

PROPOSED NEATH PORT TALBOT RENAL DIALYSIS UNIT.

**Acacia Avenue,
Port Talbot,
SA12 7DB**

PRE-START CONDITION SURVEY OF ACACIA AVENUE

Site Report – Wednesday 11th September 2024.

SCL Ref: P113

Prepared for Local Authority, Client & Construction Team

by

Philip Pearson

Sandycroft Projects Ltd



PURPOSE OF REPORT:

This report is in answer to the PAC comments & concerns raised by the SAB and Highways Officer and in particular the Highways Condition No 1:

"Prior to any works commencing on site including any works of demolition of existing buildings a condition survey shall be carried out on Acacia Avenue that fronts the proposed development site, and shall be submitted to and approved by the local planning authority."

EXTENT OF THE REPORT:

Photos and descriptions are limited to the areas between the T junction of Acacia Avenue and 'Fairway' past the curtilage of the proposed renal unit, and along to the furthest point of the neighbouring property. (Vitality Gymnasium)

Report:

The following photos and descriptions start at the T Junction of Fairway and Acacia Avenue, continues along the South and Western side of the carriageway until the end of the neighbouring property and then follows the North and Eastern footpaths and carriageway until returning to the Fairway junction.

The report should be read in conjunction with the marked up satellite image (Appendix A) that clearly indicates the location of each of the individual photographs taken.

1:

Areas of the junction has been repaired in the past, and there is clear evidence of delamination of parts of the wearing course and settlement around the assumed combined sewer manhole.



South & Eastern side of Acacia Avenue

2:

The Western side of the T Junction has a modern tactile paved pedestrian drop kerb to the carriageway. This appears in good order, although we note there is no storm water drain on this side of the road and water does 'pond' near by.



3:

Just along from the T Junction on the south East side of the road there is an area of dropped kerb that has a large quantity of standing water. Again we note that there is no storm water drain in this area of low lying roadway.



4:

Evidence of a previous service duct having been taken across the road width. The repair has been carried out well, although the 'banding' has failed in areas leaving the joint of new & old open to potential water ingress and freezing in the colder months, often a cause for delamination of the road wearing course and future potholes.



Continued over

5:

To the southern side of Acacia Avenue there is a long run of dropped kerbs that would have accessed some now demolished domestic garages. This area as for much of the South side is not served adequately by storm water drainage and standing water was again evident and evidence of silt deposits from previous deeper water lines was seen on the pedestrian pathways.



6:

General area of the old domestic garages. This area is of no consequence to the possible redevelopment of Stationary House, but is noted for context of the conditions of the adjacent areas.



(Continued over)

7:

Further along the carriageway, as the kerbs return to normal, is evidence of a previous kerb repair. It is clear that this has not been completed fully and still requires additional tarmac works



8:

In front of the remaining domestic garages on the South side of the carriageway there is a storm water gulley, however it appears this has remained solid on its concrete surround while the surrounding roadway has sunken and now water pools adjacent to it, rather than running away as is supposed to.



9:

The carriageway and footpath once you reach the domestic housing on the southern side of Acacia Avenue is generally in good area, with a variety of dropped kerbs all carried out to current road specification accessing a number of properties. At this point of the road domestic vehicles park outside their houses, with the road being wide enough to accommodate this on one side of the carriageway.



(Continued over)

North & Western side of Acacia Avenue

10:

At the first access point to the neighbouring land there is a storm water road gulley in a strange location within the middle of the entrance. There is also a manhole in very poor condition, with the carriageway collapsed on all sides. This area of depression is not allowing the surface water to drain efficiently to the existing storm water gulley.



11:

A lot of the kerb line along the Northern side has at some point been painted, and is in varying states of repair as we proceed back towards Stationary House. There is a large amount of vegetation taken hold in the cracks and joints of the kerbs and tarmac footpath.



12:

The second entrance appears to have been abandoned by the neighbouring land owner and is fenced across at the point of the car park. This entrance again has a storm water road gulley in the middle of the roadway and is located too high compared to the surrounding tarmac surface and therefore little water is making to the drainage system.



(Continued over)

13:

The island formed by entrance two & three, is to a tarmacadam finish and is in a fair - poor condition, but with areas of missing earing course and general moss growth across it.



14:

The third entrance to the neighbouring land is in fair condition, but as for all cross overs noted within this report, it is holding a large quantity of storm water. This area appears low compared to surround areas and water is not draining to any of the adjacent road gulleys.



(continued over)

15:

The Right hand side of the third entrance has been damaged at some point in the past, likely with large vehicles bumping up on to the adjacent extended pavement area.



16:

The extended pavement directly adjacent to the land of Stationary House is in terrible condition and is in need of renewal. Given the extensive array of broken and dislodged paving slabs it would appear that this is due to vehicles using it as a parking area at some point in the past.



(Continued over)

17:

The forth entrance on to the neighbouring land, is currently disused and fenced across at the land boundary. This forms the piece of pavement and roadway closest to Stationary House, and as can be seen by the silt deposits and vegetation must be subject to some localised flooding due to the poor locations of adjacent storm drains.

The kerbs to the south side of the entrance, appear to have been renewed recently, and the tarmac path is new.



18:

The existing cross over for Stationary House is of concrete construction and is crazed with cracks for it's entirety. This area has already been noted within our planning application to be renewed at our expense and will be completed in a Tarmac surface more in keeping with the current footpath outside the site.



(Continued over)

19)

The curtilage outside the pedestrian entrance of the site, is generally in poor condition. There are several service supply valves and access covers that are in various states of repair.



20:

As you progress away from the site heading back to the T Junction with 'Fairway' the footpath is crossed by several crossovers, but generally this area is in good condition.

However as with much of this area of the carriageway, it is clear that the settlement of the road surfaces has left the storm drains above the levels of many of the drop kerbs and localised standing water is evident.

(Continued over)



19 – Continued



20:

General overview of area:



(Continued over)

20: Overview continued:

