

INTERNAL MEMORANDUM

Your Ref.: P/25/0165

Our Ref.: 25/0165

To: Town Planning – Development Control

FAO: David Cross

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 13/06/2025

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

PROPOSED DEVELOPMENT

The proposed application is for the demolition, ground reclamation, remediation, and outline-planning application with **all matters reserved (except for the main access points)**. Also, the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including:

- Up to 441 new homes,
- 1.5 hectares of employment land (including B1 (business),
- B2 (general industrial), B8 (storage and distribution) and sui generis uses),
- Community hub (including A1 (shops),
- A2 (financial and professional services),
- A3 (food and drink),
- B1 (business),
- D1 (non-residential institutions) and sui generis uses,
- Community heat hub,
- Metro station and transport hub (including transport interchange and parking),
- A network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network.

LOCATION

Former Hoovers Site, Pentrebach Road, Pentrebach, Merthyr Tydfil, CF48 4TU

PLANNING HISTORY

P/00/0061 - Structural repairs to piers and main entrance to offices - **Approved**

P/01/0221 - Provision of a Hut to display Cricket Scores - **Approved**

P/98/0467 - Erection of football stand for standing spectators – **Approved**

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Transport Statement	C24127/TA01	April 2024
General Arrangement of Proposed Southern Site Access Plan	C24127-ATP-DR-TP-002-P3	March 2024
General Arrangement of Proposed Northern Site Access Plan	C24127-ATP-DR-TP-001-P3	March 2024

Existing Site

The application has been split into two main separate areas, which are on opposite sides of Merthyr Road and can be classed as brownfield sites. Accesses to the main Hoover site on the west are via Merthyr Road and access to the other site on the east, which is an existing car park, is via two existing access points via an unnamed road. Both roads are adopted highway and restricted to 20mph

The site to the west, which is the Hoovers site are factory buildings, which are still in use for storage and distribution and will continue to the end of the year. As such, the site has historically generated movements for industrial purposes, including from HGV traffic. This site also has two existing access points via Merthyr Road.

As part of the submitted transport assessment existing traffic flow, junction and parking data have been provided. The methodology used for each element and the data provided within the report is acceptable

The accident data which has been provided as part of the transport assessment shows that there have been not fatal or serious accidents within the past 5 years as such there were no accidents that involved pedestrians or cyclists. The search area also is large enough that it covers both sites along the unnamed road to the east and Merthyr Road. The submitted information is acceptable.

Active Travel

Within the transport statement, the existing walking and cycle routes have been identified along with the local amenities and facilities. In addition, the travel times to each amenity has been identified however some walk times are not realistic and the highway authority have not taken these into consideration when reviewing the report but it is noted that there are still numerous facilities available to walk too.

Overview of Proposals

The following information has been taken from the submitted **Transport Statement and Planning Statement**:

As part of the overall strategic plans within the Replacement Local Development Plan (RLDP), a new metro station is also proposed. The proposals will facilitate the delivery of this new station, although the station would not be delivered as part of this planning application.

Vehicular access to the main western parcel will be obtained from Merthyr Road (A4054) via two new right turn lane priority junctions. The smaller employment parcel will retain access from the existing locations onto the Triangle Business Park Road.

Party SW6: Hoover strategic regeneration area identifies the site as part of the HSRA. The HSRA is identified to facilitate a major mixed-use development comprising:

- 440 new homes,
- Local retail provision of 400 sqm,
- New employment development on 1.5 hectares of land,
- Pentrebach Station Park and Ride,
- Provision of a new footbridge/cycle bridge to Abercanaid,

- *Safeguarded land for a new Metro station, and*
- *A minimum of 1.79 ha of open space.*

Vehicular access and layouts

Internal Layout

Vehicles access the proposed site would do so via two new accesses via Merthyr Road Merthyr Road is adopted highway and restricted to 40mph. More information and comments relating to the proposed access points has been set out below, within the document.

Although no plans have been submitted for, the internal layout of the proposed development the applicant is advised that all footways should be a minimum of 2.0m unless otherwise agreed for purposes such as an active travel route which in this instance the footway should be a minimum of 3.0m. Accordingly, all carriageways must be a minimum of 5.5m wide to allow for two-way traffic flow unless there is a proposed bus route through the site to allow for pick-up and drop-off and the new metro station within the site. All bus routes must be a minimum of 6.50m wide and provision shall be made to allow the buses to turn near the metro station. All vehicle movements within internal site must be supported by vehicle swept paths.

Any roads that serve 5no or more properties, which are a no through roads, must have a designated turning area, which should be compliant with the All Wales Standard Details and should be designed and constructed to an adoptable standard. For the proposed adoption of these roads, the applicant is advised that a section 38 agreement must be entered into.

