

# INTERNAL MEMORANDUM

**Your Ref.:** P/25/0294

**Our Ref.:** 25/0294

**To:** Town Planning – Development Control

**FAO:** Kate Glover

**From:** Engineering and Highways – Highway Development Control

**Please ask for:** Liam Davies

**Date:** 05/03/2026

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## **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 retention of works to provide access, re-profiling of ground levels and construction of retaining wall at rear of site. Change of use of site to residential development comprising of the conversion of the partially demolished Norton Tavern to form 6 residential flats, construction of 2 dwellings and works to make good the vehicle/pedestrian access at the rear of the site, creation of associated parking area and, hard and soft landscaping

### **LOCATION**

The Norton, High Street, Penydarren, Merthyr Tydfil, CF47 9HG

### **PLANNING HISTORY**

**P/24/0272** - Change of use, part demolition and conversion of Norton Tavern to provide 6 residential flats. Erection of two dwellings with associated new access, parking and re-profiling works - **Refused**

**P/06/0140** - Change of use of derelict land to beer garden (associated with Norton public house) and retaining walls - **Approved**

### **HIGHWAY ASSESSMENT**

#### **REVIEWED DOCUMENTS AND PLANS**

| Document Name                 | Document/Drawing Number | Date         |
|-------------------------------|-------------------------|--------------|
| Proposed Dwelling & Site Plan | Norton Sept FP06A       | October 2025 |
|                               |                         |              |

### Proposed Access Arrangement including Visibility

Vehicles accessing the site and proposed parking area will do so via a new, shared access off a non-adopted, unnamed road, the footways along the unnamed road are adopted. To access the unnamed road vehicles will do so via Elim Road, which is an adopted road. The applicant is advised that the proposed shared surface will not be adopted by the highway authority and will remain private.

At the new access point to the parking area, as a new junction has been created the applicant should submit details of an uncontrolled crossing point for pedestrians to travel safely across the proposed junction.

### Parking Provision and Manoeuvring

Within the Wales Parking Standards 2014, it states, “1 space per bedroom should be provided” for the dwellings and bedsit’s residents and “1 space per 5 units” should also be provided for visitors.

From the submitted plans, 11no proposed spaces have been shown. Given that the proposed development is away from the adopted highway, the proposed parking is acceptable as there is no risk of the development having a detrimental impact on the local network.

The submitted plan, *Norton Sept FP06A*, shows that the proposed parking spaces meet the correct dimensions as set out in the Welsh Parking Standards (2.4m x 4.8m) and are therefore acceptable in terms of size.

As per the Wales Parking Standards 2014, a 6.0m manoeuvring area should be provided in front of the proposed parking bays to allow a vehicle to enter and exit parking spaces safely. From the submitted plans the manoeuvring area provide is approximately 6.20m and is in accordance with the standards.

### Cycle Parking

Within the Welsh Parking Standards 2014 it states “1no stand per 5 bedrooms should be provided” for the 6no bedsits. On the submitted plan Proposed Dwellings and Site Plan Norton FP H 01A it shows 2no cycle stands, whilst the location of the stands is acceptable;, however, full details need to be submitted i.e. type of stand being used.

No cycle parking is required for the proposed 2no dwellings nor is any shown on the submitted documents.

### Active Travel / Sustainability

There is a good footway link to the front of the site; the footways within the surrounding area are approximately 2.0m at the narrowest point. As per the submitted plan, *Norton Sept FP06A*, the private access road into the site is being classed as a shared surface, given that pedestrian footfall and vehicle traffic volumes will be low these proposed 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 80m of the site.

### Accident Data

Accident Data has been interrogated and it concludes that there has been one accident recorded in 2022 along Elim Street and one accident recorded in 2021 on New Road 2021 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) No development shall take place until full details of cycle parking facilities have been submitted and approved in writing by the Local Planning Authority.

**REASON:** To ensure adequate facilities have been provided and to encourage sustainable modes of transport

- 2) There shall be no vehicular use of the approved combined vehicular and pedestrian access to the site until a scheme for the provision of an uncontrolled pedestrian crossing facility has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to:

1. Dropped kerbs on both sides of the carriageway to provide step-free pedestrian access.
2. Tactile paving at each crossing point to assist visually impaired users.

The approved details shall be fully implemented prior to any vehicular use of the approved combined vehicular and pedestrian access. The approved uncontrolled pedestrian crossing facility shall be retained and maintained in perpetuity.

**REASON:** To ensure adequate facilities have been provided and in the interest of pedestrian safety.

### **NOTES**

None.

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

pp Carwyn Morris CEng MICE

Head of Engineering and Highways