

MEMORANDUM



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

Our Ref: TH/DC/PD/2010/0242

Your Ref: P/2010/0242

Date: 26 April 2010

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2910 4650 Land at High Street / Rhos Link Road, Rhos Development: Outline application for residential development

I refer to your consultation dated 01 April 2010 in respect of the above.

The development site has a potential access onto three roads; the classified highway High Street and the unclassified highways Roberts Lane and Rhos Link Road. The limited frontage of the site boundary with High Street prevents any possible vehicular access in that direction. Roberts Lane currently provides access for approximately 7 dwellings, is approximately 3m wide and can only be accessed off Rhos Link Road.

The link road was constructed as a new road approximately 15 years ago and is of adequate width to cater for new development subject to the provision of suitable access arrangements.

The housing department have created car parking facilities with access off Roberts Lane for approximately 6 vehicles. Roberts Lane also appears to serve as vehicular access to the rear of number 26 High Street and as pedestrian access to the rear of number 24 High Street.

The development proposals include the provision of 4 parking spaces on the link road and a 12 space parking bay on Roberts Lane. The 4 parking spaces on the link road are within 20m of a mini roundabout and are considered to be too close to this busy junction.

Any increased traffic generation on Roberts Lane would require significant improvement to the existing road width. The proposed scheme appears to show the road width remaining the same with a footway being introduced alongside – this would result in each of the proposed 12 spaces having inadequate room to turn. Any scheme would require a minimum road width of 4.5m with an adjacent 2m footway.

The proposed scheme also prevents vehicular access to the rear of 26 High Street and pedestrian access to the rear of 24 High Street.

I recommend that the application be refused for the following reasons:

- The proposed access on to Rhos Link Road would be a potential source of danger to road users.

- The proposed parking bays on Roberts Lane prevent vehicular and pedestrian access to the rear of existing dwellings on High Street.

A handwritten signature in black ink, appearing to read 'M. P. Owen'.

For Operational Manager Traffic & Transportation