

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 22 / 0064	Ask For	Gerald Coughlan
Date	5th May 2022	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant Mr Mike Maxwell, J & A Young (Leicester) Ltd., Saxon Way West, Oakley Hay Industrial Estate, Corby, Northamptonshire, NN18 9EY, United Kingdom.

Location Land to the East of Goat Mill Road Dowlais.

Detail Proposed plastics recycling and processing facility, including two warehouse units with internal office and welfare facilities, external storage area, combined heat and power unit, car parking, weighbridge, surface water lagoon, associated infrastructure, lighting and landscaping.

PLANNING NEED TO KNOW

Proposed development was created following the completion of the East Merthyr Phase 11 Land Reclamation Scheme - Great White Tip. Finished ground profiles include the presence of two open watercourses from the A4060 and the East Merthyr Phase 111 on going reclamation scheme - Ffos Y Fran.

To the north a watercourse is located parallel to the northern boundary, which travels west, then travels south parallel to the Goat Mill Road before entering a headwall and discharging into the Morlais Culvert at Waterloo House.

A second watercourse is located traversing to the south of the development before discharging into a headwall system and eventually discharging again into the Morlais Culvert.

The plateau is generally flat, and created with washed materials following previous coal removal operations. There are two bell mouth access points serving the site opposite the link road from the A4102 and a second adjacent to the access road serving the industrial estate to the north, from the Goat Mill Road. Japanese knotweed is present.

Access to the site as indicated along the Goat Mill Road(A4102) from the A4060 which connects to the A465(Heads of the Valley) to the north and the A470(Trunk Road) to the south. There are weight restrictions / limitations on other roads linking to the A4102.

Goat Mill Road adjacent to the development site is adopted with footways, and no TRO's, there is an existing access to serve the proposal off the roundabout at the junction of the Goat Mill Road and the A4102.

To the north of the proposal is the unnamed adopted highway (with footway), from a second roundabout serving the industrial units which has a second access point to accommodate the development area.

Proposal is shown as accessed from the north and exit only via the existing roundabout.

Construction phase estimates for vehicular movements are 50 daily movements.

Operational phase of proposal indicates that additional two-way trips equate to roughly 1 trip per 5-6 minutes/20mins minutes in the AM and PM peaks respectively. There will be increased traffic movements although these are not considered excessive and can be accommodated within the existing network.

Draft Travel Plan (TP) suggests future procedures to initiate, and review when deemed necessary, sustainable modes of transport and reduce private car usage. The Travel Plan co-ordinator is to work with relevant MTCBC Officer with regards compilation and continual review of the TP.

Information provided indicates that sufficient carparking provision will be provided within the curtilage for staff, service and delivery vehicles.

Prior to any detailed design a ground investigation is advised to establish ground conditions and bearing capacity can be evaluated in advance of foundation design.

Information provided suggests various trial pitting and drilling operations prior to testing and analysis. Indicative details/sections shown no retaining structures. Any future retaining structures in excess of 1m will require calculations for approval before siteworks commence.

Details of all works affecting the existing watercourses will be required for approval by the Land Drainage Officer. Works to the watercourses will require 'Open Watercourse Consent'.

Storm water discharges to comply with current legislation, **MTCBC SAB Officer** to comment directly.

Contact with Dwr Cymru Welsh Water is advised with regards foul water discharge.

Contact is advised with MTCBC Highway Maintenance section regarding works affecting the adopted highway network.

No objections to proposal based on information provided and acknowledgement of conditions and informatives.

OBSERVATIONS

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

CONDITIONS

A full investigation of the ground conditions on the site shall be undertaken, and a report on the foundation proposals 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.

REASONS FOR CONDITIONS

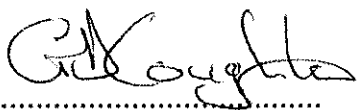
REASONS FOR REFUSAL

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.

Contact with Dwr Cymru Welsh Water regarding future foul water discharge/connection.

Contact with MTCBC Land Drainage Officer regarding works affecting the existing watercourses and any future amendments/diversions.



pp Carwyn Morris
Engineering & Traffic Group Leader .