



## **PLANNING & DEVELOPMENT COMMITTEE**

**5 DECEMBER 2019**

### **REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

#### **PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 19/0895/08 (JE)  
**APPLICANT:** Rhondda Cynon Taf CBC  
**DEVELOPMENT:** Create off-street parking facility opposite numbers 78 - 106 Park Street, Clydach Vale.  
**LOCATION:** LAND OPPOSITE 78 - 106 PARK STREET, CLYDACH, TONYPANDY, CF40 2BU  
**DATE REGISTERED:** 06/09/2019  
**ELECTORAL DIVISION:** Cwm Clydach

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**RECOMMENDATION: GRANT SUBJECT TO CONDITIONS:**

#### **REASONS:**

Whilst the proposal constitutes a departure from the Local Development Plan, the proposal would see the construction of a car parking facility which would be beneficial to the local community and would relieve current parking pressures along Park Street. Additionally, the application is considered to comply with the relevant policies of the Local Development Plan in respect of its visual impact and the potential impact it would upon the amenity of the neighbouring residential properties and highway safety within the vicinity.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

- The application has been submitted by, or on behalf of the Council and involves land owned by the Council, where the Council's interest is of more than a minor nature.

#### **APPLICATION DETAILS**

Planning permission is sought for the construction of an off street parking facility on Land Opposite 78-106 Park Street, Clydach Vale, Tonypany.

The parking facility would measure a total length of 171 metres covering the full length of this area of Park Street. The parking area would measure a width of 2.5-3 metres and would be finished with Cellpave Hd which consists of permeable block paving. To create the level area required, the proposal would see the construction of a retaining wall which varies in height along its southern elevation to a maximum height of

## **SITE APPRAISAL**

The application site is an unused parcel of land located towards the eastern end of Park Street, Clydach Vale. The site is located to the south of the highway and extends the full length of this area of Park Street and is bounded by the highway to the north, unused land to the east and south and steps accessing 107 Park Street to the west. The site is currently covered by low level vegetation largely consisting of brambles. Towards the centre of the site is an existing off street parking space and garage. The nature of the area slopes from north to south with the level of the site decreasing towards the rear. However the change in levels becomes more apparent outside of the site boundary for this application.

## **PLANNING HISTORY**

There are no recent applications on record associated with this site.

## **PUBLICITY**

The application has been advertised by direct notification to neighbouring properties, notices displayed at the site and a press notice.

No letters of objection or representation have been received.

## **CONSULTATION**

**Highways:** No objection subject to conditions.

**Dwr Cymru/Welsh Water:** No objection.

## **POLICY CONTEXT**

### **Rhondda Cynon Taf Local Development Plan**

The application site lies within the settlement boundary for Clydach Vale and is allocated for residential development in the Local Development Plan (NSA9.19 – Land at Park Street, Clydach Vale).

**Policy CS1** – sets out the criteria for development in the Northern Strategy Area, the overall aim of which is to build strong, sustainable communities.

**Policy CS4** – sets out the housing land requirement figure to be delivered through the LDP.

**Policy AW1** – sets out how the housing land requirement will be met including through the allocations of the plan.

**Policy AW2** – supports development in sustainable locations.

**Policy AW5** - sets out criteria for new development in relation to amenity and accessibility.

**Policy AW6** - requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

**Policy AW10** – does not permit development which would have an adverse impact upon the amenity.

**Policy NSA9** – allocates land in the northern strategy area for housing development.

Supplementary Planning Guidance:

- Design and Placemaking
- Delivering Design and Placemaking: Access, Circulation & Parking Requirements

**National Guidance**

In the determination of planning applications regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan, particularly where National Planning Policy provides a more up to date and comprehensive policy on certain topics.

Planning Policy Wales Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations Act in to planning.

It is considered that the current proposals meet the seven wellbeing of future generation's goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as defined by chapter 2 people and places: Achieving Wellbeing through Placemaking of the policy document and that the proposal is also consistent with the following insofar as they relate to the development proposed –

Chapter 1 managing new development.

Chapter 3 strategic and spatial choices.

Chapter 4 active and social places

Chapter 5 productive and enterprising places

Chapter 6 distinctive and natural places.

Other policy guidance considered:

PPW Technical Advice Note 12 - Design

**REASONS FOR REACHING THE RECOMMENDATION**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

## **Main Issues:**

### **Principle of the proposed development**

The application relates to the construction of a car parking facility on a site allocated for housing within the settlement boundary for Clydach Vale, Tonypany. Whilst this proposal along the full frontage of the site would have the potential of preventing the site becoming deliverable for housing, the proposal would form a development which provides community benefits as well as providing highway safety and parking improvements along Park Street.

