

MEMORANDUM



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

Our Ref: TH/DC/PD/2009/0755

Your Ref: P/2009/0755

Date: 22 September 2009

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2890 4690 5 Maes Enion, Rhos

Development: Lowering of kerbs for vehicular access

I refer to your consultation dated 11 September 2009 in respect of the above.

The development site is located on a classified highway within a 20 mph speed zone for which Manual for Streets (MfS) recommends visibility splays measuring 2.0 x 25m in both directions.

Although the applicant has already constructed a hardstanding in the front garden of the dwelling there is currently no approved vehicular access in to the site. The hardstanding is however already being used by the occupants of no. 5 to park their vehicles off road.

Visibility at the entrance to the site is well below MfS recommendations. To the north visibility is restricted to just 2.0 x 5m by the boundary hedge of the neighbouring property. To the south it appears possible to achieve 2.0 x 18m to the nearside edge although this is subject to the boundary wall of the property being reduced in height to a maximum of 1m above the level of the carriageway.

It is considered essential that adequate pedestrian visibility is provided at the site access as there are a significant number of pedestrians, particularly school children passing by the application site due to its proximity with the local infant / junior school. Welsh Assembly Guidelines recommends that:

'From a point on the centre line of the access 2.4 metres back from the edge of the footway, to points 3.3 metres to both sides of that point measured along the edge of the carriageway, all obstructions to visibility shall be reduced to and thereafter maintained at a height not exceeding 0.6 metre above the level of the adjacent carriageway'

The existing entrance to the site does not provide these splays and is considered to be well below standard in terms of pedestrian visibility.

It is current Council policy that any driveway with access on to a classified highway shall have an off road turning facility provided within the curtilage of the site.

The current driveway does not have adequate turning facility; although given the width of the front garden it is considered possible that a turning facility can be provided.

The existing location of the driveway and proposed vehicular access is considered seriously substandard and I would recommend the application be refused for the following reasons:

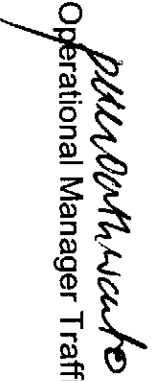
REASONS

- There is inadequate visibility for and of pedestrians at the existing site access
- There is restricted visibility at the existing access to the site.
- The existing hardstanding does not provide adequate room within the curtilage of the site for the parking and turning of vehicles.

Note

If the access were located to the centre of the front boundary it would be possible to achieve adequate pedestrian visibility and also provide an off road turning facility. However, lateral visibility at the access would be only 2.0 x 14m to the nearside kerb edge in both directions – below MfS recommendations. If an application were made to create a central access I would recommend refusal for the following reason:

- It appears impracticable within the curtilage of the site to construct an access with the classified road which would provide sufficient visibility for vehicles emerging from the site.


For Operational Manager Traffic & Transportation