

INTERNAL MEMORANDUM

To	Head of Planning	From	Head of Engineering
Ref	P / 21 / 0170	Ask For	Gerald Coughlan
Date	4th July 2022	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 A465 Trunk Road administered by the Welsh Government (WG).

WG need to be consulted with regards proposal and any likely effects 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 footway i.e. Bryntaf.

Any works affecting the existing 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 Assessment Analysis (TSA) has been provided by the applicant. Various exercises, involving numerous assumptions based on 'similar' sites have been undertaken with regards the existing network 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 work undertaken, and conclusions, do not have enough specific relevance to this particular development at its location, or 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.

External consultants reported back on the original applicant's submission with reference in particular to access, trip generation (not considered significant), junction analysis (due to minor flows no capacity analysis undertaken, this is accepted), collision data (no incidents in the last three years, or significant clusters in the surrounding areas), parking (sizes and swept analysis required, no motorcycle provision) and current policies (no specific reference of review/consideration of national policy documents).

The existing highway network utilised to access the site can be narrow and steep with poor visibility, lacking

in footways and passing provisions. It is considered that as the net increase in traffic is minimal, no significant improvements to vehicle access is required.

Other comments include the non supply of swept path analysis for vehicles accessing/eggressing considering on street parking.

Recent documentation supplied by applicant/agent satisfies visibility requirements.

Proposals should include acknowledgement of Active Travel Improvements, improved linkage to cycle network, provision for ultra low emission vehicles, parking provision for cyclists and motorcyclists.

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 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 investigations 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.

OBSERVATIONS

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

CONDITIONS

No works whatsoever shall commence on site until additional full engineering details of the road layout with sections, materials, street-lighting and surface-water drainage etc. have been submitted and approved by the LPA

Applicant to provide additional details to the previously supplied TSA i.e. Active Travel improvements adjacent to the site, linkage to the cycle network, any potential bus stop improvements, provision for ultra low emission vehicles and parking provision for cyclists and motorcyclists.

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 independant of any planning approval.

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pp Carwyn Morris
Engineering & Traffic Group Leader .