

Technical Note

Project: Land Rear of No. 9. Maes Llwynon, Cadoxton

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Proposed Creation of a New Access to Serve Single Dwelling

1 Introduction

This Technical Note has been produced to support a planning application which involves the creation of a new access to serve a single dwelling to the rear of No. 9 Maes Llwynon, Cadoxton.

The access is from the A4230 (Main Road), which has a 20mph speed limit.

A similar proposal was refused planning permission in 2021 (LPA Ref: P2021/0292), with one of the reasons for refusal being that inadequate visibility splays were provided from the access. Main Road had a 30mph speed limit at that time.

The refused planning application was the subject of a subsequent planning appeal (PEDW Ref: CAS-01609-K0G0M6). The appeal was dismissed due to non-highway reasons but the Planning Inspector concluded that *"I am satisfied that the proposal would not cause harm to highway safety. It therefore complies with Policy TR 2 of the LDP which among other things requires that proposals do not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highways safety or create unacceptable levels of traffic generation"*.

Conditions have changed since the previous planning application and appeal with the speed limit of Main Road having reduced from 30mph to 20mph.

2 Proposed Access

The proposed access is shown on drawing 1430-ACS-XX-ZZ-DR-T-006-A.

The access is 4m wide and will be formed by a vehicle crossover of the adjacent Main Road footway.

The access is located approximately 70m to the east of a roundabout. Main Road operates safely at this location with no recorded injury collisions in the last 5-years for which data is available (2020 – 2024).

2.4m x 2.4m pedestrian visibility splays are available to provide intervisibility between merging drivers and pedestrians walking along the Main Road footway.

Visibility splays of 2.4m x 45m (appropriate for the 20mph speed limit) are provided in both directions. To the east the splay is measured to the nearside carriageway channel line. To the west the splay is measured to the centreline as the splitter island of the nearby roundabout prevents eastbound traffic from approaching the access in the westbound lane.

The proposed access arrangement is compliant with current design guide standards (TAN 18 and Manual for Streets) and provides a safe means of access to the proposed development.