
Draft Minutes of Llangors Community Council Planning Meeting**Held Remotely on Tuesday 24th August 2021 7.00pm**

1. Present by Video Link: Cllr Mr S Bailey (Chair), Cllr Mrs L Griffin, Cllr Mr C Preece, Cllr Ven. A Jevons, Cllr Mr T Evans, Cllr Mr M Scruby, Judith Phillips (Clerk)

Apologies for absence: Cllr Mrs C Owen, Cllr Mr D James, Cllr Mr D Jones

Absent: Cllr Mr R East

2. Declaration of Interests: None

3. Questions on agenda item from members of the public

It was reported that verbal and written comments had been received from members of the public. It appeared that Powys County Council had not consulted neighbours about the application.

4. Application for Consideration, having viewed it online prior to the meeting: -

PCC 21/1409/REM 4/8/21

Section 73 application to vary conditions 11 and 12 attached to permission B/0007/0374 - relating to highway requirements at Pistyll Farm, Llanfihangel Tal-y-llyn

It was summarised that the application sought to change junction splay lines, pavement widths and develop a low wall with railings, all of which were discussed.

It was noted and agreed that over recent years a number of concerns about the junction from the unclassified road onto the C0096 have been received by the Community Council and therefore there was a need for the planning authority to consider concerns of residents prior to determining this application.

The original planning application was determined in 2008 and much has changed in the area since that time, especially the volume of vehicles owned and movement of vehicles through the village.

It was noted that national policy had recently changed allowing a theoretical reduction in the length of splay required in a 30mph area however that assumes idealistic situations. In reality on site the situation can be different and should be part of the consideration when determining this application.

Resident concerns were raised and discussed. Points of concern to be raised with the planning officer were: -

1. The application refers to the unclassified road serving approximately 12 properties and is a loop road. Currently the road serves more than 12 properties and the planning permission granted for this development provides for an additional 9 parking spaces emerging onto the unclassified road near this junction. The very narrow road is not generally used as a loop road with the majority of users accessing and egressing properties via the junction with the C0096 at this point. In addition to residential properties the junction provides access/egress to the small car park at the public house and is the only access to the Church.
2. Opposite the junction cars park on the C0096 highway for residential purposes, to visit the church, public house and other businesses. Therefore access and egress is, for the majority of the time, off/onto only one side of the carriageway adjacent to the junction.
3. Vehicles of all sizes more often than not have to travel on one side of the C0096 highway at the point of the junction to pass the parked vehicles as set out in point 3 above.
4. The 30mph speed limit is not always adhered to with frequent requests for attendance of the Community Speed Watch team led by Dyfed Powys Police near the site.
5. The wide pavement in front of the barn to be removed and constructed as 3 residential properties often has cars parked on it, obstructing the view to the west of the junction. When houses are constructed, this practice needs to be prevented to ensure the splay for both access and egress at the junction is available.

All of the above factors indicated an already congested area needing attention without the movement of an additional 9 vehicles and extra footfall of those residents wishing to use local facilities. Noting that full planning permission was already granted, simply allowing a variation of condition and reduction in splay lines will not provide for a safer option and does not prevent potential blocking of the splay line. It was felt that additional measures should be sought to assist with some concerns that have appeared since the original planning consent some 13 years ago.

It was agreed to request that the detail of the Community Council's response be passed to the highway development control officer to consider further the local concerns regarding safety issues involved with the application. It was agreed to request that observations are undertaken on site at a time of day when there are peaks in traffic movement in the area, such as school bus times and evening time when the public house is open and residents' cars are in the vicinity. To assist with this matter it was agreed to copy the letter of response to Joanne Lancey, PCC Area Highway Engineer as a PCC officer aware of some concerns at the junction in the past.

It was agreed that if granting permission for this application and a reduction in splay lines is felt acceptable then perhaps the planning authority should seek funding as planning gain to assist with concerns. It was agreed to suggest, for example, that incorporated into the development of the site, small bollards could be funded/provided and be placed on the edge of the footway, west of the junction to prevent cars parking on the pavement in front of the proposed terrace of three houses to protect the now proposed 43m splay line (to assist with point 5 above). There may be additional or better safety features that can be incorporated which highways officers could assist with.

It was evident a balance needs to be struck to equally satisfy the request of the applicant with concerns of local residents and local businesses, but ultimately in the interests of highway safety for all.

It was noted that some concerns raised with the Community Council were not within the remit for consideration of the planning application.

Clerk to respond to the consultation.

5. Consider any other planning applications received - None

There being no other business the meeting closed at 7.36pm.