

MEMORANDUM



From: Infrastructure and Planning Manager

To: Chief Planning Officer

Our Ref: TH/DC/PD/2011/0059

Your Ref: P/2011/0059

Date: 20 April 2011

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2910 4600 Land south of Bethania Baptist Chapel, Rhos

Development: Erection of 5 dwellings

I refer to your revised consultation dated 19 April 2011 in respect of the above.

The site is located on a classified highway subject to a 30mph speed limit although vehicular speeds have been measured at 24 from the south and 26 from the north.

The submitted plans demonstrate that adequate visibility is achievable from the proposed site access.

To the south I have accepted that visibility can be taken to the centre of the nearside lane. This is due to the boundary wall of the property known as Belmont being adjacent to the highway. This causes a degree of 'wall shyness' leading to vehicular traffic keeping its distance from the wall.

There is a shortfall of 4 parking spaces on the maximum standards required by LPGN no 16; however it has been determined at previous planning appeals that it is inappropriate to apply these as minimum standards.

The availability of a regular bus service in close proximity to the site ensures that there is no essential need to own a car to reach everyday destinations. The site is close to the various facilities provided in the village centre.

Given previous planning appeal decisions on car parking standards I consider that a recommendation for refusal on the grounds of inadequate parking is unjustifiable.

In order to encourage the residents to use the bus service I will require the developer to construct raised bus kerbs on the new footway and also erect a bus stop sign.

The proposed 2m footway will enhance pedestrian provision in the area.

I recommend any permission include the following conditions:

CONDITIONS

- ZJ19**
038R **VISIBILITY SPLAYS (NEAR SIDE AND CENTRE OF NEAR SIDE)**
Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 33 metres to the north measured to the near side edge of the adjoining highway, and 2.4 metres x 33 metres to the south measured to the **centre of the near side lane**. 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.
- ZJO9**
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.
- ZJO7**
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.
- ZJ22**
035R **PARKING AND MANOEUVRING TO BE KEPT CLEAR**
The vehicular parking and turning areas as shown on the approved drawing 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.
- 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.
- ZJ35**
050R **NEW 2.0 METRE FOOTWAY**
Prior to first use of the development a 2.0m wide footway shall be constructed along the entire site frontage in strict accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
- ZJ37 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 layout, design, drainage and construction of the proposed new footway
- 2) Proposed new bus stop and raised bus stop kerb. The scheme as is approved shall be fully implemented prior to first use of the development.

A handwritten signature in black ink, appearing to read 'Mr. Paul', is positioned above the title.

Infrastructure and Planning Manager