

INTERNAL MEMORANDUM

Your Ref.: P/24/0167

Our Ref.: 24/0167

To: Town Planning – Development Control

FAO: Rebecca Owens

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 30/07/2024

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 the conversion and change of use of the existing vacant Wesley Chapel into 6 no self-contained flats and associated external works (retention).

LOCATION

Wesley Methodist Church, South Street, Dowlais, Merthyr Tydfil,

PLANNING HISTORY

P/24/0102 – Non-material amendment to planning permission P/22/0104 to change the external materials - **Withdrawn**

P/22/0104 - Proposed conversion of Wesley Chapel into 6 self-contained flats with associated external works including new dormers to the northern and southern elevations - **Approved**

P/23/0095 - Discharge of condition 3 (materials) and 5 (landscaping) of planning permission P/22/0104 - **Approved**

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Proposed Site Plan	LT2116.04.03 Rev F	October 2021

Proposed Access Arrangement including Visibility

Vehicles accessing the site and parking areas will do so via South Street, Dowlais, which is a highway adopted.

South Street is approximately 5.6m wide and lightly trafficked with speed a 20mph speed restriction. The development will be utilising the existing access, the access point into the site already has an

existing dropped kerb vehicular crossover. Highways consider that the existing access into the site is suitable for proposed use.

The existing /proposed access gate into the development site is set back from the back edge of the adopted highway by approximately 5.5m. This gives enough room for a vehicle to park in front of the gates should they be closed and not overhang the adopted highway. The gate should open inwards toward the parking area away from the carriageway.

Parking Provision

As per the *Wales parking standards 2014*, the minimum dimensions of any parking spaces should be 2.4m x 4.8m. The submitted plan "**Proposed Site Plan**" shows that the proposed parking spaces are acceptable in terms of size.

Within the submitted documents, there is no indication of the type of material that will be used for the proposed parking area. A plan should be submitted to show how these areas are to be constructed, and as such, should be consolidated (not loose chippings and/or stone). All private surface water run off should be prevented from spilling out onto the adopted highway. How this is to be achieved should be shown on future plans.

The proposals are for 6no new flats with a total of 7no bedrooms. In accordance with Wales Parking Standards 2014, there is a requirement of "*1 space per bedroom*" for residents and there is an additional requirement of "*1 space per 5 dwellings*" for visitors. As such, the development has a requirement of 7no spaces for residents plus 1 space for visitors. Therefore the 9no spaces are acceptable.

Manoeuvring

As per the *Wales parking standards 2014*, a 6m manoeuvring area should be provided in front of the proposed parking bays. As shown on the submitted plan "**Proposed Site Plan A105 (rev 2)**" this is a clear distance of 6.5m and therefore these conditions are acceptable.

Cycle Parking

As per the *Wales Parking Standards 2014* "*1 stand per 5 bedrooms*" should be provided for vehicle parking. As shown on the submitted plan "**Proposed Site Plan**" the total number of 6 cycle stands is acceptable as they're easily accessible and in a well-lit location.

Active Travel / Sustainability

There is a good footway link to the front entrance of the building, the footways within the surrounding area are approximately 1.7m at the narrowest point, these existing conditions and are deemed acceptable.

Pedestrians are able to access the proposed development via the local public transport network as there are 2no bus stops within approximately 135m of the site.

Accident Data

Accident Data has been interrogated and it concludes that there has been no accidents recorded in the last 5 years along South Street in the last five years. Indeed, there appears to be no local cluster areas within the search area.

SAB

The applicant is advised that SAB requirement maybe applicable.

RECOMMENDATION

No highway objection is raised subject to the following condition(s):

1. Surface water run-off from the proposed development shall not discharge onto the public highway or connect to any highway drainage system unless agreed otherwise in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to prevent over capacity of the existing highway drainage system.

2. Any gates shall be set back in accordance with the submitted layout plan; "Proposed Site Plan" shall open inwards, away from the highway.

REASON: To ensure that stationary/waiting vehicles are off the public highway, in the interests of highway safety and free flow of traffic.

3. Notwithstanding the submitted plans, development shall not commence until details are submitted by the applicant indicating the proposed type of material within the parking areas, and as such, it should be a consolidated area and not loose chippings and/or stone.

Reason: In the interests of highway safety.

NOTES

Inform applicant if any highway Licence or agreement required and who to contact.



pp Carwyn Morris CEng MICE

Head of Engineering and Highways