

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2018/0017	Your Ref:	P/2018/0017
Date:	26 January 2018		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2609 5308 Bryn Awen, Fronheulog Hill, Bwlchgwyn

Development: Construction of new access, alteration to existing access, construction of driveways, hardstanding /parking areas (partly in retrospect)

I refer to your consultation dated 15 January 2018 in respect of the above.

The development site is situated on a classified highway subject to a 30mph speed limit across the front boundary of the site, for which Welsh Government guidelines recommend the provision of visibility splays measuring 2.0 x 43m in both directions.

The road is subject to the national speed limit beyond the southwestern boundary of the site although vehicular speed is considered to be no more than 30mph due to the geometry of the road.

The applicant has altered an existing pedestrian access immediately adjacent to the dwelling and has formed a vehicular access. Visibility at this access is acceptable to the south west but is restricted to just 2.0 x 2m to the north east because of its proximity to the existing outbuilding. The gates erected at the access are only 1m from the adopted highway. Any vehicle wishing to enter the site would have to wait on the highway whilst the gates are opened. Any gates would normally be set back a minimum of 5m from the highway boundary. The access is not therefore considered suitable for vehicular use due to the serious shortfall in visibility and the proximity of the gates to the adopted highway.

The new gated access should be permanently closed off to vehicular access; although I would have no issue with it returning to its former use as a pedestrian access.

Visibility at the newly constructed access to the south west corner of the site is considered acceptable. The site access will however need to be hard surfaced for a minimum of 5m back from the adopted highway.

In its current format I would recommend that the application is refused for the following reason:

There is restricted visibility at the amended access and any vehicular use would increase the likelihood of danger to road users.

Peter Douthwaite

PM Service Manager Environment