

**NPTCBC PLANNING: P2026/0455 (LBC) and P2026/0454 (FULL) Jerusalem  
Chapel Station Road**

**APPLICANTS STATEMENT REGARDING PARKING PROVISIONS**

Our response is as follows:

In the first paragraph you mention that the "existing chapel has the potential to attract higher visitor numbers at certain times", however this is not the case as the Chapel is closed to visitors as it is already converted into a dwelling (from a previous Consent P2017-0885 which has now lapsed), and this application is to regularise the conversion and hopefully obtain consent for the current proposals.

The Chapel was built in 1876 and was operational until the last recorded use in 1991, then deconsecrated sometime in the 1990's. When the building was listed in 2000, along with many others in Neath Port Talbot County, it had already been unused for the most part of the decade. If Google Maps is consulted it states that the building is "permanently closed", and so there are no visitors likely to be attracted to the property or have "spill over parking onto the ...Public Highway". The owner does not intend to open the Chapel at any time for visitors outside his family and friends. The graveyard also belongs to the owner of the Chapel, and he allows public access to the cemetery for an ever-diminishing group of locals to visit their family graves for their peace of mind and for maintenance purposes. Any other parking on this small back lane is outside the owner's control and at the visitor's risk, however most seem to visit on foot or park elsewhere.

1. The existing driveway is not new, it has existed for more than 100 years and is not proposed to be altered except for the position of the new parking spaces. I have looked up the revised SPG standard parking details and note that the Driveway dimensions show that a Single driveway should be 3.6m wide if there is a footpath, or if not then 2.6m wide can be used. We have shown that the driveway has sufficient dimension on the Topographic Survey drawing (attached) to cover both dimensions although there is no existing pavement. We have also shown that there is sufficient room for the 6.2m wide by 6m long space for the parking bays as requested, although this really only applies to a Double driveway. As this is supposed to be "guidance", it's not very clear in this situation, so we hope that this is sufficient for your requirement.
2. Station Road is a fairly narrow, single lane road which would be classed as a "low trafficked, low speed minor residential road" that only supports access for 7No. Properties plus the Chapel (the house at No.1 has different access from Queen Street) - so is neither busy nor a through road to anywhere except for

the 7No. properties or the Afan Forest Park. This access arrangement has been in existence for many years with no reported mishaps, due to the nature of the road needing a low speed approach. Only the owner's cars use the ramp as it is private property.

3. We have shown on the attached drawing for Proposed Parking that it is possible to provide a turning area in front of the chapel building from the new parking places, so that the cars can leave the site in forward gear - they would then proceed down Station Road (NCN887) towards the Afan Forest Park where there is a back access road onto Queen Street B4287. There is no room for a right-hand turn at the end of the driveway, so this is not a likely manoeuvre.
4. The stone walls mentioned here are existing and there is no intention to remove or alter them other than to provide this new parking area - at this point the wall is not retaining, but further on the wall retains the land for the graveyard. There is an existing iron railing (for safety) which is situated on top of the existing sloping stone walls which retain the existing drive down to the road level, however the railing stops more than 2.4m back from the end of the driveway, to allow for a visibility splay to check for oncoming traffic from both sides of the road. As we have already explained, there are no pedestrians using this driveway to the Chapel, other than the owner and his small family. There are hardly any pavements for pedestrians on the whole road, until the area in front of the Chapel, so pedestrians, cyclists and traffic must have awareness of each other, drive slowly and take precautions.

Any external "development" of the property amounts to two very small extensions onto the existing toilet block - most of the works have already been completed within the Chapel itself, which we are seeking to retain. However, we are committed to providing compliance with any requirements to achieve consent for the Change of Use for this Grade II listed building.