

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 16 / 0077	Ask For	Gerald Coughlan
Date	22nd March 2021	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant Palace Homes (Wales) Ltd., fao Mr K Davies, 12 Cyfarthfa Court, Gwaelodygarth Lane, Merthyr Tydfil, CF477 8EX .

Location Land to the rear (north west) of 53-83 Edward Street and 1-7 Tair Twynau Pant.

Detail Residential development comprising 21 self build plots associated highway works - **OUTLINE**

PLANNING NEED TO KNOW

Advised of additional information 2nd February 2021, comments below have been amended where necessary.

Existing 5m carriageway and footway from Pant Road serving Tydvil Villas (and The Rise), Amelia Close and Trevor Close (leading to Brecon Rise) and is to be utilised to serve the proposal. There is also a footway on the opposite side from Pant Road to the rear lane of Caeracca Villas, then an open amenity area.

There is residential parking along this highway in particular Trevor Close (7m wide adjacent to Caeracca Villas, 5m. wide along remaining length).

There are no TRO's along this section of highway, speed limit is 30mph.

Speed limit on Pant Road is 20mph (school zone).

Existing footway from the rear lane to Edwards St to Trevor Close is adjacent to proposal is not adopted but well used by public .

Development area has been subject to initial works from a previous approval. There is an existing watercourse passing through the length of the site which picks up a second watercourse from the north.

There are numerous watermain within the area.

Plans indicate that the watercourses are to be culverted through the development to achieve the desired land profile. Ordinary Watercourse Consent will be required for these works, this approval is independent of any future planning approval.

Prior to design a survey of the existing land drainage system to establish it's condition and capacity is required. Development storm water discharge to comply with current legislation. Whole site attenuation system to cater for 1in100yr flows may be required, their long term maintenance/responsibility to be confirmed.

Foul water discharge to be approved by Dwr Cymru Welsh Water (DCWW)

DCWW will no doubt comment on the effects of the proposals on their apparatus and future maintenance implications/access requirements.

Ground conditions need to be investigated/evaluated prior to detailed design.

Retaining walls are shown varying in height from 0.25m to 2.6m, calculations will need to be approved by the LPA.

Proposal is for twenty one self build plots. It is indicated that the proposed highway network will be to adoptable standard, limited details supplied at this time therefore full details will be required when a full application is submitted. If MTCBC are to adopt then a ' Section 38 Highways Adoption Agreement', is to be completed before siteworks commence. Highway details are to comply with current MTCBC highway criteria. Road gradients as shown are acceptable .

Only access to proposal from Pant Road (20mph school zone) is along Trevor Close (30mph), thus a Traffic Survey was undertaken to evaluate the existing traffic volumes and speeds, and to investigate the affects of additional traffic movements if this application is approved and progressed. Surveys were carried out on Pant Road and Trevor Close, week day peak morning (8:00am) and afternoon (5:00pm) times were used on both, prior to Covid. Projected increases due to the additional traffic movements as a consequence of the proposed development have been estimated.

Although there are increases in traffic movements, this would result in just over one vehicle per minute which is not considered excessive and can be accommodated within the existing network.
Vehicle speeds along Trevor Close do not exceed one vehicle per minute at peak times, and no vehicles were in excess of the 30 mph speed limit.

Self build sites are notorious for long construction periods before highways are finally completed and adopted, often detrimental to the first residents.
Initial highway infrastructure works will be necessary to facilitate residential construction however highways completion works would not be completed until all on site residential construction works are completed i.e. wearing course provision, laying and any necessary remedials.

Development road will tie into Trevor Close all works and permissions from the MTCBC Highways maintenance section are independent of any future planning approvals. Gradients and visibility to be approved. Original proposals included installation of, 'rumble strip', however traffic speeds provided as part of the Traffic Survey are not in excess of 30mph therefore no rumble strip is now suggested/necessary.

On street parking by Trevor Close residents occurs. Proposals show the provision of six off street linear parking spaces on third party land. This provision needs to be in place before on site highway/development works commence. All relevant details to be provided for approval including the long term maintenance/responsibility identified.

Layout plans submitted show landscaped areas long term maintenance and future ownership to be determined .

No objection based on information supplied, and acknowledgement of conditions/informatives below.

OBSERVATIONS

I have no objection to the submitted proposals subject to the following conditions:-

CONDITIONS

An engineering geologists report on ground conditions on the site giving foundation recommendations is to be submitted to, and approved by, the Local Planning Authority before any work is commenced on site.

Full details and calculations of any necessary retaining walls exceeding 1 m in height are to be submitted to, and approved by, the LPA, and constructed, before any work on the dwelling is commenced.

No works whatsoever shall commence on site until additional full engineering details of the road layout with sections, construction, radii, signage inc. white lining, street-lighting and surface-water drainage etc. have been submitted and approved by the LPA.

Proposed six berth off street carparking provision to be operational before on site construction works commences. Design and long term maintenance to be approved before these works commence.

Details of surface-water drainage, incorporating SUDS principles where appropriate, shall be submitted to and agreed with the LPA before the works commence and be completed in materials as approved by the LPA before the development is brought into beneficial use.

REASONS FOR CONDITIONS

REASONS FOR REFUSAL

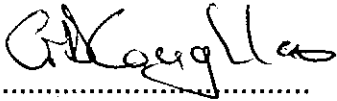
INFORMATIVES

The applicant should be advised that the development should be designed and constructed in accordance with the latest edition of the Merthyr Tydfil County Borough Council Design Guide for Residential, Commercial and Industrial Estate.

The developer is advised to contact Merthyr Tydfil County Borough Council's Highway Division regarding any retaining works or other works affecting the highway BEFORE construction works commence. This approval is independent of any planning approval.

The applicant/developer is advised to liaise with Merthyr Tydfil County Borough Council's Highways Division regarding any consents which are required in association with the provision of any vehicle cross over of verge or footway.

Contact is advised with Dwr Cymru Welsh Water (DCWW) with regards foul water discharges. In addition the location of the DCWW water supply systems can be determined, future maintenance/access can be determined.



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pp Carwyn Morris
Engineering & Traffic Group Leader .

