

INTERNAL MEMORANDUM

Your Ref.: P/23/0197

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To: Town Planning – Development Control

FAO: David Cross

From: Engineering and Highways – Highway Development Control

Please ask for: Martyn Tanner

Date: 21/09/2023

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

PROPOSED DEVELOPMENT

Proposed residential development of 42 dwellings with parking and new access road

PLANNING HISTORY

P/18/0316

Outline planning permission for the development of 39 dwellings and associated parking and access road. Outline planning permission was granted on 04/07/2019.

HIGHWAY ASSESSMENT

The proposed development of 42 dwelling consists of 3 4 bedroom dwellings, 10 3 bedroom dwellings, 17 no. 2 bedroom dwellings (including 3 bungalows) and 12 no. 1 bedroom dwellings.

Access

Access to 39 of the proposed dwellings would be achieved via the creation of a new highway off the A4102 Swansea Road. Access to the remaining 3 dwellings would be via Waunbant Court, which is existing public highway.

The submitted site plan indicates that the proposed highway would have a gradient of 1:20 for its first 15 metres before steepening to a maximum of 1:12. Access off Swansea Road would be achieved via a new priority junction with 6m radii. The proposed means of access gives no significant cause for concern subject to detailed design and compliance with the Wales Common Standards for Residential, Industrial and Commercial Estate Roads, available for download at the following link:

<https://www.css.wales/ourwork.aspx>

The submitted site plan indicates that a new 2m wide footway is to be created along the site boundary that abuts the existing public highway, with localised widening to 3m at the proposed crossing point to the footway opposite. The footway is required to facilitate pedestrian movements the wider highway network and would be adopted and maintained by the Highway Authority upon completion.

The means of access gives no significant cause for concern. The proper design of the proposed access off the existing highway network can be ensured via a planning condition, as requested below.

Circulation

The internal highway layout measures 5.5m wide with 2.0m wide footways on each side. There is also adequate opportunities for vehicles to enter and exit the development in forward gear. The proposed internal adoptable highway layout is considered acceptable subject to a planning condition to ensure its proper design.

The proposal includes 2 no. private shared accesses. The private access are not in strict accordance with SD 104; however, the accesses include sufficient turning areas to enable vehicle to enter and exit in a forward gear.

There is slight concern with the presence of 2 no. bin storage areas whereby one is located within the adoptable highway and the gates/doors to both open out over the highway intended for adoption. The bin stores should be repositioned at the edge of the adoptable highway with their gates/doors opening inwards.

Parking

The proposed development of 42 dwelling consists of 3 no. 4 bedroom dwellings, 10 no. 3 bedroom dwellings, 17 no. 2 bedroom dwellings (including 3 bungalows) and 12 no. 1 bedroom dwellings. In accordance with Wales Parking Standards 2008, residential dwellings have a requirement of 1 space per bedroom (up to a maximum of 3 spaces), plus a requirement of 1 space per 5 dwellings for visitors.

As such, the proposal has a requirement of 85 spaces for residents and 9 spaces for visitors, a total of 94 spaces. The proposed site layout accommodates a total of 66 parking spaces, including 4 visitor spaces. This results in a shortfall of 28 spaces, which gives cause for concern. However, given the social rented nature of the proposed development and that no single dwelling has a shortfall greater than 1 from its parking requirement, on balance, the shortfall in off-street parking provision does not warrant highway objection.

Trip Generation

The submitted Transport Statement include a TRICS analysis that the proposed development will result in an additional 19 two-way trips in the AM peak and 21 two-way trips in the PM. This level of trip generation can be accommodated by the existing highway network.

Active Travel

The Council's is in the process of constructing a 3m wide shared use path on the opposite side of Swansea road to the proposed development. The submitted site plan indicates that a pedestrian crossing is proposed from the proposed development to the proposed active travel route. The proposed crossing is considered acceptable subject to detailed design, which can be ensured via the condition below.

RECOMMENDATION

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

1. Notwithstanding the approved plans, development shall not commence until full engineering design and details of the proposed internal highway layout together with its junction onto the

existing highway network and associated improvement to the existing highway network have been submitted to and approved in writing by the Local Planning Authority.

REASON: to ensure the adequacy of the proposed development, in the interests of highway safety and the free flow of traffic.

2. No Development shall take place, including any works of site clearance, until details have been submitted to and approved in writing by the Local Planning Authority that provide for:
 - a. The means of access into the site for all construction traffic;
 - b. The parking of vehicles of site operatives and visitors;
 - c. The management of vehicular and pedestrian traffic;
 - d. The loading and unloading of plant and materials;
 - e. The storage of plan and materials used in the construction of the development; and
 - f. Wheel cleansing facilities; and

The approved details shall be adhered to through the construction of the development unless agreed otherwise by the Local Planning Authority.

REASON: in the interests of safety and the free flow of traffic.

3. The off-street parking provision indicated on approved drawing number "AL(90)02 Rev AD" shall remain for the purpose of vehicular parking only unless agreed otherwise with the Local Planning Authority.

REASON: to ensure vehicles are parked off the public highway, in the interests of highway safety and the free flow of traffic.

4. Surface water run-off from the private areas of the proposed development shall not discharge onto the public highway or connect to any highway drainage system unless agree otherwise with the Local Planning Authority.

REASON: In the interests of highway safety and to prevent over capacity of the existing highway drainage system.

NOTES

1. The Developer would be required to enter into legally binding agreements (S38 and S278 of Highways Act 1980) to secure the proper design and implementation of the proposed works to the existing highway and the internal roads, footways and highway drainage, including an appropriate bond and fees.



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