

MEMORANDUM

From:	Service Manager Environment	To:	Head of Community Well-being and Development
Our Ref:	P/2015/0613	Your Ref:	P/2015/0613
Date:	4 December 2015		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 2560 5240 Land East of Maesteg

Development: Erection of 5 dwellings (4 x 2 bed and 1 x3bed houses) , landscape areas, communal areas, boundary treatment and improved access (resubmission following appeal decision of P/2014/0186)

I refer to your revised consultation dated 1 December 2015 in respect of the above site.

The development site is located with a frontage on to both a classified highway (Allt y Pentref) and an unclassified highway (Ffordd Isaf). The area is subject only to the national speed limit although vehicular speed is considered to be no more than 30 mph due to the geometry of the road.

Both Allt y Pentref and Ffordd Isaf are approximately 3.5m wide with no pedestrian provision.

The principle of developing the site has already been established as there is an existing outline planning permission (P/2010/0220). There was also a recent appeal decision in relation to this site (P/2014/0186) which was dismissed on highway grounds.

The Inspector stated that the northern turning radius was inadequate and that there was also deficient turning space within the proposed estate road. He is also questioned the proposal that the swept path of a vehicle should cross over a footway.

The revised plan dwg no. 1162 102 rev K now demonstrates adequate turning radius into and within the site. Visibility splays of 2.4 x 43m are to be provided on to the highway.

Given that the principle of development has already been established I make no objection to the development of 5 dwellings at this site.

I recommend that any permission include the following conditions:

CONDITIONS

ZJ41 GENERAL LAYOUT

026R

Prior to first use of the development the site shall be laid out in strict accordance with layout plan(s) No. 1162 102 rev K

ZJ15 VISIBILITY SPLAYS IN BOTH DIRECTIONS (NEAR SIDE)

038R

Prior to first use of the development hereby approved the vehicular access shall provide visibility splays of 2.4 metres x 43 metres in both directions measured to 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.

ZJ22 PARKING AND MANOEUVRING TO BE KEPT CLEAR

035R

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 SUBMISSION OF FURTHER DETAILS (INTERNAL ESTATE)

026R

E06N

E07N

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) Detailed layout, design, drainage and construction of the proposed new footway / carriageway,

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

ZJ45 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

026R

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 NO PRIVATE SURFACE WATER RUN OFF

026R

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.

NOTES

E03N

WORKS WITHIN THE HIGHWAY

The separate written consent of the Local Highway Authority must be obtained before any work is carried out within the confines of the highway.

I recommend that the proposed access road should be privately maintained as the Highway Authority will only adopt the road if it meets our full criteria which in this instance would require a full size turning head.

Peter van Wente

Service Manager Environment