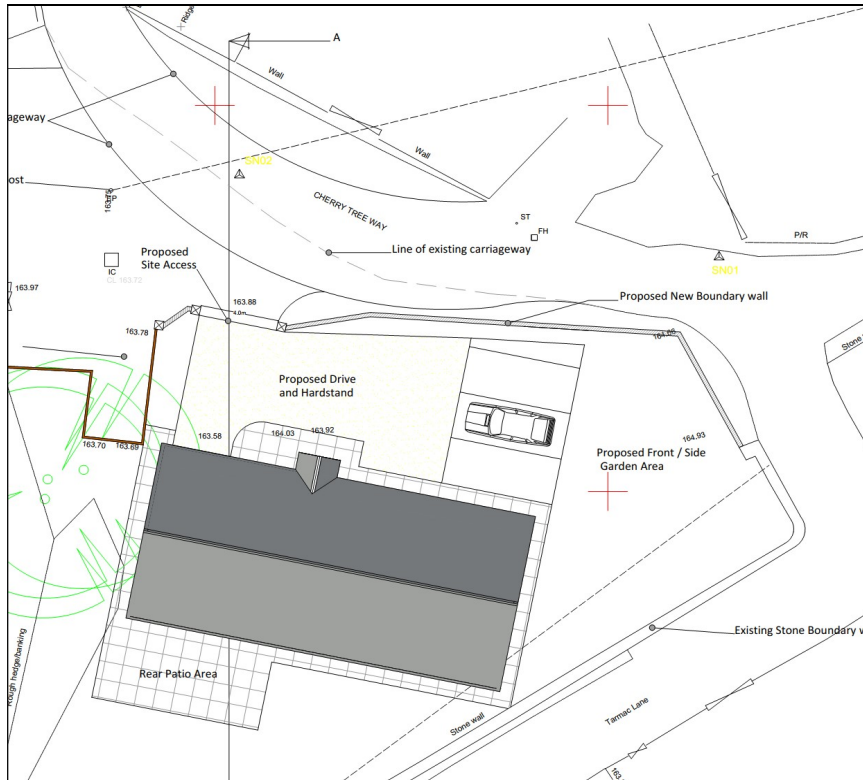


Land adjacent to Cherry Orchard Way Trelewis

Proposed Residential Development



Transport Statement

January 2020

Traffic and Transport Planning

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1 Introduction

- 1.1 The proposal is to construct a bungalow on a site in Trelewis with access from an unnamed road south of Cherry Tree Way. Until recently six garages occupied the site.
- 1.2 In response to a Pre-App request the Chief Planning Officer letter dated 28 May 2019 included observations from the Engineering Department. Further observations were made by the Engineering Department in December 2019 (Appendix A).
- 1.3 This Statement will comment on these observations and show that the improvements to the unnamed road will be of benefit to all users.

2 Unnamed Road

- 2.1 The existing layout adjacent to the proposed development and a property known as Ty Draw is:

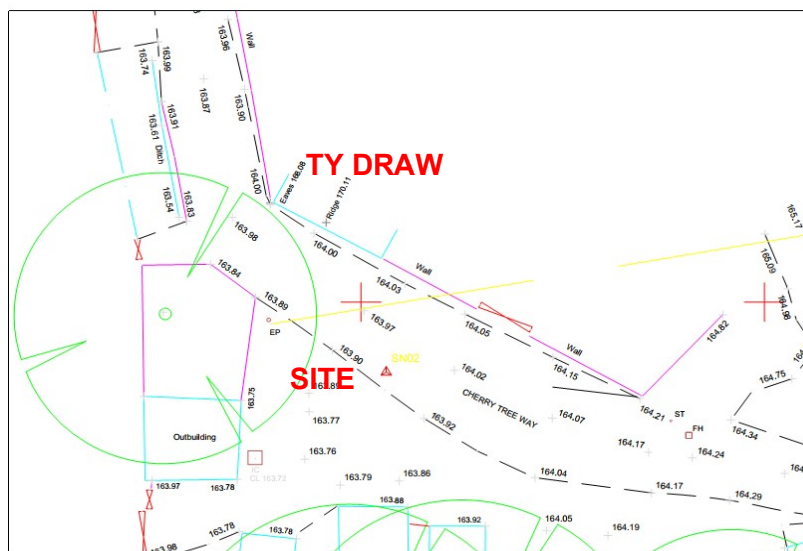


Fig 1 Existing Highway Layout



Fig 2 View of existing Highway adjacent to Ty Draw

- 2.2 A topographical survey has been carried out road between of Cherry Tree Way and the proposed development site a distance of approximately 100m. The detail is in Appendix B and summarised below:

Distance		Road width
0 -15.3	15.3	5.3
15.3 - 23.5	8.2	3.8
23.5 - 29.5	6.0	5.5
29.5 – 42,2	12.7	3.7
42.2 – 49.3	7.1	7.6
49.3 – 60.1	10.8	3.5
60.1 – 67.4	7.3	5.9
67.4 – 73.0	5.6	4.6
73.0 – 87.0	14.0	4.1

- 2.3 The road has a number of sections that are at least 4.1m wide. MfS states that this width is suitable for two vehicles to pass each other.
- 2.4 The unnamed road has no defined footways but the topographical survey shows that there is good forward visibility so pedestrians will be clearly visible:



Fig 3 Unnamed Road Ty Draw to Cherry Orchard Way



Fig 5 Unnamed Road Cherry Orchard Way to Ty Draw

- 2.5 Observations during peak periods have not shown a significant number of vehicles using the road, reversing or creating danger to pedestrians. Records shows that no road accidents have occurred over a 20-year period:

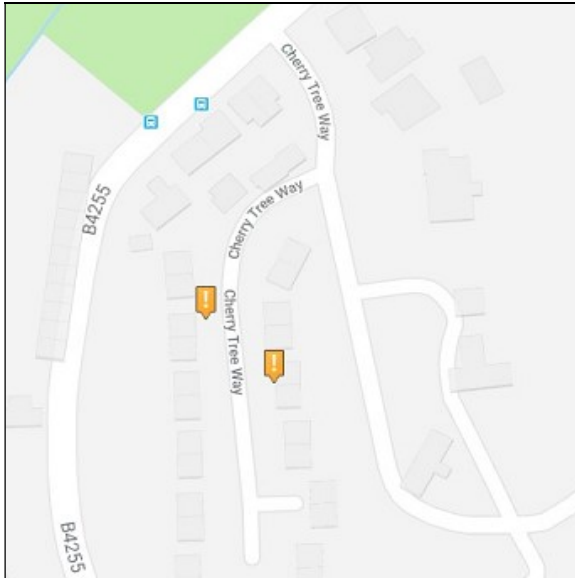


Fig 7 Accidents Records 1998-2018

3 Proposed Development

- 3.1 The proposed bungalow will be accessed from the unnamed road:

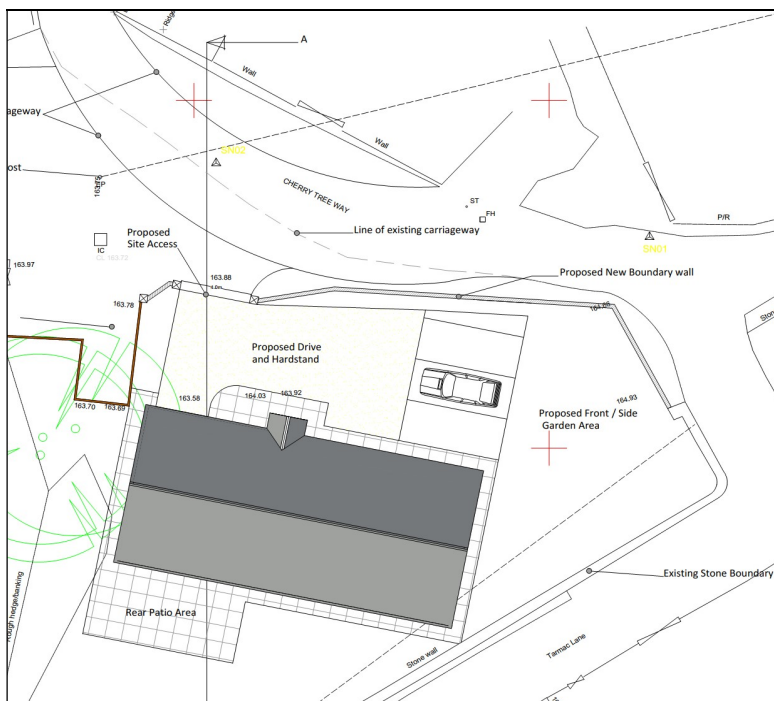


Fig 5 Proposed bungalow

- 3.2 A private driveway will access the single garage and a hardstanding. Vehicles will enter and leave the site in a forward direction (Appendix D):

