

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 21 / 0170	Ask For	Gerald Coughlan
Date	20th July 2021	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant Mr Lockley , c/o Agent .

Location Bryntaf Garage, 105 Bryntaf, Aberfan.

Detail Demolition of industrial building and erection of 14 dwellings and 6 apartments

PLANNING NEED TO KNOW

Proposed development is adjacent to Bryntaf Road which is adopted and publicly maintained, there are no TRO's in place, residential on street parking is commonplace, there is limited off street provision.

The adopted highway network serving Bryntaf is often narrow ,steep, poor visibility, lacking footways and passing provisions.

Access from Bryntaf is via an existing dropped kerbing, inward opening gates set back from the rear of the adopted footway. Strip of land between the existing fenceline and back of footway, this is often used for off street parking.

Development site current usage is commercial garage, previously a quarry. It has a steep, landscaped quarry face that runs along the west boundary of the site below the A470 Trunk Road administered by the Welsh Government (WG).

WG needs to be consulted with regards proposal and any likely affects on the A470 during investigation and construction works if progressed.

Bryntaf has a 30mph speed limit.

Proposal is for twenty dwellings in the form of four terraced blocks.

Development site commences at the back of the existing adopted footway, thus strip of land previously used for off street parking will now not be available for current users.

Proposal is to utilise/improve the existing access on to the adopted highway i.e. Bryntaf. Visibility requirements for Bryntaf is 2.4m x 43m, based on 30mph as no actual speed/traffic measurements have been undertaken.

Applicant is to demonstrate that minimum visibility requirements are satisfied and also control over all areas within the splays.

Any works affecting the existin highway network will require MTCBC highways approval, possibly licencing, which is independent of any future planning approval.

Proposed internal highway serving the proposal is shown details required showing widths, materials, drainage, radii, street lighting etc proposal to satisfy MTCBC criteria

Transport Statement Analysis (TSA) has been provided by the applicant. Various excercises, involving numerous assumptions based on 'similar' sites, have been undertaken with regards the existing network and and additional flows likely to be generated by the proposal.

Conclusions made include

(a) total person trips can be accommodated within the existing infrastructure

(b) improvements result in betterment to the existing conditions and

© proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe.

There are concerns that the works undertaken, and conclusions, do not have enough specific relevance to this particular development at it's location, or on the highway network serving it.

Due to the specialist nature of the TSA external consultants have been appointed to analyse report made and comment accordingly.

Aberfan has an extensive mining history. Coal Mining Risk Assessment (CMRA) has been provided with the

application it recommends that ' site investigation involving boreholes are drilled across the site to a depth of for evidence of workings'. Gas wells are also recommended be installed to monitor or mine gas emissions. The Coal Authority further enhances the CMRA recommendations with regards intrusive site investigation to establish risks to the development and any necessary remediation works.

Foul water discharge to be approved by Dwr Cymru Welsh Water.

Stormwater discharge to comply with current legislation, **MTCBC SAB Officer** to respond directly .

In conclusion based on information supplied in particular the **TSA** does not offer particular acknowledgement regarding the proposal at this location i.e. existing and proposed highway concerns.

OBSERVATIONS

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

CONDITIONS

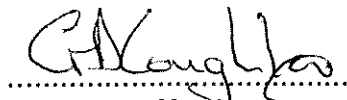
REASONS FOR CONDITIONS

REASONS FOR REFUSAL

The site lacks sufficient frontage to provide vision splays of 2.4m x 43m to cater for vehicles emerging on to the highway, which will create traffic hazards to the detriment of highway safety.

There are concerns that the Transport Statement Analysis provided does not relate sufficiently to the development site or the existing highway network serving it, thus refusal is recommended on highway safety grounds.

INFORMATIVES



pp Carwyn Morris
Engineering & Traffic Group Leader .