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Merthyr Motor Auctions Pant Road, Dowlais

Planning supporting Statement for reposition of proposed underground SWS pipework

Prepared by:
Anna Cheney
For and on behalf of: Merthyr Motor Auctions

Herbert R. Thomas
11/12 Jellicoe Court
Atlantic Wharf
Cardiff
CF10 4AJ

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1.0

INTRODUCTION:

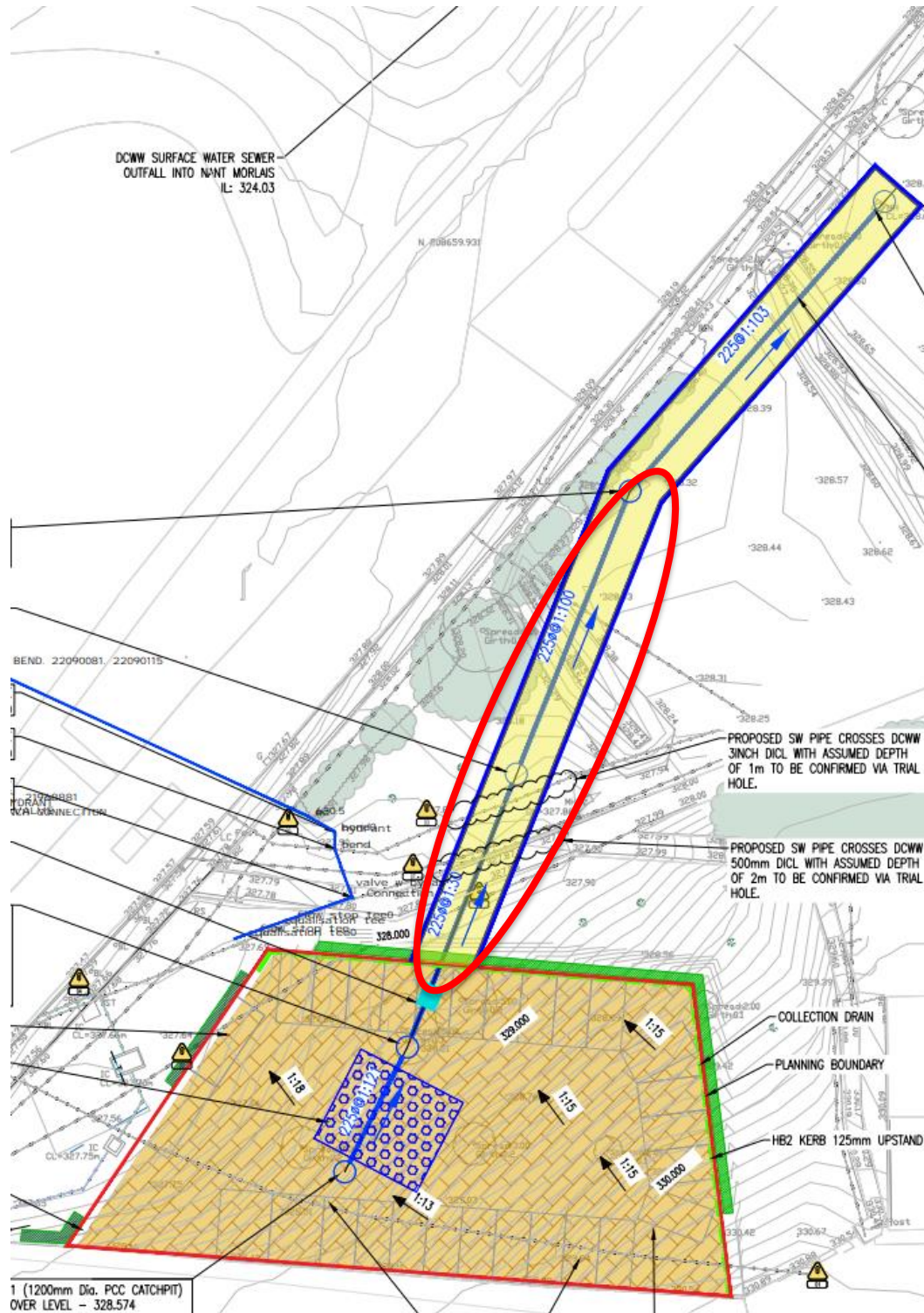
- 1.1 This planning application proposes a small area (edged red in Appendix A) to be used to re route a stretch of circa 30m of the underground surface water sewer (SWS) pipeline that will drain the staff and customer car park at MMA approved under P/21/00364 (General arrangement plan and decision notice contained in Appendix F and G respectively).
- 1.2 This change is required as the original proposed SWS route clashes with DCWW apparatus below ground. At the time of the application P/21/00364 surveys showed there was no clash with the proposal and DCWW apparatus however DCWW have upgraded and altered the position of their equipment below ground meaning the levels are such that there is now a clash.
- 1.3 In order to facilitate the approved customer and staff car park scheme it is necessary to alter the route of the SWS underground pipework from that of the scheme approved on 11th September 2024. This application provides a very small area under which the 225mm diameter pipe, in a new alignment further east, will run with a 2m easement to each side to allow laying of the pipe and future maintenance as required.
- 1.4 The pipe is to provide a private sewer for the surface water drainage of the car parking area (as per P/21/0364, yet in a slightly different alignment). The sewer is proposed to remain in the private ownership of MMA.
- 1.5 Both MTCBC SAB officers and DCWW engineers are happy with the new proposed route, sign off emails confirming this are provided in the Appendix C of this brief report.
- 1.6 The original plan of P/21/0364 is provided within this report (Appendix F) in order to provide reference to the permission to which this minor application relates. For the avoidance of doubt no additional development is proposed, the permitted SWS pipe is to be realigned.