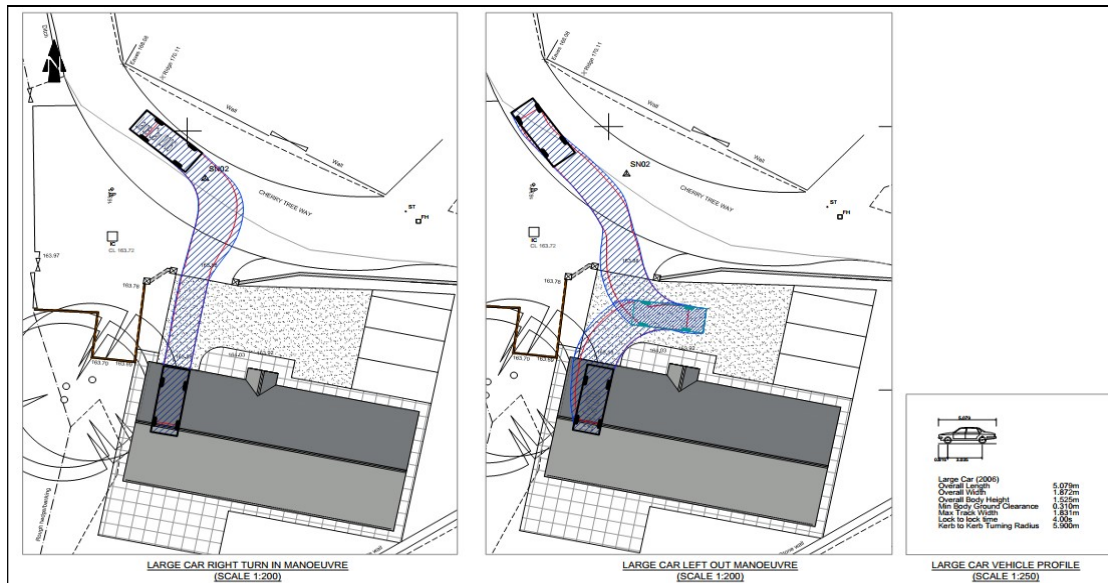


Fig 6 Swept Paths for Large Car using Garage

- 3.3 The hardstanding provides parking spaces for other cars:

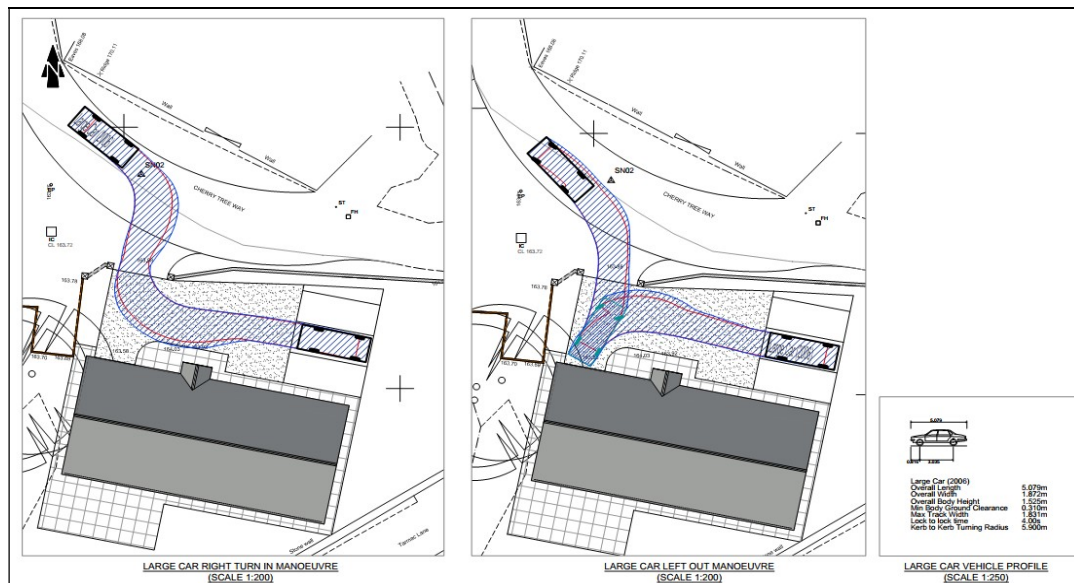


Fig 7 Swept Paths for Large Cars using Hardstanding

- 3.4 The retained existing garage will continue to be used by the adjacent property.

