

INTERNAL MEMORANDUM

Your Ref.: P/24/0261

Our Ref.: 24/0261

To: Town Planning – Development Control

FAO: David Cross

From: Engineering and Highways – Highway Development Control

Please ask for: Jacquie Hobbs

Date: 16/12/2024

OBSERVATIONS BY THE ENGINEERING AND HIGHWAYS DIVISION IN RESPECT OF DEVELOPMENT AFFECTING EXISTING OR PROPOSED PUBLICLY MAINTAINED HIGHWAY

PROPOSED DEVELOPMENT

Change of use to a 11 bed house in Multiple Occupancy

LOCATION

6 Cardiff road Troedyrhiw, Merthyr Tydfil, CF48 4LB

PLANNING HISTORY

None Indicated

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Proposed Change of use existing and proposed	2024-001-Card Rev A	September 2024

Existing and Proposed Parking Provision

The site has its frontage along Cardiff Road which is adopted highway, this including the footway in front of the building. There is no existing vehicular access into the site or any associated off street parking provision.

The submitted plans show that the dwelling currently has 5no bedrooms which should have a total of 3no off-street parking spaces in accordance with the “Welsh Parking standards 2014” (residential dwellings should have 1no parking space per bedroom - max 3no spaces) . As there is no existing off-street parking associated with the extant use of the site, there is an existing under-provision of 3no parking spaces.

Merthyr highway officers use the Welsh parking standards to determine whether the proposed parking provision for any planning application is suitable for proposed use. These standards are now over 10 years old and do not align with planning current classifications, which now includes an HMO classification.

Class C4 — 2 to 6 unrelated people living independently in shared accommodation

However, a large HMO (more than 6) does not fall in any use class and deemed to be 'sui generis' and thereby falls into a use on its own and will need to be considered on its own merit.

The applicants representative states that "The client intends to advertise the properties for market rent with a view of attracting professional individuals who would benefit from being in close proximity to public transport".

With this in mind highway officers are concerned that with 11 unrelated individuals, the car ownership would in all probability be much higher than that of the extant use. In fact, if each tenant owned a car then there is the potential of 11 vehicles associated with tenants all requiring a parking space in the local vicinity on the adopted highway. It must be remembered that car use and car ownership are two very different things, and whilst tenants may use public transport for day to day commuter journeys they may still require a car for longer journeys at weekends and other times.

This means that as there is no off road parking the proposed use on the site will increase the existing under-provision of 3no spaces by at least 7 spaces. This does not include visitor parking which should be at least 2no spaces. Therefore, total shortfall of parking spaces are 9no over and above the existing use.

The applicants representative also states that, "in the instance that there is a need for some parking, we feel there is ample parking located near the site on School Road, Tyntaldwyn Rd and Chapel Street which are north of the site. Having checked googlemaps, there is no evidence of any parking restrictions on these roads". It is unclear how it has been determined that there is ample on-street parking as to date no parking survey has been undertaken, and whilst there may be no parking restrictions on much of the local highway network, highway officers are aware that in this area on street parking is well used, and there isn't the ample parking that is suggested.

The scheme proposes cycle storage, however, given the location and the size of the area proposed it won't encourage all tenants to solely own a cycle rather than a private vehicle.

Active Travel / Sustainability

Pedestrians are able to access the proposed developed via Cardiff Rd which has footways on either side of the carriageway with a local controlled crossing facility approx. 80m north of the site along Cardiff Rd. Pedestrians are able to access the proposed development via the local public transport network as there are 2no bus stops within approximately 150m of the site and Troed-y-Rhiw train station is within approximately 200m of the site

Conclusion

Given the concerns set out above the highway authority recommend refusal of the scheme given the lack of any off street parking, as the proposal will result in additional on-street parking in an area where there is already substantial demand, to the possible detriment of highway safety.

Kind regards

Jacquie Hobbs

pp Carwyn Morris CEng MICE

Head of Engineering and Highways