

This document provides supplementary information for a planning application at:

21 St Mellons Road
Marshfields
Newport
CF3 2TX

The property is part of a series of 5 modern houses built on the site of a former large, detached dwelling and its associated land.

The access from the main road to the original house was from 2 driveways, serving the front to a garage and another drive to the rear.



Access to front



Access to rear

Rear





The original trees and hedges would have hampered vision coming from the west on St Mellons Road, including coming out of Orchard drive. They were all removed as part of the development, with a new singular larger access drive serving all 5 properties in a central position. The original piers and boundary wall to the east have been retained in the new development.

The following pictures show the development once it was completed.





Note the original access was left unfinished by the site developer contrary to the conditions of the planning approval.

6. A scheme to detail how the original access point will be closed off, including the replacement means of enclosure and finish shall be submitted to and approved by the Local Planning Authority. The scheme to close off the access shall be carried out in accordance with the approved details and use of the access for vehicular traffic shall cease prior to the beneficial use of any dwelling. Reason: In the interests of highway safety, visual amenity and residential amenity, GP2, GP6 and GP7, T4 of the Adopted LDP

The grass verge started to fall into disrepair, with only a plank of wood retaining the slope.



Although the new shared drive offers good site lines for leaving the estate, turning into the site is difficult when approaching from the east and requires several manoeuvres in St Mellons Road to turn and face No.21. It was also found that leaving from the allocated parking spaces was hampered when cars were on the drives of the other properties.

To alleviate the issues the applicant sought to reinstate a drive between the piers at the original east entrance.



As completed



Views to the west are good, and equal to or better than vehicles leaving Orchard Drive. The applicant is willing to reduce the height of the eastern garden wall to 600mm set back 2000mm from the original opening. This would overcome any issues with regards to vehicles approaching from the east, and would improve vastly the views of traffic exiting Orchard Drive.

There is approximately 2 metres to the front face of the pier to where the main part of carriageway. Pedestrians are served by the pavement on the opposite side of the road, which also has a 20mph limit which will also be beneficial to the proposal.

It is suggested there should be a reasonable approach taken looking at the individual site characteristics as existing.

To the South West within 70 metres the main road becomes a narrow country lane with no pavements and high hedges this means car going past the site in either direction will be travelling at low speeds. The guidance WELSH COMMON STANDARDS FOR RESIDENTIAL, INDUSTRIAL & COMMERCIAL ESTATE ROADS was written at a time when the road was 30mph, and not 20mph.

There are also triangle warning signs when travelling towards the site from the South West warning of children playing. These factors would suggest that traffic speed will be lower than would be normally expected on a classified road. The site layout of unit 1 does also allow cars to enter and exit the site in a forward gear making any movements in and out of the site as safely as possible.