

INTERNAL MEMORANDUM

Your Ref.: P/25/0223

Our Ref.: 25/0223

To: Town Planning – Development Control

FAO: David Cross

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 06/01/2026

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 construction of a residential development comprising of 47 homes, landscaping, informal open space and associated engineering works.

LOCATION

Land Adjacent To Hillcrest and Mitchell Crescent, Penydarren, Merthyr Tydfil, CF47 9JF

PLANNING HISTORY

None Indicated

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Proposed Site Plan (Tier One) Drawing No.	4134-PEN-ZZ-ZZ-DR-A-1001-S4-P7	January 2025
Design and Access Statement	4134-PEN-ZZ-ZZ-RP-A-9005-S4-P2	August 2025
Proposed Highway Adoption Extents.	2308-509-A	October 2025

The applicant has submitted a plan that outlines the footways and the carriageway's that are to be put forward for adoption by the highway authority, as such a section 38 agreement is required. Whilst the areas shown are acceptable in principal the areas will not be adopted until the section 38 agreement has been fulfilled.

Overview of proposals

The following information has been taken from the submitted **Design and Access Statement**:

This Design and Access Statement accompanies a full planning application for the development of 47 new affordable homes; consisting of 1, 2 and 3 bedroom properties. Substantial landscaping and biodiversity enhancement works are included which work with the sloping topography to create rain gardens, extensive public amenity and communal landscape spaces

Proposed Access Arrangement including Visibility

Vehicles accessing the proposed site will do so via 2no new access points via Hillcrest, which is adopted highway, a no through road and restricted to 20mph.

Although there will be an increase in vehicle movements along Hillcrest, the highway authority are satisfied that this increase will not have a detrimental impact on the local network.

Internal Layout

The internal layout is acceptable in principal as the proposed carriageways are a minimum of 5.50m laid in tarmac and the proposed shared surface areas are a minimum of 7.5m and will be block paved, as such traffic signs should be installed to ensure that vehicle users are aware there will be pedestrians in the carriageway. This level of detail will be required under section 38 agreement

Parking Provision

The proposed parking arrangement is acceptable as all vehicle spaces 2.4 x 4.8m with a 1.0m overhang strip behind the spaces and all driveways are a minimum of 6.0m long to prevent any vehicle overhang onto the adopted highway. In addition, the highway authority are satisfied that the 47no spaces and 8no double driveways (16no spaces) provided are acceptable and in alignment with the Wales Parking Standards 2014. The applicant is advised that the parking facilities will remain private.

Bin Storage

From the submitted plans the applicant has shown suitable locations for the bin storage areas therefore this is acceptable

Cycle Parking

from the submitted plans, the cycle parking locations are shown in an acceptable, however, full details on the type of cycle parking facilities being provided need to be submitted and approved, as such a condition is set out.

Active Travel / Sustainability

There are a number of footways throughout the site, however not all are designed to an adoptable standard, therefore these footways will not be adopted by the highway authority. All footways within the site that are 2.0m at their narrowest point are acceptable and can be put forward for adoption as part of the Section 38 agreement. As such, the applicant has submitted a plan **Proposed Highway Adoption Extents Drawing No. 2308-509-A** that outlines the areas that are to be put forward for adoption. These footways are acceptable in principle

The applicant is advised that the proposed 2.0m footway that is situated around the site boundary and within the existing adopted verge/footway is to be constructed under a section 278 agreement.

Pedestrians are able to access the proposed development via the local public transport network as there are 3 bus stops within approximately 100m of the site

Construction Traffic Management Plan

As part of the application 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.

As the construction management plan has not been provided at this stage, a condition has been set out

Accident Data

Accident Data has been interrogated and it concludes that there has been no accidents recorded along Hayden Terrace, Mitchell Crescent or Marshall Crescent 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 and adhere to Welsh Government's "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 until full details of cycle parking facilities 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

- 2) 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.

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

REASON: In the interests of highway safety

- 4) 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;
 - o The means of access into the site for all construction traffic,
 - o The parking of vehicles of site operatives and visitors,
 - o The management of vehicular and pedestrian traffic,
 - o Loading and unloading of plant and materials,
 - o Storage of plant and materials used in constructing the development,
 - o Wheel cleansing facilities,
 - o 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.

- 5) 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 (including driveways) 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.

- 6) 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

- 7) Unless as otherwise agreed with the Local Planning Authority the access and carriageway shall be at a gradient not steeper than 5% [1 in 20] for the first 10 metres and thereafter not steeper than 12.5% [1 in 8].

REASON: In the interests of highway safety

- 8) Unless as otherwise agreed with the Local Planning Authority the visibility in either direction at both access points shall be no less than 25m at

REASON: In the interests of highway safety

- 9) Prior to the development being brought into use, the proposed footway located on Hillcrest and Mitchell Crescent shall be constructed in accordance with details to be submitted to and approved in writing by the Local planning Authority prior to any development on site commencing.

REASON: in the interests of pedestrian safety

- 10) Notwithstanding the submitted plans, no works whatsoever shall commence on site until vehicle swept paths 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.

NOTES

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 in relation to any of the proposed construction of the proposed adopted highway. This this must be obtained separate to this planning permission

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

A handwritten signature in black ink, appearing to read 'pp Carwyn Morris', with a stylized flourish at the end.

pp Carwyn Morris CEng MICE

Head of Engineering and Highways