All shared-use areas must be a minimum of 7.5m wide and surfaced in a different material to a standard road i.e. block paving. The shared use areas must serve no more than 25 dwellings and should be a no through road.

With future submission, the applicant must provide the visibility splays for each internal junction and all junctions must be designed in accordance with the relevant standards in order for the proposed layout to be offered up for adoption by the local highway authority.

General Arrangement of Proposed Northern Site Access Plan Drawing Number C24127-ATP-DR-TP-001-P3

Due to the increased vehicle movements along Merthyr Road, a “right turn holding lane” has been proposed at 3.30m wide and approximately 50.0m long. The dimensions of the holding lane are acceptable for a 40mph road, however if the speed of Merthyr Road is to be reduced to 30mph, the highway authority would not want any reduction in size or length and would opt to keep the holding lane as shown.

As per the submitted plan, the existing puffin crossing is to be removed, relocated and changed to a toucan crossing. However, the new location is substandard as it is situated approximately 10m away from the new junction. This should be moved so that the crossing is a minimum of 25m away from the new junction for pedestrian safety. Additionally, there are 2no traffic islands shown with traffic signals installed at the crossing point. As the 85th percentile speed is above 40mph (the current speed limit), the highway authority would want to see a reduction in the speed limit to 30mph and to help enforce this new speed limit the highway authority would prefer to remove the islands and have a raised crossing as a traffic calming feature. The applicant should be made aware that the cost

for the works related to the reduction of the speed limit and the proposed traffic regulation orders will be inherited by the developer.

As shown on the submitted plan there is a clear visibility of 120m in either direction along Merthyr Road, which is in line with the standards and is therefore acceptable.

General Arrangement of Proposed Southern Site Access Plan - C24127-ATP-DR-TP-002-P3

As set out above for the norther site access, due to the increased vehicle movements along Merthyr Road, a “right turn holding lane” has been proposed at 3.30m wide and approximately 50.0m long. The dimensions of the holding lane are acceptable for a 40mph road, however if the speed of Merthyr Road is to be reduced to 30mph, the highway authority would not want any reduction in size or length and would opt to keep the holding lane as shown. Additionally, the traffic islands should be removed and replaced with a raised crossing as a traffic-calming feature.

As shown on the submitted plan there is a clear visibility of 120m in either direction along Merthyr Road, which is in line with the standards and is therefore acceptable.

No vehicle swept paths have been provided for the left movement from the new junction onto the new access road (before exiting the junction with Merthyr Road) therefore a condition is set out below.

The existing parking layby to the south of access point - A2 is to be truncated to 40m. This still allows sufficient parking for vehicles that use this area for access to the Pentrebach Train Station and the surrounding amenities; therefore, these proposed conditions are acceptable.

Construction Traffic Management Plan

With any future submission, a Construction Traffic Management Plan should be submitted and include:

- The means of access into the site for all construction traffic,
- The parking of vehicles of site operatives and visitors,
- The management of vehicular and pedestrian traffic,
- Loading and unloading of plant and materials,
- Storage of plant and materials used in constructing the development,
- Wheel cleansing facilities,
- The sheeting of lorries leaving the site.

Demolition Traffic Management Plan

With any future submission, a Demolition Traffic Management Plan should be submitted and include:

- The means of access into the site for all demolition/construction traffic,
- The parking of vehicles of site operatives and visitors,
- The management of vehicular and pedestrian traffic,
- Loading and unloading of plant and materials,
- Storage of plant and materials used in constructing the development,

- Wheel cleansing facilities,
- The sheeting of lorries leaving the site.

Transport Assessment / Trip Generation

From the submitted documentation, the applicant has provided sufficient evidence to show that the proposed development and the increase in vehicle movements will not have a detrimental impact on the existing highway network, therefore the submitted trip generation information is acceptable

Internal Parking Provision

As per the Wales Parking Standards 2014, it states for dwellings “1 space per bedroom (maximum 3 spaces)” should be provided. For all 2no-4no bedroom dwellings, the applicant is advised that the highway authority will accept no less than 2no off-street parking spaces, which is a reduction from the standards. All driveways (including those in front of a garage) must be a minimum of 6m long to provide enough space for vehicle movement and to prevent any vehicle overhang onto the footway/highway. All driveways must also be laid in a consolidated material (not loose stone or chipping)

Additionally, the applicant is advised that with any future submission, the necessary parking standards should be applied to each aspect of the scheme as per the Wales Parking Standards 2014 i.e. metro, retail.

