

MEMORANDUM



From: Interim Senior Service Manager **To:** Chief Planning Officer

Our Ref: PD/2013/0777

Your Ref: P/2013/0777

Date: 6 June 2014

Town and Country Planning Act 1990

Section 78 Appeal at Land at Land South of 4 Cefn Road, Lodge

I am satisfied with the original response made to this application and wish to inform you that I have no further comments to add.

A copy of that response is attached for your information.

Peter Doherty

PD

Interim Senior Service Manager

MEMORANDUM



From: Network and Infrastructure Manager **To:** Head of Community Well-being and Development

Our Ref: P/2013/0777

Your Ref: P/2013/0777

Date: 09 January 2014

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

Location: O. S Grid Ref: 3000 5310 Land south of 4 Cefn Road, Lodge
Development: Outline application for the erection of three dwellings including widening of access driveway and provision of vehicular turning area.

I refer to your consultation dated 14 November 2013 in respect of the above.

The development site is located on a narrow unadopted road within a 30 mph speed limit although vehicular speed is considered to be no more than 15mph due to the condition and geometry of the road. It currently provides vehicular access to approximately 19 dwellings. There is no pedestrian provision on Cefn Road.

The road in front of no. 4 Cefn Road is only 2.6m wide and does not permit the simultaneous passage of vehicles along the highway. The rest of Cefn Road to the south of no. 4 is an unsurfaced track, potholed and approximately 3m wide for the majority of its length.

In its current condition the road is considered to be inadequate to support access for a further 3 dwellings.

To overcome these concerns the applicant has proposed a road widening and surfacing scheme from the site frontage up to the main B5101 Kent Road. The scheme is also to include some form of turning head along the site frontage.

The surface improvements suggested have to a large part already been undertaken under planning code P/2004/0313. Some of the highway along the frontage of the site is also due to be improved under planning permission P/2012/0472.

Whilst it is accepted that the widening scheme could potentially allow for the two way passage of vehicles along the first 80m of Cefn Road there may also be a fair degree of detriment to the proposal:

There are already issues on Cefn Road of inadequate parking provision which results in cars being parked in the two laybys on Kent Road. Widening the highway will simply allow residents to drive up Cefn Road and leave their vehicles parked on the widened highway nearer to their dwellings; effectively narrowing the road down to its

existing width. Similarly the turning head is likely to become parked up by overspill car parking.

Given that this is an unadopted road there is little the Council can do to prevent the on street parking described.

If there are times when cars aren't parked along the widened highway then it is likely that vehicular speed will increase along Cefn Road. Given that the width of the road beyond the site to the south, increased speed on approach to that restriction may be detrimental to highway safety.

The existing unadopted road seems to adequately cater for the number of dwellings it currently serves. Although the road is below current design standards it is considered better to retain the existing status quo rather than widen the road, increase speeds and potentially cause a detriment to highway safety.

Visibility at the junction of Cefn Road with Kent Road is below Welsh Government guidelines. The applicant has submitted the results of a survey which determined vehicular speeds of 37mph from the south and 40mph from the north; requiring visibility splays of 2.4 x 59m and 2.4 x 105m respectively.

The applicant has confirmed that the splays are not achievable in either direction.

To the south a splay of 2.4x 32m is achievable to the nearside edge, Even if we were to accept the applicants argument for a centre line measurement to the south, the splay falls 17m short of recommendations.

Visibility to the north is approximately 60m. The argument that you can see vehicles approaching from 211m distance to the north is unacceptable as this still leaves a blind spot of some 150m in which vehicles travelling south cannot be seen from the junction.

TAN 18 para B11 states that there may be scope for a limited redevelopment that incorporated a substantial access improvement. In this instance the access improvements may be detrimental to highway safety on Cefn Road, and even if the scheme was accepted as an improvement I am not convinced that the wording of TAN 18 refers to road width and surface alterations but more to making visibility improvements. Furthermore, this is not considered to be a limited redevelopment; 3 additional dwellings represent an approximate increase of 15% on the existing.

I therefore recommend that the application is refused for the following reasons:

REASONS

- There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.
- The site is approached from the B5101 Kent Road by means of a narrow unmade road, which is considered substandard in width and junction layout to act as a means of access to further residential development.
- It is considered that the proposed road widening scheme may be detrimental to highway safety on Cefn Road.

Peter Oorthuysen

Network and Infrastructure Manager