2.0 PROPOSAL

- 2.1 As stated above this minor application is for a stretch of underground SWS pipework in order to drain the MMA staff and customer car park (approved under P/21/00364 in October 2024) to the manhole to the north.
- 2.2 The revised section of pipe is approximately 30m in length (full length of the pipe, end to end, is circa 65m). The redline area is drawn to provide sufficient space each side of the route of the pipe (2 m each side) for laying and future maintenance.
- 2.3 The SAB concept plans contained in the Appendix E show further technical detail of the scheme (as do the 2 further WSP plans submitted included within this submission out of completeness). These details have been shared and approved by MTCBC SAB and DCWW (see Appendix C for sign off emails).
- 2.4 All of the off site planting, as permitted as part of the approved car park scheme P/21/0364, will remain unaffected and will be delivered accordingly (see Appendix F for approved Planting plan and General Arrangement Plan). Note a slight encroachment on the proposed specimen tree canopy, nearest the SWS route, this however is deemed acceptable given the tree remains circa 4m from the pipe. Checks have been made to ensure that the new route will not affect or be affected by the existing tree planting on the Hafod land.
- 2.5 The extract of the plan below is taken from the SAB proposals. We have added a red ring to clearly denote the section of pipe that is proposed, this runs from the edge of the proposed car park to the North east. The proposed pipe then meets the remaining section to the pipe to continue north east (being part of the approved permission P/21/0364). Please also see the plan contained in Appendix B that shows the permitted P/21/0364 in green and the small proposed stretch of pipe in red (easement currently under negotiation).

2.6

A short diversion will be required for pedestrians using the pathway at the Hafod, this however will be temporary in nature for the short duration of the works. Signage will be provided.



Extract of WSP SAB Concept plan (with HRT added red oval)

3.0 SITE DESCRIPTION

- 3.1 The site is located within a grassed area known as the Hafod.
- 3.2 To the north is further open area of the Hafod and then residential development, to the east is residential development, to the south is the MMA proposed car park for customer and staff parking approved in September 2024. To the west is Pant Road.
- 3.3 The majority of the proposed route is soft ground with a small area of tarmac pedestrian path. See below for a photograph of the area with Pant Road lying to the east.



Street view image showing the site at the Hafod, Pant Road to the LHS

- 3.4 The area has a slight undulation, as can be seen on the Street view image above.
- 3.5 Note the area of open land at Hafod has been subject to significant works by DCWW in the recent upgrade of their apparatus. Photos showing this work are contained in the appendix.

4.0

CONTEXT / BACKGROUND

- 4.1 As outlined in Section 1 of this report, this minor application is required in order to prevent a clash with the proposed SWS pipe and DCWW apparatus. The DCWW apparatus has undergone recent upgrade and changes resulting in the original approved route for SWS (Ref P/21/0364 approved September 2024) no longer deemed suitable by DCWW.
- 4.2 Note DCWW were consulted on the application P/21/0364 at the time of consideration by the council during 2024 yet the DCWW comments raising the potential clash and objecting to the SWS line were only received AFTER both the SAB approval and the planning committee decision to approve the MMA staff and customer car park on land at Hafod. This has left the frustrating situation for MMA that they are unable to progress with implementation of the scheme until the proposed route, subject of this application, is regularised.
- 4.3 For context see below the proposed SWS route (subject to this application) and the previously approved SWS route under P/21/0364).



- 4.4 Sign offs from both MTCBC SAB (Huw Williams) and DCWW engineer (Gwyn Jones) have been sought prior to the submission of this application, the emails confirming the new proposed underground SWS route is acceptable are contained within the Appendix C of this report.
- 4.5 As noted previously in this report, all matters relating to the planting schemes of P/21/0364 will still be delivered under that permission.

