

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 20 / 0199	Ask For	Gerald Coughlan
Date	17th September 2020	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant St Tydfil's Developments LLP, c/o Agent.

Location Former St Tydfils Hospital Upper Thomas Street, Merthyr Tydfil.

Detail Residential development consisting of the conversion and extension to a listed building to create 7 apartments and a dwelling, construction of 62 dwellings (including 3 affordable units), the demolition of existing buildings, landscaping, reprofiling of land, alterations to the existing access and associated works.

PLANNING NEED TO KNOW

The former St Tydfil's Hospital site is served via a single entrance point which is adjacent to Upper Thomas Street, which has residential on street permit carparking on both sides.

Foul water to discharge to DCWW mains, DCWW to approve.

MTCBC SAB Officer to comment directly on site stormwater drainage discharge, and compliance with current drainage legislation .

No stormwater on to the adopted highway network.

A detailed Transport Assessment (**TA**) compiled by consultant has been provided with the application. The **TA** has reviewed the proposed development along with analysis of the existing transport infrastructure, assessment of the proposed development in terms of traffic and highway terms, assessment of the proposal based against national and local planning policies, establish a Transport Implementation Strategy (**TIS**) including measures to integrate and alleviate the impact of the development in transportation terms, explore opportunities to travel to and from the site by non-vehicular modes, establish existing weekday traffic flows for the AM and PM peak hour adjacent and within the close proximity, undertake detailed highway capacity analysis at existing highway junctions surrounding the site.

Detailed investigation and surveys were undertaken to compile responses to the various aspects of the **TA** stated previously.

Comments raised as part of investigations/surveys the site, is in close proximity to the town centre with regards pedestrian and cycle linkage to bus and railway facilities, no identified accident trends, **TA** analysis of the existing local and national policy, and a Travel Plan (**TP**) includes a range of measures/initatives to promote the advantages of sustainable travel to be prepared for the development .

Two way traffic flows generated by the development will be less than 1 per minute in the peak hours. Impact on the two junctions adjacent to the site, using the worst trip generation figures, suggests that the impact of the additional traffic will be negligible. Predicted assessment 15 years after opening indicates that the junctions will be operating in capacity with queues of less than one vehicle.

Conclusion on **TA** is that the proposal is in compliance with local and national policies and the development is not anticipated to present any significant /material highway capacity or safety implications on the surrounding network.

Existing access on to Upper Thomas Street will be subject to amendments/upgrading, works affecting the adopted highway network will require MTCBC highway approval which is independent of any future planning approval.

Visibility on to Upper Thomas Street is acceptable.

Internal highway network information has previously been provided. Highway gradients, construction materials, radii, drainage to be confirmed no previous concerns.

Swept path analysis diagrams have been provided and are satisfactory.

Highway adoption of the proposed internal highway network is possible subject to entering, and compliance with, a formal highway agreement (S38 1980 Highways Act) before siteworks

commence.

Any retaining walls in excess of 1m require calculations for approval before siteworks commence.

Due to the past usage of the now redundant/demolished hospital site detailed investigation to establish the ground, water conditions and ground contamination is also strongly advised. These investigations can assist with any site stabilisation, remediation and foundation design.

In conclusion no objection to proposal subject to acknowledgement of conditions and informatives below.

OBSERVATIONS

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

CONDITIONS

No surface water from the development shall be allowed to be discharged onto the public highway.

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.

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.

A structural design certificate, completed and signed by an Engineer with the appropriate grade of membership of a recognised and relevant engineering institution, shall be submitted along with any Full Planning Application, after the Engineer has satisfied himself as to the stability of the site by sufficient appropriate tests appropriate tests. Ground contamination to be investigated.

Highway details to be confirmed in advance of construction works including gradients, sections, highway construction, materials, radii, drainage, street lighting etc.

REASONS FOR CONDITIONS

REASONS FOR REFUSAL

INFORMATIVES

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.



pp Carwyn Morris
Engineering & Traffic Group Leader .