicular speed is considered to be no more than 15 mph due to the geometry of the road. The road is approximately 3.2m wide and does not permit the simultaneous passage of vehicles.

There is very limited pedestrian provision in the vicinity of the site and none at all along the full frontage of the site on Wern Lane. Visibility at the Wern Lane junction with Church Street is approximately 2.4 x 5m in the westerly direction and is therefore substandard. Wern Lane also has access on to Victoria Street; however visibility at the Victoria Street junction with Cemetery Road is substandard in an easterly direction.

The development site is currently occupied by Wern House and by the gardens and parking area of Wern Villa.

Wern House currently provides just one off road parking space for the existing 4 bedroom dwelling; access to the space suffers from severely substandard visibility in both directions. The parking area does not provide a suitable off road turning facility resulting in vehicles having to reverse on the highway. There is no footway fronting the house, access to the front door is directly from Wern Lane.

There is currently a 2.5m high boundary wall along most of the site boundary of Wern Villa. The height of the wall prevents adequate forward visibility for drivers and pedestrians meaning that it is not possible to see oncoming traffic or pedestrians along Wern Lane.

Access to the existing rear parking area for Wern Villa suffers from substandard visibility on to the highway; the parking area does not provide suitable off road turning facility resulting in vehicles having to reverse on the highway.

The proposed development addresses many of the highway issues associated with the existing site.

Each new dwelling will be provided with 2 off road parking spaces with an adequate off road turning facility. The site access will be widened to accommodate the simultaneous passage of vehicles and visibility at the access will be improved significantly by reducing the height of the boundary wall to no more than 900mm above the highway.

The reduction in height of the boundary wall will greatly enhance forward visibility along Wern Lane ensuring that there is adequate intervisibility between vehicles and pedestrians

A neighbouring development site at the former Wern School is to provide improved footway provision and road alignment along part of Wern Lane.

The proposed scheme also secures adequate off road parking at Wern Villa which should hopefully ensure more on road parking space is available on Victoria Street.

My concerns over visibility at the junction of Wern Lane with Church Street and Victoria Road with Cemetery Road remain. I would not normally wish to support the addition of two new dwellings where visibility is substandard.

However it is considered that the proposed development offers significant highway benefits:

- The replacement of two existing substandard accesses with one single access in accordance with current design standards.
- The replacement of inadequate existing parking provision with parking and turning provided to full standards.
- Significant Improvement to intervisibility for all vehicles and pedestrians using Wern Lane
- Replacement of substandard pedestrian access to the existing dwelling with a safer alternative provided to the replacement dwelling

Despite visibility at the road junctions being substandard, it is considered that the improved intervisibility, access and parking arrangements would be a material gain, sufficient to offset the visibility deficiency identified.

I therefore recommend that any permission include the following conditions:

CONDITIONS

NONSTDC MAXIMISING VISIBILITY

038R

Nothing shall be planted, allowed to grow or erected to a height greater than 0.9metres in height above the level of the nearside edge of the adjoining highway for a distance of 2.4 metres measured back from the adjoining highway along the frontage with Wern Lane from the vehicular access to a point 25m to the west. The splays shall be provided prior to first use of the development and shall thereafter be permanently retained clear of any such obstruction.

ZJ11

ACCESS WIDTH

039R

The vehicular access hereby approved shall be a minimum width of 4.5 metres.

- ZJ07
043R** **ACCESS SURFACE (5 metres)**
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 5 metres behind the adjoining highway.
- ZJ09
033R** **NO GATES**
There shall be no gates or other means of enclosure across the vehicular access point within 5 metres of the highway boundary.
- ZJ016
038R** **VISIBILITY SPLAYS IN BOTH DIRECTIONS (CENTRELINE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 15 metres in both directions measured to the centreline 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.
- ZJ22
035R** **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
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.
- 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.

Peter Dornwald

PN Service Manager Environment

