

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 20 / 0242	Ask For	Gerald Coughlan
Date	6th November 2020	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant Mr Daniel Matthews, Tyr Y Wen Farm, Bedlinog, CF46 6UT.

Location Land at Bryn-Rhedyn Farm Bedlinog Bedlinog CF46 6UF.

Detail Proposed new dwelling commercial boarding kennel and barn conversion to holiday let.

PLANNING NEED TO KNOW

The narrow lane to the side of no1 Commercial St, no designated footway, is the termination of the adopted highway network. The area to the rear of no.1 Commercial St, bridge across the Bargoed Taf and access to the property/proposals are all privately maintained. They may have a right of way/bridleway status. Although a privately maintained access it is well used by National Grid personnel on the pyloned system, as well as existing residents and scrapyards(?).

No details provided regarding the condition or usage of the privately maintained highways/bridge.

As stated previously the adopted highway network to the side of no.1 Commercial St is narrow with no option to pass along it, no footway provision, narrow thus turning movements into/from Commercial St often result in traffic movements along Commercial St being prevented along Commercial St and on to Bedlinog Square.

To access the proposals as listed above, would involve additional traffic movements, both during construction and on completion, along the adopted highway network and the privately maintained/owned network including the bridge over the Bargoed Taf.

There are concerns that the additional traffic movements generated along the unadopted and adopted highway access on to Commercial Street, which has sub standard visibility, are detrimental to highway safety/movement.

Prior to any construction works it is advised that the ground conditions are evaluated with regards the past mining history of the area and assist with foundation design.

SAB Officer to comment directly on stormwater discharge compliance with legislation.

In conclusion there are concerns regarding the proposed additional traffic movements that are likely due to the creation of an accommodation facility and commercial business, in particular the junction from Commercial Street leading to the unadopted/privately maintained highway and bridge crossing.

OBSERVATIONS

There is **OBJECTION TO THE SUBMITTED PROPOSALS** for the following reasons :-

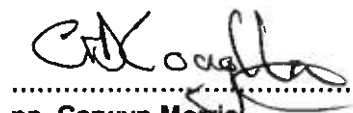
CONDITIONS

REASONS FOR CONDITIONS

REASONS FOR REFUSAL

The proposed development will create traffic hazards to the detriment of the safety and free flow of traffic on Commercial Street .

INFORMATIVES



pp Carwyn Morris
Engineering & Traffic Group Leader .