**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

The Town and Country Planning (Development Management Procedure) (Wales) Order 2015 (as amended)

**HEAD OF ENGINEERING & TRANSPORT**

**HIGHWAYS OBSERVATIONS**

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| PLANNING APPLICATION NO: | 2/3/26/0454/00 |
| APPLICANT: | MR ADAM MCCOLLIN |
| LOCATION: | JERUSALEM CHAPEL, STATION ROAD, PONTRHYDYFEN, SA12 9SG |
| PROPOSAL: | RENOVATION AND CHANGE OF USE OF JERUSALEM CHAPEL TO RESIDENTIAL ACCOMMODATION (C3) WITH SMALL ADDITIONAL EXTENSIONS TO SIDE ANNEXE PLUS NEW PARKING ARRANGEMENT. |

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The Highway Authority, in responding to the above application, provides the following substantive response:

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| **No comment** | ☐ |
| **No objection** (subject to any specified conditions below) | ☐ |
| **Concerns have been identified** (see below for how those concerns can be addressed by the applicant | ☒ |
| **Objection** – on the grounds set out below | ☐ |

**MY HIGHWAYS OBSERVATIONS ON THIS PROPOSAL ARE AS FOLLOWS:-**

In accordance with NPTCBC's Parking Standards SPG, the proposed change of use from a chapel to a two-bedroom dwelling represents a betterment in parking terms. Whilst the residential use is likely to result in a greater frequency of day-to-day vehicle movements, the existing chapel has the potential to attract higher visitor numbers at certain times and 'spill over' parking onto the already constrained Public Highway.

1. The parking requirement for a two-bedroom dwelling is two off-street parking spaces. Two spaces should be provided in accordance with the SPG dimensions, namely 6.0m x 6.2m for a side-by-side arrangement or 10.8m x 3.6m for a tandem arrangement.

2. The existing access onto Station Road is constrained by limited visibility, its proximity to the junction, and the steep gradient leading to the site. These factors result in a substandard access arrangement and would make reversing onto the highway particularly hazardous.

3. The parking layout should be revised to provide two policy-compliant parking spaces together with a suitable turning area to enable vehicles to enter and exit

the site in a forward gear. To demonstrate that this can be achieved, vehicle tracking information should be submitted in support of the proposed turning arrangements.

4. The submitted layout indicates the provision of stone walls and stone-filled gabion basket walls adjacent to the proposed parking area. To ensure adequate intervisibility between drivers and pedestrians, these features must not obstruct the required pedestrian visibility splays. Pedestrian visibility splays of 2.4m x 2.4m should be provided and maintained at the parking area access points, measured from the edge of the parking bays, with no wall, fence, vegetation or other obstruction exceeding 600mm in height within the splay envelopes.

The above is necessary to mitigate the constraints of the access arrangement and to ensure the development operates safely in the interests of highway safety.

SIGNED: Miss A Smith DATE: 05/06/2026
**pp HEAD OF ENGINEERING & TRANSPORT**

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