4 Proposed Improvements to Unnamed Road

- 4.1 The proposed development will include re-alignment of the unnamed road adjacent to the site which will improve the forward visibility for drivers travelling from Cherry Tree Way. If the LPA consider that additional off-site parking spaces are required it will be feasible to park at least two cars on the unnamed road adjacent to Ty Draw:

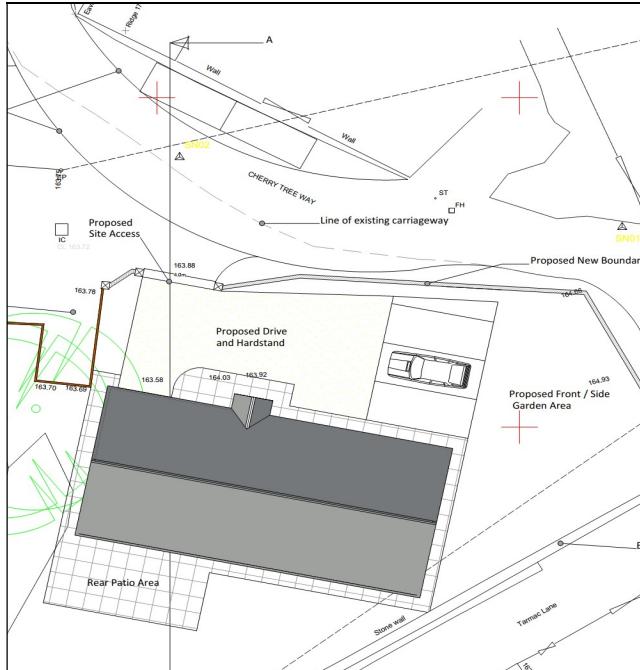


Fig 8 Proposed Highway Re-alignment

- 4.2 The site is located on the outside of a bend so there will be good visibility in each direction to the nearside kerb. To the right the splay will be 2.4 x 32m which is suitable for an 85th percentile speed of 25mph (MfS Table 7.1). To the left the splay will be 2.4 x 44m which is suitable for an 85th percentile speed of 31mph (MfS Table 7.1). Due to the nature of the road this level of speed will be unlikely:

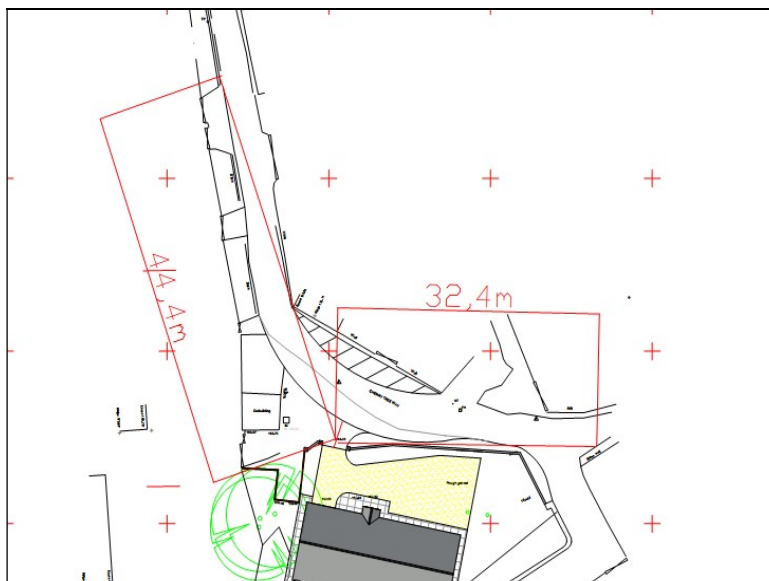


Fig 9 Visibility Splays

- 4.4 The proposed amendments will significantly improve the visibility on the Ty Draw corner to the centre line and the offside kerb which is summarised below and detailed in Appendix C:

	Forward Visibility Distance to Centre Line		Forward Visibility Distance to offside kerb	
	Existing highway	Proposed highway	Existing highway	Proposed highway
A	11.2	14.6	14.9	19.4
B	7.6	10.3	11.6	15.1
C	6.4	12.5	11.4	18.1