Active Travel and Cycle Routes

The footways along Merthyr road are 1.50m at their narrowest point. As part of the application it includes proposals to widen the footway on the (south) west of the site to a 3.0m shared footway/cycleway until pedestrians reach the proposed new toucan crossing which is adjacent to the **access point - A1**, to which the footway/cycleway will then continue on the eastern footway at 3.0m until the existing roundabout. There is an additional option, which includes the provision of a cycle route through the new housing site rather than providing a wider footway on the eastern footway.

Although within the transport assessment it states that “*there is an option*” for an alternative route through the new housing site for cyclists, the highway authority would find it more beneficial if this was provided as an additional cycle route in order to link the proposed metro station to Merthyr road. Cyclists then have the option of choosing which route is suited best for their journey. Based on the above statement a condition is set out below.

Pedestrians can access the proposed site via public transport, as there are 5no existing bus stop located along Merthyr Road, which will all be retained as part of the proposals.

Additionally, as stated within the submitted documentation, there are future plans to provide a new Metro to the north of the site and as such linking the metro to a new cycle route which is apart of this application. A new park and ride would also be provided as part of the new metro. Therefore conditions are recommended below.

Travel Plan

The information submitted within the Travel plan set out all the necessary information and is acceptable. The document sets out the roles and responsibilities of each delegated persons, the mitigation measures that will help to improve sustainable transport along with the respective periods to which each measure will be carried out. The Developer shall provide the occupier of each dwelling with a Travel Plan / Welcome Pack, which should contain the following:-

- Bus/Train Service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport;
- Park and Ride/Park and Share facilities and associated costs and restrictions on use of such facilities;
- Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure;
- Local and national cycle routes;
- Any other measures that would encourage use of sustainable modes of travel.
- Any other relevant information set out in the travel document.
- A voucher should be provided for cycle, rail or bus travel for first time buyer (amount to be determined)

Cycle Parking

Although no cycle parking has been shown within this application, with any future submission the applicant is advised that all cycle parking must be easily accessible and in a well-lit location. As there are many different aspects to the scheme, the applicant is advised that adequate cycle parking facilities must be provided at suitable locations near each amenity and should be in accordance with the Wales Parking Standards 2014.

Accident Data

Accident Data has been interrogated and it concludes that there has been no accidents recorded along Merthyr Road in the last five years. Indeed, there appears to be no local cluster areas within the search area.

SAB

All proposals for surface water drainage must meet adhere to Welsh Governments “Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems”. Approval of surface water drainage proposals must be sought from MTCBC SAB prior to commencement on site. The applicant is advised to see advice as soon as possible

RECOMMENDATION

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

- 1) No development shall take place, including any works of site clearance, until a Construction Traffic Management Plan has been submitted and approved in writing by the Local Planning Authority to provide for;
 - The means of access into the site for all construction traffic,
 - The parking of vehicles of site operatives and visitors,
 - The management of vehicular and pedestrian traffic,
 - Loading and unloading of plant and materials,
 - Storage of plant and materials used in constructing the development,
 - Wheel cleansing facilities,
 - The sheeting of lorries leaving the site.

The approved CTMP shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority.

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

- 2) No development shall take place, including any works of site clearance, until a Demolition Traffic Management Plan has been submitted and approved in writing by the Local Planning Authority to provide for;
 - The means of access into the site for all demolition/construction traffic,
 - The parking of vehicles of site operatives and visitors,
 - The management of vehicular and pedestrian traffic,
 - Loading and unloading of plant and materials,
 - Storage of plant and materials used in constructing the development,
 - Wheel cleansing facilities,
 - The sheeting of lorries leaving the site.

The approved DTMP shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority.

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

- 3) Before the development is brought into use the means of vehicular access together with parking facilities shall be laid and approved by the LPA. Parking spaces and access shall be surfaced in consolidated materials (not loose stone or chipping) and shall be retained thereafter for the parking of vehicles.

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

- 4) No development shall take place until full details of cycle parking facilities for all uses have been submitted and approved in writing by the Local Planning Authority.

REASON: To ensure adequate facilities have been provided and to encourage sustainable modes of transport

- 5) Unless otherwise agreed with the Local Planning Authority the access shall be at a gradient not steeper than 12.5% (1 in 8).

