

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

MUNICIPAL YEAR 2014-2015

**DEVELOPMENT CONTROL
COMMITTEE
19 FEBRUARY 2015**

**REPORT OF: SERVICE DIRECTOR
PLANNING**

	Agenda Item No. 7
<p>APPLICATION NO: 11/1377 – 5 NO. NEW BUILD PROPERTIES AND ACCESS ROAD, WITH ON SITE PARKING AND VISITOR PARKING (AMENDED PLANS RECEIVED 20/08/2013) ON LAND ADJACENT TO 16 GORSEDD STREET, MOUNTAIN ASH.</p>	

1. PURPOSE OF THE REPORT

Members are asked to consider the determination of the above planning application.

2. RECOMMENDATION

That Members approve the application.

3. BACKGROUND

This application was originally reported to the Development Control Committee of 6th February 2014 and a copy of the original report is attached as **APPENDIX A**. At that meeting Members resolved to defer the application for a site visit for the substantive reason, to consider highway concerns (minute no. 180(1) refers). A site visit was held 17th February 2014 and the application was reported back for Members' consideration on 6th March 2014 (**APPENDIX B**). At the meeting Members resolved to approve the application subject to the applicant entering into a Section 106 Agreement to make a transport tariff contribution towards improving the strategic highway network (minute no. 191(2) refers). Despite progress being made the Section 106 Agreement has not progressed to completion.

As Members will be aware the Community Infrastructure Levy (CIL) was introduced by the Council on December 31st 2014. CIL is now the means by which the Council secures contributions for infrastructure improvements. Under the relevant Regulations a Section 106 Agreement can no longer constitute a reason for granting planning permission to the extent that the obligation provides funding for infrastructure which will be funded by CIL.

This site is within Zone 1 where there is a £0 charge for residential development and therefore there is no contribution required in this case and it would be unlawful to pursue the previous contribution requested.

Having regard to the previous resolution and the advice given above Members are requested to approve the application without the requirement for the transport tariff contribution.

APPENDIX A

APPLICATION NO: 11/1377/10 (BJW)
APPLICANT: Mr P Langford
DEVELOPMENT: 5 no. new build properties and access road, with on site parking and visitor parking (Amended Plans Received 20/08/2013)
LOCATION: LAND ADJACENT TO 16 GORSEDD STREET, MOUNTAIN ASH, CF45 3LR
DATE REGISTERED: 23/04/2012
ELECTORAL DIVISION: Mountain Ash West

RECOMMENDATION: Approve, subject to S106 Agreement.

REASONS:

The proposal would make productive use of a disused site that would be in keeping with surrounding land uses and would not cause detriment to the amenities of neighbouring properties.

APPLICATION DETAILS

Full planning permission is sought for the construction of 5 dwelling houses (2 semi detached and 1 link of 3 properties) with parking on land adjacent to 16 Gorsedd Street, Mountain Ash, CF45 3LR.

The proposal would consist of 2 areas of housing located and accessed off a new highway access with a turning area off Gorsedd Street. The housing would consist of a pair of semi-detached dwellings located to the north of the site and a link of 3 dwellings located to the west of the site directly behind properties in Gorsedd Street.

The application has been held in abeyance, at the applicant's request, due to concerns expressed by the case officer over the three-storey design of the link of three properties originally proposed within the scheme. This has led to a re-design of this element of the scheme to a more traditional two-storey development.

Details for the dwellings are as follows:

Semi detached dwellings

The dwellings would measure 5.5m in width (each) by 8.75m in depth by 5m in height to the eaves and 7.6m in height to the ridge of the roof.

Accommodation would consist of a hallway; W.C.; living room and combined kitchen and dining room at ground floor and 3 bedrooms (1 en suite) and a bathroom at first floor level.

The properties would be finished with rendered blockwork, with facing brick headers and a composite slate roof.

Due to the change in level at the site the property closest to Cartref, an existing neighbouring property, would be 350mm higher than the other semi detached property. However, the site section indicates that both properties would be considerably lower than Cartref (approximately 4m).

Link of 3 dwellings

The dwellings would measure 6.2m in width (each) by 9.5m in depth by 4.75m in height to the eaves and 7.85m in height to the ridge of the roof.

Accommodation would consist of a hallway; W.C.; living room and combined kitchen and dining room at ground floor and 3 bedrooms (1 en suite) and a bathroom at first floor level.

The properties would be finished with rendered blockwork, with facing brick headers and a composite slate roof.

The application is accompanied by a Design and Access Statement (DAS) in support of the application. The DAS states that the proposal would respect the character, appearance and topography of the area and would provide accommodation of a density, layout and design that is in keeping with and sympathetic to the character and appearance of the area.

SITE APPRAISAL

The site is an irregularly shaped plot of land measuring 3600 square metres (0.36 ha) situated to the east and north of Gorsedd Street, Mountain Ash. The site is steeply sloping from east to west with the highway of Gorsedd Street and the rear of properties 16-32 (evens) forming the southern boundary.

The western part of the site rises east to west from a fairly shallow plateau that leads from the top of Rock Street to several garages and the rear of more modern properties located at the head of Stream Street and Cliff Street respectively.

The site becomes steeper the further west with the upper western area, which it is not proposed to develop being located at the highest level of the site and at the same height as the top of Gorsedd Street.

The land was previously allotment gardens although it is clear that this use has ceased some time ago and the area is now extensively overgrown with well-established ground flora.