In addition a number of applications within the settlement of Clydach such as (19/0866/10) for 12 affordable units on an unallocated site to the west would assist in the loss of the allocation site. Furthermore, no applications for residential development at this site have been received since the adoption of the Local Development Plan. It can therefore reasonably be considered that development at the site is unviable and it is unlikely to ever be development for residential purposes.

As such, whilst the proposal would constitute a departure from the Local Development Plans. Taking the above into consideration, the principle of development at the site is considered acceptable subject to the below criteria.

### **Impact on highway safety**

The Council's Transportation Section were notified during the consultation period in order to provide comments on the suitability of the application. There comments are as follows:

At present there is no turning area available at the eastern limit of Park Street, Clydach. As such, vehicles must undertake reversing manoeuvres to exit the street, which gives cause for concern. The proposed development offers an opportunity to provide a turning area at the eastern limit of Park Street. The turning area should be constructed to adoptable standards which would enable the turning area to then be adopted by the Highway Authority.

The provision of off-street car parking on the land opposite dwelling nos. 78 through 106 would alleviate existing on-street parking demand on Park Street. The provision of a turning area can be secured via a suitably worded planning condition.

As such, taking the above into consideration, the proposal is considered acceptable subject to the attached conditions.

## **Impact on the character and appearance of the area**

Whilst it is acknowledged that engineering works would be required to construct retaining walls and level the plot to create the parking area. Given that the works would not extend above the current level of the highway, the proposal is not considered to form a dominant addition to the street scene. Furthermore due to the existing unkempt appearance of the site, the redevelopment would improve its current visual amenity.

It is also noted, that the majority of the wider parcel of land would remain unaltered. As such, the proposal would not result in the formation of a prominent feature that would be harmful to the character and appearance of the wider area.

Taking the above into consideration, the proposed development is not considered to result in the formation of a prominent feature that would be harmful to the character and setting of the application site or the wider locality. The application is therefore considered acceptable in this regard

## **Impact on residential amenity**

Given that this area of Park Street does not provide through access, the highway is likely to be used by local residents only. As such, the proposal is not considered to increase existing levels of coming and goings experienced by neighbouring occupiers. Furthermore, increased car parking capacity would alleviate current parking issues along Park Street which only allows parking along one side, to the benefit of other road users.

Any impact upon residential amenity would be greatest upon 107 Park Street to the west given its proximity to the proposal and its location lower in elevation than the highway. However, given limited scale of the proposal and a small area of land and steps separating the site from the property, the proposal is not considered to significantly impact upon the amenity of the occupiers.

In addition, it is noted that no letters of objection have been received following consultation. As such, the application is considered acceptable in this regard.

## **Community Infrastructure Levy (CIL) Liability**

The Community Infrastructure Levy (CIL) was introduced in Rhondda Cynon Taf from 31 December 2014.

The application is for development of a kind that is not CIL liable under the CIL Regulations 2010 (as amended).

## **Conclusion**

Whilst the proposal constitutes a departure from the Local Development Plan, the proposal would provide additional parking spaces along Park Street to the benefit of the local community. In addition, the proposal would not significantly impact on the character and appearance of the locality, residential amenity of the surrounding neighbouring properties or highway safety within the vicinity. The application is therefore considered to comply with the relevant policies of the Local Development Plan.

**RECOMMENDATION: GRANT SUBJECT TO THE BELOW CONDITIONS:**

**RECOMMENDATION: Grant**

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To comply with Sections 91 and 93 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be carried out in accordance with the approved plans
  - Clydach Vale PL001-2019
  - Clydach Vale PL002- 2019

and documents received by the Local Planning Authority on 12/09/19 and 3/10/19, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. Notwithstanding the submitted plans, development shall not commence until full engineering design and details providing for the creation of a vehicular turning area in accordance with the Council's Residential, Industrial and Commercial Estate Roads Design Guide has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site before beneficial use of the proposed parking area.

Reason: In the interests of highway safety and the free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. The proposed off-street parking area shall remain for the purpose of the parking of vehicles only.

Reason: to ensure that vehicles are parked off the public highway, in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. All HGV deliveries during the construction period shall only take place between the hours of 09:00 am and 16:30 pm on weekdays to and from the site.

Reason: In the interests of the safety and free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.