

INTERNAL MEMORANDUM

Your Ref.: P/25/0251

Our Ref.: 25/0251

To: Town Planning – Development Control

FAO: Kate Glover

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 26/09/2025

**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 a proposed replacement dwelling

LOCATION

106, Heolgerrig, Merthyr Tydfil, CF48 1TD

PLANNING HISTORY

P/21/0182 - Erection of two dwellings (Reserved Matters) – **Approved**

A Pre application was submitted in **June 2024**

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Site Plan	970.03	

Proposed Access Arrangement including Visibility

Vehicles accessing the proposed development will do so via an un-adopted access track via Heolgerrig, which is adopted Highway.

The carriageway width along the un-adopted access track is substandard as it is 2.1m wide, as such that two cars are unable pass one another, however as the un-adopted access track is a no through road, these existing conditions are deemed acceptable.

Parking Provision

As per the Welsh Parking Standards 2014, it states, *"1 space per bedroom (maximum requirement 3 spaces"* should be provided for the dwelling. The proposed dwelling has a total number of 4no bedrooms, therefore a total number of 3no spaces should be provided. The proposed dwelling provides a total of 3no space for parking (including the garage), therefore the proposed parking arrangement is acceptable

As the un-adopted access track is an unclassified road, there is no requirement for an onsite manoeuvring area to allow vehicles to enter and exist in forward gear.

Any proposed garage should be a minimum 3m in width x 6m in length as per the all wales standard details. The garages shown on the submitted plan **"Site Plan 970.03"** are acceptable as they are shown to be 6m (L) x 4m (W).

Cycle Parking

No cycle parking is required for the 1no dwellings as per the Welsh Parking Standards 2014.

Active Travel / Sustainability

There are no footways immediately adjacent to the development on the un-adopted access track, however as the access road has low speeds of a maximum 20mph and has low number of vehicle trips per day, the un-adopted access track can be classified as a shared-use area which would be deemed acceptable.

There is a good footway link within the vicinity of the development, before reaching the access track, the footways are approximately 1.8m at the narrowest point, these existing conditions and are acceptable.

Pedestrians are able to access the proposed development via the local public transport network as there is 1no bus stop within 200m of the site.

Accident Data

Accident Data has been interrogated and it concludes that there have been no accidents recorded along Heolgerrig 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 adhere to Welsh Governments “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 nor condition(s) suggested.

NOTES

None.

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

pp Carwyn Morris CEng MICE

Head of Engineering and Highways