

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2017/0123	Your Ref:	P/2017/0123
Date:	8 March 2017		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2539 4308 Land off Maes Mawr Road, Garth
Development: Erection of 2 no. two storey detached dwellings and construction of new vehicular and pedestrian access.

I refer to your consultation dated 16/02/17 in respect of the above site.

The development site is located on an unclassified highway subject to a 30mph speed limit although vehicular speed is no more than 10mph due to the geometry of the road,

The road giving access to the site is only 3m wide and would benefit from the construction of a passing place along the southern frontage of the site.

Visibility at the junction of Maes Mawr Road and Ffordd Pen y Gaer is appropriate for the prevailing speed of traffic.

However the junction of Ffordd Pen y Gaer on to the main Garth Road is well below Welsh government recommendations. I would not wish to support any development off this road due to the substandard visibility.

The applicant has however agreed the purchase of an area of land which would ensure adequate visibility can be achieved at the junction. This improvement will greatly benefit anyone using Ffordd Pen y Gaer whilst enhancing safety for road users along the Garth Road.

The visibility improvements should be secured using a Grampian condition and must be in place before any development commences on this site.

Adequate off road parking and turning are provided for both proposed dwellings.

I recommend that any permission include the following conditions:

CONDITIONS

**ZJ15
038R**

VISIBILITY SPLAYS IN BOTH DIRECTIONS

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.0 metres x 15m in both directions measured to 1m from the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1 metre in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.

**ZJ07
043R**

ACCESS SURFACE (5 metres)

Prior to first use of the vehicular access hereby approved, the access shall be surfaced with hard bound materials (e.g. bituminous macadam) for a minimum distance of 5 metres behind the adjoining highway.

**ZJ22
035R**

PARKING AND MANOEUVRING TO BE KEPT CLEAR

The vehicular parking and turning areas as shown on approved drawing(s) No(s). @@@@ shall be fully laid out, surfaced and drained prior to first use of the development. These areas shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of vehicles at all times.

**ZJ37
026R
E06N
E07N**

SUBMISSION OF FURTHER DETAILS

No part of the development shall commence until a scheme detailing the construction of the following has been submitted to and approved in writing by the Local Planning Authority:

- 1) Passing bay of 8m length on Maes Mawr Road,
- 2) Relocation of the boundary wall belonging to property known as Llwynfan to provide visibility of 2.4m x 33m to the centre line in a northerly direction on to Garth Road

The scheme as is approved shall be fully implemented prior to first use of the development.

**ZJ45
026R**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

**ZJ46
026R**

NO PRIVATE SURFACE WATER RUN OFF

No private surface water run off shall be permitted to flow from the development site onto the adjoining highway. An Aco drain or similar shall be provided across the approved access to intercept any such run off prior to first use of the development.

Peter Outhwaite