

INTERNAL MEMORANDUM

Your Ref.: P/24/0241

Our Ref.: 24/0241

To: Town Planning – Development Control

FAO: Kate Glover

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 29/10/2024

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 of a former chapel into five residential units, demolition of rear vestry and the creation of car parking area.

LOCATION

Bethel Chapel, John Street, Treharris, Merthyr Tydfil, CF46 5PS

PLANNING HISTORY

P/07/0273 - Retention of extraction flue located within roof of building - **Approved**

P/06/0044 - Change of use to a children's day nursery - **Approved**

P/06/0375 - Conversion of part of ground floor to parking/garage and conversion of first floor to flat - **Approved**

P/01/0184 - Change of use from Chapel to cabinetmakers workshop and store - **Approved**

P/00/0003 - Demolition of vestry to form amenity space/car parking area and conversion of premises to residential use - **Approved**

P/23/0292 - Non Material amendment to planning permission P/16/0430 to reduce the number of parking spaces and the material finishes to the building, doors and windows and car parking area - **Withdrawn**

P/24/0040 - Proposed Solar Panels on south facing roofline and air source heat pump - **Approved**

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Proposed Plans	24-112 P05	September 2024
Proposed Site	24-112 P07	September 2024

Existing Conditions

The existing building is an unoccupied chapel. There is no existing off-street parking associated with building nor is there any existing cycle parking. There is a double gated access to the rear of the building, however this is not for vehicles as there is no dropped kerb access from John Street

Pedestrians accessing the existing front entrance to the chapel would do so via Perrott Street, which is adopted highway, restricted to 20mph and a one-way road

Proposed Access Arrangement including Visibility

Vehicles accessing the proposed parking area will do so via John Street, which is a one-way road, John Street is adopted highway and restricted to 20mph.

Parking Provision

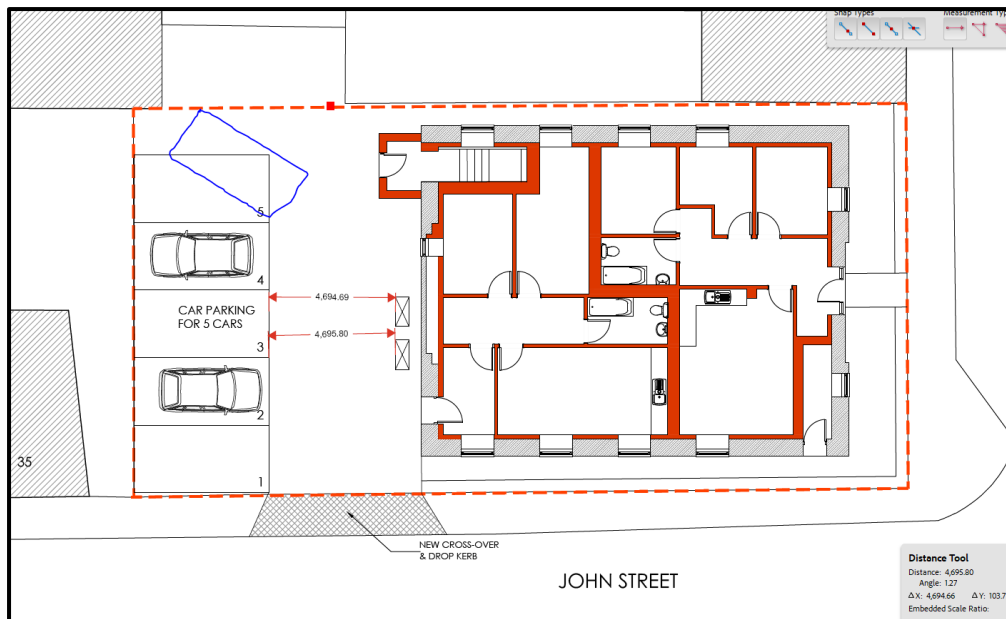
As Per the Welsh Parking Standards 2014 *"1 space per bedroom (residents)"* and *"1 space per 5 units (visitors)"*

There was already an under provision for parking for the existing chapel, the extant use of the site. As per the submitted plan, **Proposed Site 24-112 P07** there are 5no proposed parking spaces provided which is an under provision, however the highway authority deem this acceptable for the proposed 5no residential units as the parking facilities are not being made worse than the extant use of the site.

As per the Welsh Parking Standards 2014, any proposed car parking spaces should be 2.4m in width x 4.8m in length, therefore the proposed 2.5m x 5m parking bays are acceptable in terms of size.

As per the Welsh parking standards a 6m manoeuvring area should be provided in front of each space. Due to the existing heat pumps on the site this 6m manoeuvring area cannot be achieved at space no3, however by shortening all the parking bays to 4.8m this would increase the manoeuvring area, which would be accepted by the highway authority

Vehicles are unable to access parking space No5 as there is only a 4.0m manoeuvring area due to the rear entrance of the building, the applicant should resubmit a plan showing the alteration of space no5 as shown in blue below.



As per the submitted plans, the existing double gate is to be removed to allow vehicles to enter/exit the parking area which is acceptable.

Cycle Parking

As per the Welsh Parking Standards 2014, “1 stand per 5 bedrooms (long stay)” should be provided. Therefore, for the proposed development a minimum of 1no stand should be provided

On the submitted plans, there are no details of cycle parking shown. The proposed cycle parking should be easily accessible and in a well-lit location. A condition is set out below

Active Travel / Sustainability

There is a good footway link to the front entrance of the building, the footways within the surrounding area are approximately 2.0m 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 3no bus stops within approximately 80m of the site

Accident Data

Accident Data has been interrogated and it concludes that there has been no accidents recorded along John Street or Perrott 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):

- The development shall not commence until full details of cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. Cycle parking should be provided in a well-lit and easily accessible location.

REASON: to ensure adequate cycle parking facilities have been provided

- The development shall not commence until layout and construction details of the car parking for visitors and residents have been submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial use.

REASON: in the interest of highway safety

NOTES

The applicant should be made aware that the proposed scheme will require a highway licence 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.



pp Carwyn Morris CEng MICE

Head of Engineering and Highways