

INTERNAL MEMORANDUM

Your Ref.: P/24/0120

Our Ref.: 24/0120

To: Town Planning – Development Control

FAO: Rebecca Owes

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 3rd June 2024

OBSERVATIONS BY THE ENGINEERING AND HIGHWAYS DIVISION IN RESPECT OF DEVELOPMENT AFFECTING EXISTING OR PROPOSED PUBLICLY MAINTAINED HIGHWAY

PROPOSED DEVELOPMENT

The outline planning application (all matters reserved) is for 2no, 4 bedroom detached dwellings with garages.

LOCATION

Plot to the South of 'Oakdene', Incline Top, Penyard

PLANNING HISTORY

None.

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Proposed Site Plan	MPA-WSP-XX-00-DR-A-061002	March 2024

Proposed Access Arrangement and Visibility

Vehicles accessing the both proposed dwellings would do so via Incline Top, which is adopted highway.

On the submitted plan **Proposed Site Plan MPA-WSP-XX-00-DR-A-061002**, the sites frontage boundary treatment is currently shown as 1.2m high. To ensure that there is adequate visibility for vehicles existing the dwellings the site frontage boundary should be no more than 600mm from ground level. This should be shown on any future plans submitted.

As application is for outline planning all plans submitted are indicative, however the extent of the proposed dropped kerb is excessive and should only extend for the length of the proposed accesses and should include raised kerbs in-between each dropped kerb. A plan should be submitted showing

this information. Also in relation to the dropped kerb access points, the applicant is advised that a section 184 license is required in relation to any vehicular crossovers.

Both access points for the proposed developments are in excess of 3m and are deemed acceptable as it allows enough space for a vehicle to enter and exit in a safe manner.

A Plan should be submitted indicating the location of the existing street furniture (lighting column and grit bin) to ensure that there is no obstruction to visibility or access to the proposed development

Parking Provision and Manoeuvring

As per the Welsh Parking Standards “1 space per bedroom (maximum requirement 3 spaces)” should be provided for each dwelling as they both have a total of 4 bedrooms.. Each dwelling provides a total of 3no spaces for parking (including the garage), therefore this is acceptable.

The submitted plan “**Proposed Site Plan MPA-WSP-XX-00-DR-A-061002**” shows that the proposed parking spaces meet the correct dimensions as set out in the Welsh Parking Standards (2.6m x 4.8m) and are therefore acceptable in terms of size.

As Incline Top is an unclassified road, there is no requirement for an onsite manoeuvring area to allow vehicles to enter and exist in forward gear.

Any proposed garages should be a minimum 3m in width x 6m in length as per the “ all wales standard details”. The garages shown on the submitted plan “**Proposed Site Plan MPA-WSP-XX-00-DR-A-061002**” are acceptable as they are shown to be 6.5m (L) x 3.75m (W).

Cycle Parking

No cycle parking is required for the 2no dwellings as per the Welsh Parking Standards 2014.

Active Travel / Sustainability

There is a good footway link to the front entrance of the building, the footways within the surrounding area are approximately 2m at the narrowest point, these existing conditions and are deemed acceptable.

Pedestrians are unable to access the proposed development via the local public transport network as there are no bus stops within the immediate area.

Accident Data

Accident Data has been interrogated and it concludes that there has been one accident recorded along Goat Mill Road in the last five years. This accident raises no concerns as the incident was caused by a vehicle fault. Indeed, there appears to be no local cluster areas within the search area.

SAB

The applicant is advised that SAB requirement is applicable

RECOMMENDATION

No highway objection is raised subject to the following condition(s):

Before the development is brought into use the means of vehicular access together with parking facilities shall be laid out and approved by the LPA. Parking spaces and access shall be surfaced in consolidated materials (not loose stone or chipping) and shall be retained thereafter for the parking of vehicles.

REASON: In the interests of highway safety

Provision shall be made within the site for the disposal of private surface water so as to prevent its discharge onto the adopted highway, details of which shall have been submitted to and approved in writing by the LPA. Such provision shall be made prior to beneficial use and maintained thereafter at all times.

REASON: In the interests of highway safety

The sites frontage boundary treatment shall be no more than 600mm above ground level in height and shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into beneficial use.

REASON: To ensure that adequate visibility is provided, in the interests of highway safety

All parking provisions should be in accordance with the Wales Parking Standards 2014, 1 space per bedroom (maximum of 3no spaces) should be provided per dwelling

REASON: In the interests of highway safety

NOTES

The applicant should be made aware that the proposed scheme will require a highway licence and should therefore contact the council's Highway Maintenance Department regarding the approval of a section 184 license in relation to any the proposed vehicular crossovers. This this must be obtained separate to this planning permission.



pp Carwyn Morris CEng MICE

Head of Engineering and Highways