

MEMORANDUM



From: Network and Infrastructure Manager

To: Chief Planning Officer

Our Ref: PD/2012/0168

Your Ref: P/2012/0168

Date: 29 March 2012

TOWN AND COUNTRY PLANNING ACT 1990.

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995.

Location: O. S Grid Ref: 2570 5240 Bryn Foty, Ffordd Isaf, Gwynfryn

Development: Erection of 3 bedroom dwelling with attached double garage.

I refer to your consultation dated 8 March 2012 in respect of the above.

The site is located on an unclassified highway subject only to the national speed limit although vehicular speed is considered to be no more than 25mph due to the geometry of the road. Ffordd Isaf is approximately 3.2m wide with no provision for pedestrians.

Visibility at the existing access to Bryn Foty is substandard; to the north it is restricted to approximately 2.4 x 8m to the centre line and to the south 2.4 x 6m to the centre line.

The submitted plans demonstrate the reduction in height of a stone boundary wall which will increase visibility in a northerly direction to approximately 2.4 x 25m to the centre line. To the south visibility will be improved to 2.4 x 10m approximately by the removal of the boundary hedge, but will still be well below Welsh government recommendations for a new access. Adequate visibility is only achievable over third party land belonging to the neighbouring property known as Holmesdale.

There is nothing within the application to suggest that there is a likelihood that the neighbouring owners will agree to maintaining a visibility splay free of obstruction across their garden.

The proposed parking is concurrent with LPGN 16 recommendations though I would prefer to see a turning area provided for the existing property in order that vehicles may leave the site in a forward direction.

Given that visibility at the site access in a southerly direction is well below standard I recommend that the application is refused for the following reasons:

REASON

There is restricted visibility at the existing access and increased use would increase the likelihood of danger to road users.

Pp. *Peter De Muraite*
Network and Infrastructure Manager