

MEMORANDUM



From: Operational Manager Traffic & Transportation **To:** Chief Planning Officer

Our Ref: TH/DC/PD/2009/0927

Your Ref: P/2009/0927

Date: 01 December 2009

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2950 4660 Former site of Ysgol Ponciau, School Lane, Ponciau

Development: Erection of 15 dwellings, 5 no. bungalows for people with learning disabilities and 1 no. staff bungalow and construction of new vehicular and pedestrian accesses.

I refer to your consultation dated 12 November 2009 in respect of the above.

The site was granted planning permission in 2006 with the scale of development being limited to ensure there was no increase in traffic generation over the previous use as a school.

The development site is located on an unclassified highway subject to a 30 mph speed limit although vehicular speed from the south is considered to be less than this given the geometry of the junction of School Street and Clarke Street.

Visibility at each of the access locations appears to comply with current Welsh Assembly Guidelines although it is essential that all the boundary walls are no greater than the 900mm demonstrated on the submitted plan.

There is a minor shortfall in parking provision 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 within 250m of 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.

Pedestrian provision in the locality is very poor and the introduction of a footway along the site frontage is considered essential to improving pedestrian safety.

The recently published Manual for Streets suggests that it is possible for streets to remain private as long as a properly constituted body with defined legal responsibilities is established to maintain the street to the common benefit of the residents in perpetuity.

In this instance the Highway Authority will not wish to adopt the whole of the development area so the remainder should be passed into the control of a private management company and should be maintained in perpetuity by this company.

It is noted that there are a significant number of mineshafts on the site. It is essential that a full Geotechnical report is submitted for further approval prior to any development commencing on site to ensure the stability of the site during all phases of construction work.

I recommend any permission include the following conditions:

CONDITIONS

J28C VISIBILITY SPLAY OF 2.4 X 43M (SITE ACCESS)

038R The proposed access shall have a visibility splay of 2.4m x 43m to the nearside edge of the adjoining highway in a both directions over land within the control of the applicant and/or the Highway Authority. Within the splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining carriageway. The splay shall be provided prior to commencement of use/occupation of the development hereby approved and shall thereafter be retained clear of such obstruction.

J28C VISIBILITY SPLAY OF 2.0 X 43M (FRONT ACCESS FOR PLOTS 14,15,16 &17)

038R The proposed access shall have a visibility splay of 2.0m x 43m to the nearside edge of the adjoining highway in a both directions over land within the control of the applicant and/or the Highway Authority. Within the splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining carriageway. The splay shall be provided prior to commencement of use/occupation of the development hereby approved and shall thereafter be retained clear of such obstruction

NONSTDC VISIBILITY SPLAY (FRONT ACCESS FOR PLOTS 18 & 19)

038R The proposed access shall have a visibility splay of 2.0m x 43m to the nearside kerb edge of the adjoining highway in a northerly direction and 2.0m x 25m to the nearside kerb edge of the adjoining highway in a southerly direction over land within the control of the applicant and/or the Highway Authority. Within the splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining carriageway. The splay shall be provided prior to commencement of use/occupation of the development hereby approved and shall thereafter be retained clear of such obstruction.

NONSTDC VISIBILITY SPLAY OF 2.0 X 18M (ACCESS FOR PLOT 7)

038R The proposed access shall have a visibility splay 2.0m x 18m to the nearside kerb edge of the School Lane in a north westerly direction and 2.0m x 18m to the nearside kerb edge of the adjoining highway in an easterly direction over land within the control of the applicant and/or the Highway Authority. Within the splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining carriageway. The splay shall be provided prior to commencement of use/occupation of the development hereby approved and shall thereafter be retained clear of such obstruction.

NONSTDC VISIBILITY SPLAY (ACCESS FOR PLOT 8)

038R The proposed access shall have a visibility splay of 2.0m x 18m to the nearside kerb edge of the adjoining highway in a westerly direction and 2.0m x 11m to the centre line of the adjoining highway in an easterly direction over land within the control of the applicant and/or the Highway Authority. Within the splays there shall be no obstruction in excess of 1 metre in height above the level of the adjoining carriageway. The splay shall be provided prior to commencement of use/occupation of the development hereby approved and shall thereafter be retained clear of such obstruction.

E06C NO GATES WITHIN 5 METRES

026R Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, no gate or other barrier shall be erected across any access within 5 metres of the boundary of the highway.

J45C VEHICLE PARKING AND TURNING AREAS

035R The vehicle parking and turning areas indicated on the approved plans shall be laid out, surfaced and drained prior to the first use of the building hereby granted and shall thereafter be retained for those purposes.

NONSTDC NO WATER TO FLOW FROM DEVELOPMENT ONTO HIGHWAY

NONSTDR No water of any kind generated by the proposed development shall be permitted to flow from any part of the site, such as driveways, on to the highway or into the highway drainage system or be allowed to accumulate in such a way as to affect the highway surface or structure.

NONSTDC BOUNDARY WALLS

026R The height of the front boundary wall across the full frontage of the site shall be lowered to and thereafter retained at a height of no more than 900mm above the level of the adjacent carriageway.

J33C ACCESS HARD SURFACED

043R Each access shall be hard surfaced for a distance of 5m behind the highway boundary before the development is brought into use.

NONSTD SUBMISSION OF FURTHER DETAILS

NONSTDR There shall be no development permitted on site until a scheme showing a detailed layout, design, drainage and construction of the proposed new

carriageway & footway has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

NONSTD PRIVATE MANAGEMENT COMPANY

NONSTD The private drive and parking areas shall be maintained in perpetuity by a Private Management Company.

E02N HIGHWAY SUPPLEMENTARY NOTES

Your attention is drawn to Highway Supplementary Notes Numbered 1, 3, 4 and 5 on the enclosed "Applicants' Rights and General Information".

E03N WORKS WITHIN THE HIGHWAY

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

N08N

This planning permission requires that development be carried out in accordance with the approved plans, including the construction of a road intended for adoption by the Council under the Highways Act 1980. It is essential therefore that the detailed proposals are submitted to the highway authority and confirmed as acceptable BEFORE development commences.

It is noted that there are a significant number of mineshafts on the site. It is essential that a full Geotechnical report is submitted for further approval prior to any development commencing on site to ensure the safety and stability of the site during all phases of construction work.

Please contact:

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For Operational Manager Traffic & Transportation