

INTERNAL MEMORANDUM

Your Ref.: P/23/0293

Our Ref.: 23/0293

To: Town Planning – Development Control

FAO: Adam Foote

From: Engineering and Highways – Highway Development Control

Please ask for: Martyn Tanner

Date: 11/01/2024

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

PROPOSED DEVELOPMENT

Demolition of industrial buildings and erection of 20 no. dwellinghouses (C3 use) at Phelps Roofing And Garage Bryntaf Aberfan

PLANNING HISTORY

P/21/0170

Demolition of industrial buildings and erection of 14 dwellings and 6 apartments (Outline). No highway objection was raised to the proposal. The application was taken to a Non-determination Appeal where it was dismissed. The appointed inspector concluded that the proposed access point onto the existing highway was considered acceptable.

HIGHWAY ASSESSMENT

The proposed development consists of the demolition of existing building of 14 no. houses and 6 apartments, 20 dwellings in total.

A statutory pre-planning application consultation was received from Jon Tweddell planning under article 2D of the Town and Country Planning (Development Planning Procedure) (Wales) Order 2012. Comments were returned on the 17th of November 2023. Aside from the submission of a transport statement the comments and accompanying suggested highway layout have not been incorporated into the proposed design.

As such, these comment remained largely unchanged from those made previously.

Access

Access to the proposed development is via the creation of new highway from Bryntaf, Aberfan. Bryntaf has a speed limit of 20mph. As such, the proposed junction between the existing and proposed highways has vision splay requirements of 2.4m x 22m. available vision at the junction is in the order of 2.4m x 26m to the left and 2.4 x 39m to the right. As such, there is no undue cause for concern regarding vision splays at the junction.

Access to the proposed development would be achieved via upgrading the existing access to the Garage with a 5.5m wide carriageway and 2.0m wide footways on each side, with 6m junction radii onto the existing highway.

The proposed means of access gives no significant cause for concern subject to detailed design and compliance with the Common Standards for Residential, Industrial and Commercial Estate Roads, available for download at the following link:

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

Trip Generation

The submitted transport statement includes a TRICS analysis of the development existing and proposed trip rates. As existing, 2-way traffic movements are 6 and 7 vehicles in the AM and PM peaks respectively. As proposed, 2-way traffic movements are 11 vehicles in both the AM and PM peaks. This represents increased traffic flows of 4 – 5 vehicles during the AM and PM peak. It is considered that the existing highway network can adequately accommodate this minor uplift in traffic volumes.

Circulation

The internal layout of the development is not to adoptable standards in terms of a lack of sufficient segregated pedestrian footway facilities and a vehicular turning area in accordance with the common standards for residential estate roads. Please see SK01 overleaf that indicates the required layout for the internal highway that is to be offered for adoption by the highway authority. Beyond the layout indicated on SK01 dwellings should be served by private accesses, details of which are contained in the aforementioned common standards. The proper design of the proposed highways can be ensured via planning condition.

Parking

The site layout plan indicates that the development consists of 10 no. 3 bedroom dwellings, 10 no. 2 bedroom dwellings.

In accordance with Parking Standards Wales 2008, residential dwellings have an off-street parking requirement of 1 space per bedroom (maximum requirement of 3 spaces) for residents, plus 1 space per 5 units for visitors.

As such, the proposal has a total requirement 50 spaces for residents and 4 spaces for visitors, a total requirement of 54 spaces.

The submitted site layout plan indicates provision of 58 spaces. This level of off-street parking provision exceeds the development's requirement, and therefore gives no cause for concern. However, the layout of the spaces will need to be amended to accommodate the required internal highway layout indicated on SK01 overleaf.

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 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. Notwithstanding the approved plans, development shall not commence until detail providing for off-street parking provision in accordance with Wales Parking Standards 2008 have been submitted to and approved in writing by 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.



pp Carwyn Morris CEng MICE

Head of Engineering and Highways

Fall protection zone non-climbable fencing

Screening

Light spill can be successfully screened through soft landscaping and the installation of walls, fences. In order to ensure that fencing makes a long-term contribution, it is proposed that it is supported on concrete or metal posts. Fencing can also be over planted with hedgerow species or climbing plants to soften its appearance and provide a vegetated feature which bats can use for navigation or foraging.

Ground floor level of these properties is approx 2.2m above road level, with 3.2m floor to floor level and eaves level approx 8.5m above street level.

This property is dug into the hillside with ground floor level at street level.

Existing access retained and improved for vehicular and pedestrian access.

10 x 3 bedroom dwellings
4 x 2 bedroom dwellings
6 x 2 bedroom apartments

44 Car parking spaces
14 Car parking spaces (undercroft)
Total 58 spaces

Existing mound to be investigated to establish ground condition

Ground floor level of these properties is approx 1.5m above road level. Eaves level is approx 8m above road level.

Site
1 : 500

 North East Architectural Services			
Clervaux Exchange, Clervaux Terrace, Jarrow NE32 5UP 07455 980 354 admin@nearchitect.co.uk			
Project	Brynraf		
Address	Brynraf		
Client	Andrew Lockley		
Sheet	Site Layout	Project No. 2020-03-14	
Date	2020-04-10	Scale (@ A3) 1 : 500	
Drawing No.	4100	Rev	

SK01

Red line indicates fencing to edge of planted zone to absorb any falling debris from cliff face.

Fence to 2.4m high and non-climbable as per images above

Garden area to rear of properties

Ground floor access to apartments

Bin store for apartments

Bike store for apartments

Hawthorn hedging or similar to foot of the cliff to absorb potential falling debris from the cliff edge above and keep residents away

Garden area to rear of properties