Please see attached drawing demonstrating the available visibility splays at the proposed access.

Visibility to the north is 2.4 x 43m and is concurrent with Welsh Government guidance for a 30 mph speed limit

Visibility to the south is 2.4 x 9.5m and is below Welsh Government recommendations

However, as the highway authority have stated, there are a significant number of neighbouring properties that also suffer from substandard visibility and it would therefore be considered unreasonable to object to the access on visibility grounds.

The highway department have stated that it would preferable to move the access to the northern boundary of the site in order to maximise visibility from the proposed access. Whilst this may marginally increase visibility it will however mean the access is immediately adjacent to a mature tree on the northern site boundary.

The advice we have received from the Arboricultural Officer was for the proposed access to be kept well clear of the tree as the construction process would potentially cause irreparable damage to it.

Hence the access is proposed to remain on the southern boundary; and as the highway department have accepted that it would be unreasonable to object on visibility grounds it is considered that the location is the best compromise when balancing highway and arboricultural issues.

The existing dwelling is a 3 bedroom property. It is intended to make off road parking provision for two vehicles.

LPGN 16 recommends the provision of 3 parking spaces for a 3 bedroom dwelling. However, it is important to note that LPGN 16 is a maximum standard and should not be used as a minimum.

The house is within 15m of a regular bus route and is in a highly sustainable location.

Given previous planning appeal decisions on car parking standards and Welsh Governments own guidance which recommends reducing the reliance on cars, then

there can be no justifiable reason to object to the application on the grounds of inadequate parking provision.

It is therefore contended that 2 parking spaces will adequately serve the dwelling

In conclusion:

The proposed access is now shown as 3.2m wide, is hard surfaced for 5m behind the highway and has an ACO drain to prevent private water entering the highway. No gates will be erected within 5m of the highway boundary.

Visibility splays are now shown to be under highway ownership or in land owned by the Housing department and are measured from a 2.4m setback. Despite the southerly splay being below current design standards, the highway department have stated that it would be unreasonable to object on visibility grounds due the number of accesses in close proximity to the site suffering from the same issues.

Off road parking is provided for two vehicles

There is therefore no reason for the highway department to object to the proposal