

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2015/0949	Your Ref:	P/2015/0949
Date:	15 January 2016		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 3283 3424 Land off and west of Park Road, Rhosymedre
Development: Residential development (30 no affordable houses) with associated highway infrastructure following demolition of vacant industrial units.

I refer to your consultation dated 18 December 2015 in respect of the above site

The development site is located on the B5605 Park Road, a classified highway subject to a 30mph speed limit for which Welsh Government guidelines recommend a visibility splay of 2.4 x 43m in both directions. It is possible to achieve the recommended splays from the proposed point of access. However there is an existing Bus Stop located directly on the northern radius of the proposed access. This bus stop will have to be relocated if the access remains as proposed. This will require the removal and relocation of bus stop kerbs, bus stop markings, bus stop pole and flag. The proposed access would also result in the relocation of an existing lighting column. An access located some 20m to the south would negate the need to relocate this existing street furniture.

The access itself seems oversized – a kerbed radius of 6m would be considered acceptable in this instance. A 4.8m wide access road with 2m wide footways would be appropriate for this scale of development.

The proposed road leading south towards plot 7 suffers from inadequate visibility on to the main estate road; visibility is restricted by the parked vehicles in plot 11. Visibility from plot 12 and 13 will be restricted by parked vehicles at plot 11 due to the design of estate road.

The turning head by plot 8 is of inadequate size to cater for a refuse wagon.
The turning head by plot 20 is of inadequate design to cater for a refuse wagon

The plans I have do not appear to be to scale but the private drives seem to be only 5.6m wide which will not permit the turning of vehicles from the parking spaces at plots 22 23 15 16 and 17

The road width for the turning head at plot 20 appears to be only 4.4m with a 1m footway – inadequate width to allow the turning of vehicles from plots 19 and 20.

A 2m wide footway should be constructed across the full frontage of the site to cater for the increased pedestrian movement from the site.

All individual parking spaces should measure 2.4 x 4.8m.

The traffic generation from 30 dwellings is likely to be around 25 vehicles at peak hours. This equates to less than 1 vehicle every 2 minutes which is considered to be insignificant in terms of highway capacity.

The plans show that the current industrial estate access will be affected by the proposals. The layout of the remaining part of the access is not considered appropriate as it would appear to restrict turning manoeuvres for vehicles leaving the site. The access must also retain adequate visibility on to the highway.

Whilst I have no objection to the principle of development, the submitted plans show a substandard design layout which creates issues with visibility and turning. The applicant should consider an access more centrally located along the site frontage to avoid the need to remove existing street furniture.

Please ask the applicant to redesign the layout giving consideration to the points raised above.



 Service Manager Environment