5.0 PLANNING HISTORY

5.1 Following a check of the MTCBC online planning register on 13th December 2024, it is confirmed that the actual application site edged red does not offer any planning history of relevance.

5.2 Clearly there is significant planning history on the MMA site that lies to the south, (see Appendix H for planning History list from MTCBC online register). The most recent MMA being the approval is the customer and staff parking facility to replace that lost as part of the A465 works. This approval is shown in green on the Plan contained in Appendix B. This permission is to be implemented once relevant legal proceedings that are currently underway have completed. (Note the MMA existing site is also shown in blue on the same plan contained in Appendix B).

6.0 PLANNING POLICIES

6.1 National and local planning policy have been considered and due to the minor nature of the application are considered to be fully met on a National and Local level via the LDP for MTCBC.

6.2 National policy is contained within the National Development Framework (NDF), a 20 year national spatial strategy. It sets out the Welsh Government's policies on development and land use in a spatial context and will be known as 'Future Wales: the national plan 2040'. ... The NDF is required under the Planning (Wales) Act 2015 and must be reviewed at least every five years. The NDF is complemented by Planning Policy Wales (PPW), Edition 11 of February 2021 and Technical Advice notes (TAN). PPW states at paragraph 5.4. regarding Economic Development:

5.4.1 For planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses.

6.3 Local Policy is contained in the adopted First Replacement Local Development Plan (LDP) for MTCBC sets out how the County Borough will be developed over 15 years to 2031. The plan was adopted in January 2020 and supersedes the previous adopted LDP and forms the basis for land use planning decisions across the county borough.

6.4 The site sits within the Primary Growth Area comprising the northern sector communities, including Pant and Dowlais. The site within the settlement boundary as outlined by the LDP and is not allocated. It is therefore considered the principle of development, within the primary growth area to facilitate this long standing business, is acceptable subject to meeting the range of specific LDP policies. Further it is considered that the proposal will meet the LDP policy provisions given the minor nature of the proposal.

- 6.5 In general policy terms the LDP sets a number of key messages for the county borough. Significantly it states a projected population decline from 2024 with people of working age leaving for other areas of the UK. MMA are keen to continue to offer quality employment opportunities for those that choose to stay.
- 6.6 The Principle of Development is considered acceptable within the primary growth area where new development is encouraged.
- 6.7 The Biodiversity Net Gain and Green Infrastructure note has been updated and is submitted with the application. Given that circa 30m of pipe to the west will not be developed out and instead this section of the pipe is now to be situated in the amended alignment to the east, there is considered to be no change to the GI / BNG as per the proposed and approved P/21/00364 as the proposed SWS remains the same yet in a slightly different location.
- 6.8 Under P/21/0364 the following is to be delivered and this minor application makes no change to that provision that will provide greening of the area and net benefit for biodiversity with impacts adequately mitigated on and off site and net gain being achieved within the site and adjacent land.
- 6 specimen trees,
 - 8 ivies,
 - over 280 hedging plants,
 - wild flower planting

7.0

REVIEW AND CONCLUSION

- 7.1 This application is to be viewed in the context of approved P/21/0364 and the context given.
- 7.2 The variation of the underground pipe for the SWS to serve the permitted car park site will have minimal effects on the surroundings as it is a completely underground system.
- 7.3 Visual impacts will be temporary at the time of laying the pipe, with all ground returned to the previous condition afterward (grass and tarmac path).
- 7.4 Amenity impacts will be minimal and temporary in nature, when the works are being carried out a short diversion for pedestrians will be required however this is only anticipated to be a matter of days. Signage will be provided.
- 7.5 All existing trees and proposed planting relating to P/21/0364, as noted in paragraph 6.8 of this report, will be delivered.
- 7.6 The proposal can be supported by Local and National planning policy.
- 7.7 This minor application will facilitate the drainage for the approved and much-needed area of land for staff and customer parking for Merthyr Motor Auctions, a long standing and successful Dowlais business.

APPENDIX

(Under separate cover)

Property freehold & leasehold
Valuation for all purposes
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[rightmove](https://www.rightmove.co.uk)

Cardiff Office

11-12 Jellicoe Court,
Atlantic Wharf,
Cardiff, CF10 4AJ

02922 671555

cardiff@hrt.uk.com

Cowbridge Office

59 High Street,
Cowbridge, CF71 7YL

01446 772911

cowbridge@hrt.uk.com

Bridgend Office

The Toll House,
1 Derwen Road,
Bridgend, CF31 1LH

01656 660036

bridgend@hrt.uk.com

Neath Office

33 Alfred Street,
Neath, SA11 1EH

01639 639541

neath@hrt.uk.com

hrt Est. 1926