

INTERNAL MEMORANDUM

Your Ref.: P/25/0312

Our Ref.: 25/0312

To: Town Planning – Development Control

FAO: Kate Glover

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 04/12/2025

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 the demolition of existing units and construct five new units and associated parking

LOCATION

Old Saw Mill, Court Street, Merthyr Tydfil, CF47 8DU

PLANNING HISTORY

P/97/0313 - Conversion of warehouse into office and workshop area. - **Approved**

P/00/0301 - Demolition of existing buildings and erection of warehouse/storage building. - **Approved**

P/05/0368 - Construction of a medical centre - **Refused**

P/17/0027 - Change of use from B1 workshop to A1 showroom and sales, and siting of 3 shipping containers for storage – **Approved**

A pre-application was submitted on **May 2025**

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date

Proposed Access Arrangement including Visibility

Vehicles accessing the proposed parking area will do so via a new access point via Yew Street, which is adopted highway and restricted to 20mph. As a gate is proposed at the new access point with Yew Street, these gates shall be hung to open inwards away from the adopted highway. In order to create the new access a section 184 license is required to carry out this works and shall be obtained separate to planning permission.

At the new access location, to ensure that the minimum visibility distance of 25m in either direction is achieved (when exiting the site), the site boundary frontage shall be no higher than 900mm.

As the existing vehicle access is to being removed, the existing dropped kerb will need to be removed and reinstated to a full height kerb. A section 171 license is required to carry out this works and shall be obtained separate to planning permission.

Parking Provision

From the submitted plan, it shows that there is an “area for delivery van”. This should be removed and this area should be used for vehicle manoeuvring purposes.

From the submitted plans, it shows that there is provision for 4no parking spaces. As per the Wales Parking Standards 2014, it states that 6.0m should be provided in front of the vehicle spaces for manoeuvring. At the narrowest point, only 5.10m has been provided for manoeuvring so this is sub-standard. However, as there is no change of use for the site and the existing site conditions have very limited manoeuvrability and a poor access to/from the site, this is vastly being improved as part of the proposals. Additionally, as the proposed parking spaces have been shown at 6.0m (in length), it is not always certain that a large vehicle will be utilising the space, if a smaller vehicle were to use the proposed vehicle spaces, a 6.0m manoeuvring area can be achieved. To clarify, on balance the proposed parking area has been improved from its existing conditions and is acceptable.

Active Travel / Sustainability

There is only one footway within the vicinity of the development but this is the on the opposite side of the highway, to the site. This footway is approximately 1.50m wide at its narrowest point. However, there is no footway along the sites frontage.

Pedestrians are able to access the proposed development via the local public transport network as Merthyr Tydfil bus station is within approximately 250m of the site and Merthyr Tydfil train station is within approximately 175m of the site

Structures

Any structures or physical boundary treatments that are 1.0m above ground level and within 1.0m of the adopted highway must be supported by plans and a set of calculations

Accident Data

Accident Data has been interrogated and it concludes that there has been no accidents recorded along Court Street or Yew Street, 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 subject to the following condition(s):

- 1) Notwithstanding the submitted plans, no works whatsoever shall commence on site until full engineering design, details and calculations of any structures that are 1.0m above ground level and within 1.0m of the adopted highway have been submitted and approved in writing by the local planning authority

REASON: To ensure the adequacy of the proposed development

- 2) The sites frontage boundary treatment shall be no more than 900mm above ground level in height and shall be constructed in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into beneficial use.

REASON: To ensure that adequate visibility is provided, in the interests of highway safety

- 3) Before the development is brought into use the means of vehicular access together with parking facilities shall be laid and approved by the LPA. Parking spaces and access shall be surfaced in consolidated materials (not loose stone or chipping) and shall be retained thereafter for the parking of vehicles. The parking and turning area shall remain available for such purpose in perpetuity.

REASON: In the interests of highway safety

- 4) Notwithstanding the submitted plans, no works whatsoever shall commence on site until full details on the entrance gate have been submitted including the type. The proposed entrance gate shall be hung to open inwards away from the adopted carriageway.

REASON: In the interests of highway safety

- 5) Notwithstanding the submitted plans, no works whatsoever shall commence on site until the plans stating that the "area for delivery van" has been modified to state that the area is to be used for vehicle manoeuvring. Details shall be submitted and approved in writing by the local planning authority

REASON: in the interests of highway safety

NOTES

- 1) The applicant should be made aware that the proposed scheme will require a highway licence for the creation of the new vehicle access and should therefore contact the council's Highway Maintenance Department regarding the approval of a section 184 license in relation to any the proposed vehicular crossovers. This this must be obtained separate to this planning permission.

- 2) The applicant should be made aware that the proposed scheme will require a highway licence for the reinstate of a full height kerb at the existing vehicle access and should therefore contact the council's Highway Maintenance Department regarding the approval of a section 171 license in relation to any the proposed vehicular crossovers. This this must be obtained separate to this planning permission.

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

pp Carwyn Morris CEng MICE

Head of Engineering and Highways