Fig 10 Visibility Distances

5 Merthyr Highways Observation

5.1 May 2019

5.1.1 Observation 1 *'The Engineering and Traffic Officer has raised concerns pertaining to the suitability of the lane to accommodate increased levels of traffic generated by the proposed development. It is considered that additional use of the long narrow lane, which has no footways or passing bays, could generate reversing movements creating traffic and pedestrian hazards to the detriment of highway safety. The lane that provides access to the site is only wide enough to allow one vehicle to pass and there are no footpaths along this stretch of road.'*

Comment 1.1 – the unnamed road between Ty Draw and Cherry Tree Way is straight with good forward visibility in both directions. There is no record of the number of cars generated by the original six garages but as the proposal is for one bungalow the *'increased levels of traffic'* will not be significant. The number of trips generated by the proposed dwelling will be one combined trip during a weekday AM and PM peak hours and six combined trips (3 in and 3 out) during a 12hr day (0700-1900). It is reasonable to assume that the garages would have generated a similar volume of traffic.

5.1.2 Observation 2

'I have acknowledged that your proposal does include improvements to the road, and this would go some way to improving forward visibility. Nevertheless, the presence of a drain along the edge of the road would restrict these works. Also, by widening the road, the small buffer between the existing houses and the road would be lost, to the detriment of the character of the byway. It should also be noted that there are telegraph poles within the vicinity of the site and the proposal to widen the width of the road would require one of these poles to be relocated.'

Comment 2.1 - the proposed re-alignment will improve forward visibility to the centre line and the offside kerb.

Comment 2.2 -the realignment will not be restricted by the ditch at the edge of the road.

5.1.3 Observation 3

'Notwithstanding the proposed highway improvements, there is still concern that the proposal would intensify the use of the byway, increasing the risk of conflict between road users and pedestrians using the byway. Also, despite the widening of the road, vehicles meeting each other would still need to reverse to enable other vehicles to pass by. Whilst it is accepted that this situation already exists, the proposal would intensify the use of the highway increasing the risk of conflict.'

Comment 3.1 – observations during peak periods have not shown vehicles reversing or creating danger to pedestrians and records shows that no road accidents have occurred in the unnamed road over a 20-year period. During peak hours the proposed development will generate one combined trip by car which will not be significant.

5.4 December 2019

5.4.1 Observation

'Applicant to demonstrate improved visibility as part of suggested carriageway widening. Concerns still exist regarding highway safety and the loss of off-street parking facilities currently enjoyed. Third party land ownership may be affected.'

Comment 1 – the improved visibility resulting from a realignment of the unnamed road will be significant.

Comment 2 – there will be space for at least two cars to park on the unnamed road adjacent to Ty Draw.

Comment 3 – Third party land ownership will not be affected by the proposed development.

Appendix A Merthyr Highways Observations 10 December 2019

INTERNAL MEMORANDUM			
To	Head of Planning	From	Head of Engineering
Ref	P / 19 / 0307	Ask For	Gerald Coughlan
Date	10th December 2019	Tel ext	6216

OBSERVATIONS BY THE ENGINEERING DEPARTMENT IN RESPECT OF

Applicant Mr A Adams, The Swallows, Trelewis, Treharris, CF46 6AD.

Location Land to the rear of Cherry Tree Way Trelewis.

Detail Proposed construction of new bungalow(proposal to include works to widen the existing highway).

PLANNING NEED TO KNOW

Access to the site from the B4255 is adopted, as is the adjacent highway and then along to the rear of Field Street. There is no date of the adoption of these highways known, however these highways would not satisfy current criteria but historically remain adopted.

The access to the rear of Cherry Tree Way housing (most with steep vehicle access to off street parking within relevant curtilage) and various other properties although adopted is narrow, no designated footway, no passing provision and a blind corner at TY Draw.

Visibility along the adopted highway is also impeded due to vegetation, boundary features and the existing highway alignment.

Development area is currently vegetated with garaged parking facilities. Two garages are to remain, no replacement car parking for garages lost indicated.

Information supplied shows proposals to realign the existing carriageway, details show widening of the existing carriageway no designated footway. As best scaled from plan provided carriageway is widened adjacent, and slightly north, of the boundary to the proposal. No changes to the adopted narrow access to the rear of Cherry Tree Walk.

Applicant to demonstrate improved visibility as part of the suggested carriageway widening. Concerns still exist regarding highway safety and the loss of off street parking facilities currently enjoyed. Third party land ownership may be affected.

Information supplied shows proposals to realign the existing carriageway, although no details are shown, any works affecting the existing adopted highway need MTCBC Highways approval which is independent of any future planning approval.

Details provided show proposed bungalow with a drive and hardstanding (turning movements need to be demonstrated), front boundary wall in excess of 1m (visibility will be affected and calculations would be required for approval.)

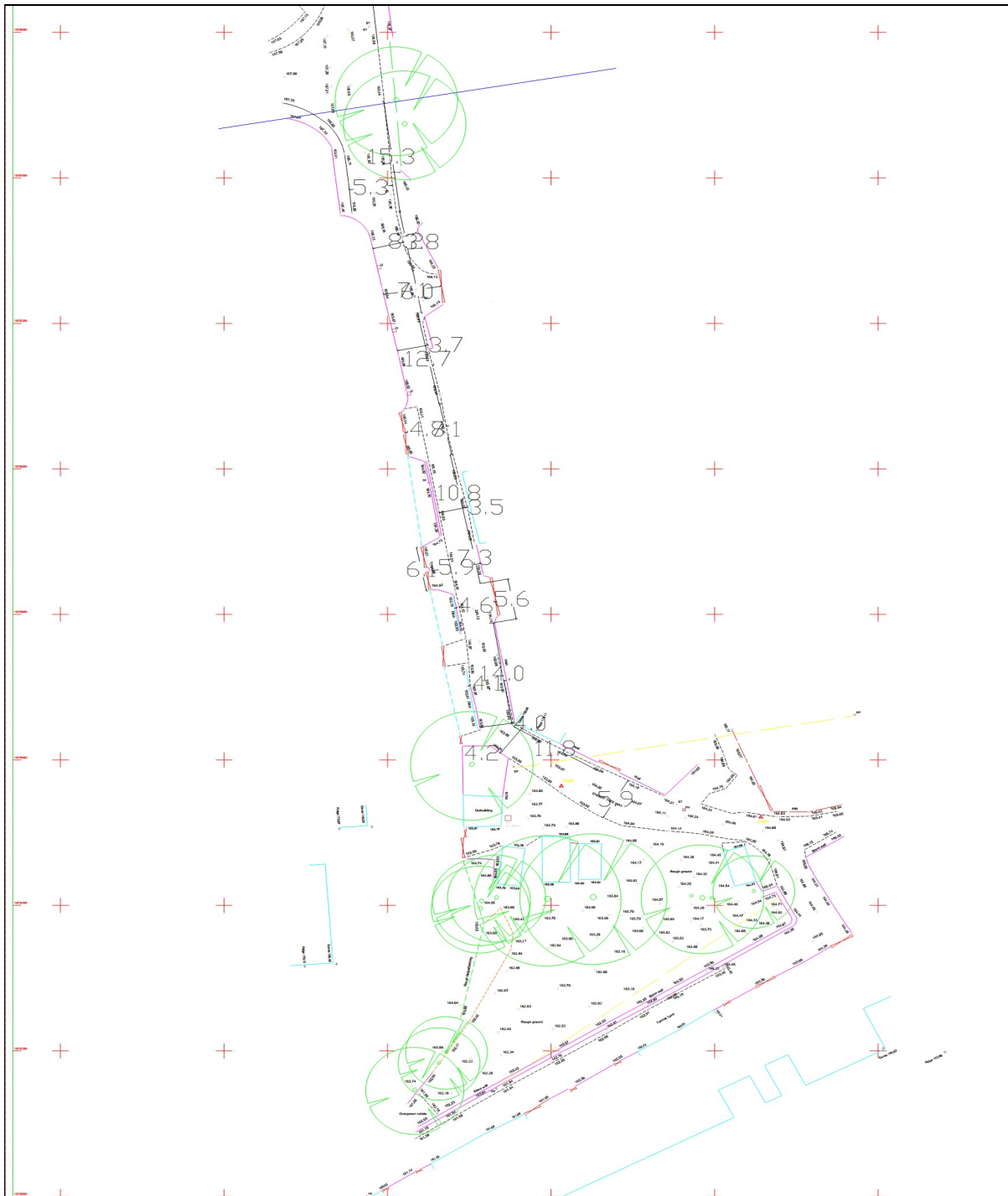
Ground needs to be investigated before detailed design takes place due to the past mining activities within the area.

Contact with the MTCBC SAB Officer regarding stormwater discharges from the proposal at the earliest convenience.