REASON: In the interests of highway safety

- 6) The Developer shall provide the occupier of each dwelling with a Travel Plan / Welcome Pack, which should contain the following:-
- Bus/Train Service providers, their contact details, frequency of service, timetable, bus stops/train stations, current ticket costs and financial incentives to encourage use of public transport;
 - Park and Ride/Park and Share facilities and associated costs and restrictions on use of such facilities;
 - Pedestrian links to public transport services, to local facilities, areas of employment, education and leisure;
 - Local and national cycle routes;
 - Any other measures that would encourage use of sustainable modes of travel.
 - Any other relevant information set out in the travel document.
 - A voucher should be provided for cycle, rail or bus travel for first time buyer (amount to be determined)

The Travel Plan shall be implemented within one month following its approval and maintained and monitored thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure reduction of road traffic and promotion of sustainable modes of travel in accordance with the relevant National and Local Planning Policies

- 7) Notwithstanding the submitted plans, no works whatsoever shall commence on site until full engineering design and details of the street lighting details have been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the adequacy of the proposed development, in the interest of highway safety.

- 8) Notwithstanding the submitted plans, no works whatsoever shall commence on site until full engineering design, details and calculations of any structures that are 1.0m above ground level and within 1.0m of the adopted highway have been submitted and approved in writing by the local planning authority

REASON: To ensure the adequacy of the proposed development

- 9) Development shall not commence until full engineering design and details of the street lighting approved in writing by the Local Planning Authority.

REASON: To ensure the adequacy of the proposed development, in the interest of highway safety.

- 10) Associated parking for all uses on the site shall be in accordance with the Wales Parking Standards 2014

REASON: To ensure that vehicles are parked off the highway, in the interests of road safety

- 11) Unless otherwise agreed with the Local Planning Authority, all proposed footways must be a minimum of 2.0m wide as such all details should be submitted to and approved in writing by the local Planning Authority

REASON: In the interests of pedestrian safety

- 12) The proposed estate roads, footways, footpaths, tactile paving, cycle ways, bus stops/bus lay-bys, verges, junctions, visibility splays, accesses, carriageway gradients and shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections, indicating as appropriate, the design and layout, shall be submitted to and approved by the Local Planning Authority.

REASON: In the interest of highway safety

- 13) Before the development is brought into use the means of access onto Merthyr Road shall be laid out and constructed in accordance with the submitted access plans (C24127-ATP-DR-TP-002-P3 & C24127-ATP-DR-TP-001-P3) approved by the Local Planning Authority.

REASON: In the interest of highway safety

- 14) All gradients for the proposed carriageway gradients shall be a minimum longitudinal gradient of 1 in 200 and maximum 1 in 12, full details shall be submitted to and approved by the Local Planning Authority.

REASON: In the interest of highway safety

- 15) All shared surface areas up to 25 dwellings must be no through roads and surface in block paving.

REASON: In the interest of highway safety

- 16) All shared surface areas shall be a minimum width of 7.50m unless otherwise agreed with the local planning authority

REASON: In the interest of highway safety

- 17) All carriageway widths shall be a minimum of 5.5m unless on a bus route, where a 6.0m carriageway width is required full details shall be submitted to and approved by the Local Planning Authority.

REASON: In the interest of highway safety

- 18) All waste storage collection points need to be located in a suitable, easily accessible and well-lit area, full details shall be submitted to and approved by the Local Planning Authority.

REASON: In the interest of highway safety

- 19) All parking for the proposed metro/park and ride shall be in accordance with the Wales Parking Standards 2014

REASON: In the interest of highway safety

- 20) All parking for the industrial site must be in accordance with the Wales Parking Standards 2014

REASON: In the interest of highway safety

- 21) All the proposed offsite works as listed below shall be submitted, approved by the local planning authority and constructed prior to occupation.
- Dropped kerbs to connect to the opposite footway on the northern arm of the Pentrebach Roundabout.
 - Upgrade the bus stop at the Hoover Main Gate (southbound)
 - Upgrade the bus stop at the Hoover Main Gate (northbound)
 - Footways on Merthyr Road to be widened
 - Provide dropped kerbs on the southern arm, restricting pedestrian movement from east to west.
 - Provide dropped kerb crossings on Triangle Business Park Road to enable pedestrians to connect to the bridge across the A4060. The crossing point could be located immediately to the west of the retail park access.

NOTES

- 1) The applicant should be made aware that the proposed scheme will require a highway agreement and should therefore contact the council's Highway Development Control Team regarding the approval of a Section 278 Agreement in relation to any of the proposed construction on the existing adopted highway. This this must be obtained separate to this planning permission.
- 2) The applicant should be made aware that the proposed scheme will require a highway agreement and should therefore contact the council's Highway Development Control Team regarding the approval of a Section 38 Agreement. This this must be obtained separate to this planning permission.
- 3) The applicant should be made aware that the proposed scheme will require a financial contribution within a section 106 agreement for off-site highway works. The final amount is to be agreed and the agreement shall be signed once planning permission is granted.



pp Carwyn Morris CEng MICE

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