OBSERVATIONS

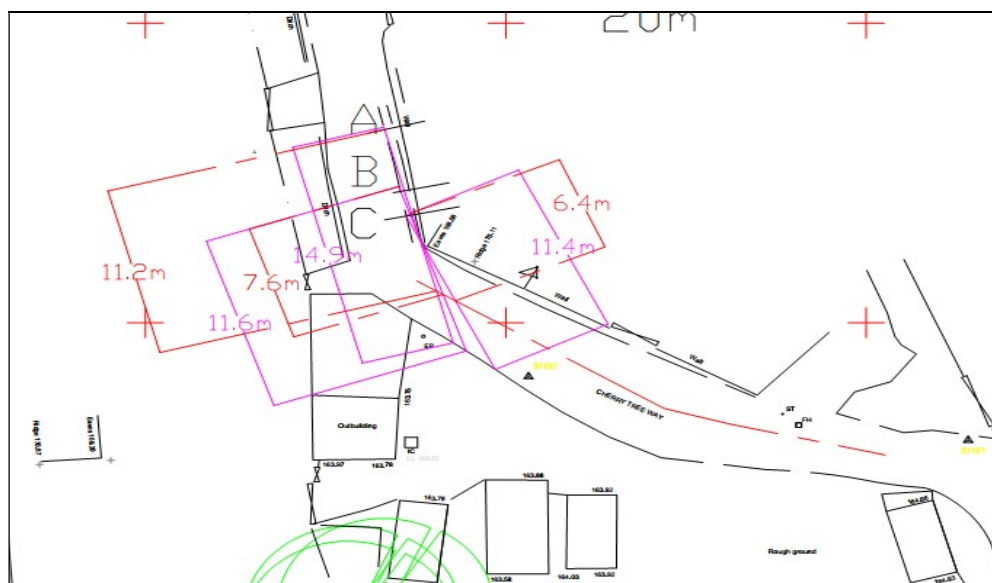
CONDITIONS

Appendix B Unnamed Road Topographical Survey



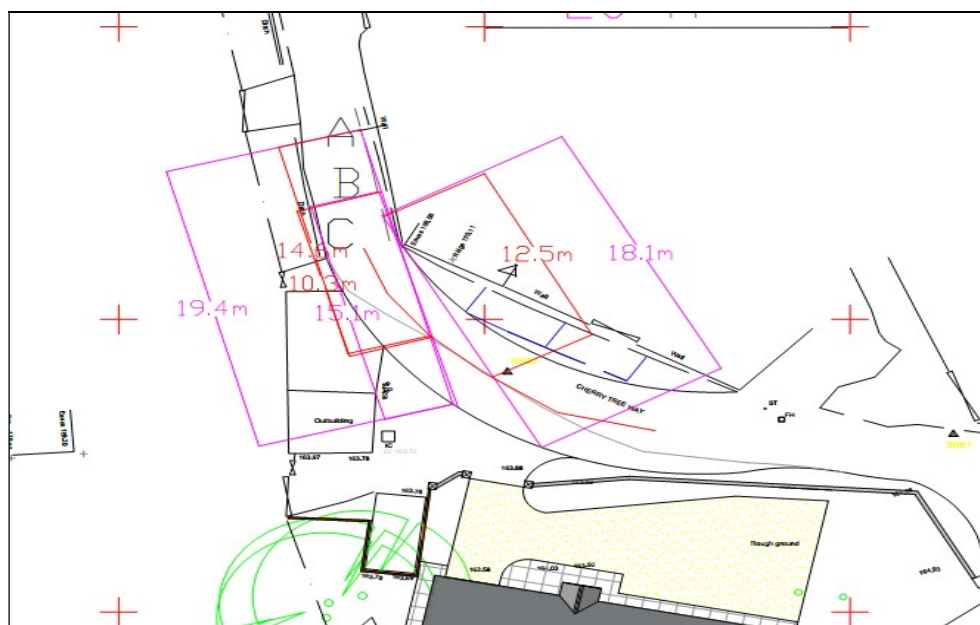
Appendix C Forward Visibility at Ty Draw bend

C 1 Existing Highway



— Forward Visibility
 11.4 Visibility to off-side kerb
 6.4 Visibility to centre-line

C 2 Proposed Highway



— Forward Visibility
 18.1 Visibility to off-side kerb
 12.5 Visibility to centre-line

Appendix D Swept Paths of Large Car Entering and Leaving Site