There is also an unmade track to the rear of properties within Gorsedd Street that provides access to the rear of these properties.

PLANNING HISTORY

Applications submitted in the last 10 years include:

07/2093	Land adj. 16 Gorsedd Street, Mountain Ash.	Construction of 23 dwellings (flats), roads, highway works, drainage and all associated works (Amended plans received 07/02/08, 26/02/08 and 01/04/08 with alternative site layout, access arrangement, design of Block 2, lowered ground levels for Block 3 and Permacrib retaining wall 6.8m high).	Refused 16/04/08
07/0101	Land adjacent to Gorsedd Street, Mountain Ash.	Construction of 10 new dwellings with associated new highway and drives. (Amendment to site plan).	No decision
06/0982	Land adjacent to Gorsedd Street, Mountain Ash.	Construction of 13 new dwellings with associated new highway and drives.	Withdrawn 24/01/07
03/0558	Land at the rear of 16-32 Gorsedd Street Mountain Ash.	Construction of five detached dwellings, one detached double garage, part adopted highway & private road with associated drainage & infrastructure. (Approval of Reserved Matters).	Granted 28/07/03
02/1279	Land to rear of Gorsedd Street, Mountain Ash	Construction of five detached dwellings, one detached double garage, part adopted highway and private road with associated drainage and infrastructure (Amended plans received 06/11/02).	Granted 24/01/03

PUBLICITY

This has included site notices and the direct notification of properties surrounding the site. Eight responses have been received which raise the following issues:

- Parking is already a problem in the area and these proposals will make things worse.
- The creation of the vision splay will force traffic from Gorsedd Street into the middle of the road and in the path of traffic turning left off Conybeare Street.
- The garage at the rear of No. 16 Gorsedd Street is not on the plan.
- I constantly use the back lane to load and unload my van for my business and the development will restrict this access.
- The additional properties will put more pressure on the old drainage system in use.
- Reduction in sunlight to the rear of my property.
- No additional site notices have been displayed.
- Loss of trees, bushes and shrubbery on the land.
- Disruption during the build period.

- Loss of privacy.
- Concerns over the impact of materials being stored in the upper part of the site during the construction period.
- Loss of parking space on Gorsedd Street due to the access into the site.
- The original outline consent for the site, C/01/4450, stipulated that the access to the existing rear lane should be maintained at all times by condition.
- The land retains existing access rights for myself to the garage on my property adjacent to 16 Gorsedd Street. The proposed highway layout would affect my access arrangements.

CONSULTATION

Transportation Section – no objection, subject to conditions.

Land Reclamation and Engineering – no objection, subject to conditions.

Public Health and Protection – no objection, subject to conditions.

Dwr Cymru/Welsh Water – no objection, subject to conditions.

Western Power Distribution – Western Power Distribution has a low voltage overhead main crossing the new site entrance at a right angle on Gorsedd Street. It is anticipated that if the conductor does not meet the specification for ground clearance over the new driveable area then alterations would be charged to the party who applies for new connections.

Wales and West Utilities – no response received.

South Wales Fire and Rescue Service – no objections. Advice is offered that the developer should consider the need for adequate water supplies for fire fighting purposes and the access for emergency fire fighting appliances.

POLICY CONTEXT

The site is within the settlement boundary and unallocated.

Rhondda Cynon Taf Local Development Plan

Policy CS1 - sets out criteria for achieving sustainable growth.

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 AW8 - only permits development where it would not cause harm to features of the natural environment.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity.

National Guidance

In the determination of planning applications regard should also be given to the requirements of National Planning Policy that 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.

Chapter 2 (development plans), Chapter 3 (making and enforcing planning decisions), Chapter 4 (planning for sustainability), Chapter 9 (housing), Technical Advice Note 12 Design.

Set out the Welsh Government's policy on planning issues relevant to the determination of this planning application.

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 development site is within the defined settlement boundary where development is considered to be acceptable subject to compliance with other policies within the Local Development Plan. The site has a history of previous consents including an outline and approval of reserved matters for 5 dwellings in 2003. Other subsequent applications for a greater number of houses have been refused or withdrawn more recently in 2006.

Consequently, despite the fact that the historic consents have expired, there has been little discernable change in development plan policy for this site since the previous approvals. Therefore, it is considered that the principle of using the site for residential purposes has been established and is acceptable.

It is considered that the dwellings could be accommodated at the site without leading to over development and that the proposal would make a productive use of the land that would be in keeping with surrounding land uses.

Character and appearance of the area

The area is characterised by a mix of predominantly, traditional terraced housing and several modern, new-build houses. It is considered that the site would represent an infill opportunity

It is considered that the design of the properties takes their influence from the existing terrace properties within the area in terms of their scale and design. The properties are modest in scale and height and of a density that is comparable to the less intensive areas of housing within the locality.

It is considered that the properties are of an acceptable design and scale in terms of their scale and design and would be sympathetic to the character and appearance of the area in this regard.

The most significant factor in the appearance of the proposal is the change in level across the site that rises steeply from east to west on the site. However, this area is characterised by terraces and other properties arranged against the steeply sloping valley sides. Consequently, it is considered that the form and arrangement of the development would be in keeping with and sympathetic to the form and appearance of existing properties.

Therefore, it is considered that the proposal is respectful, sympathetic and acceptable in terms of the character and appearance of the area.

Impact on amenities of neighbouring properties

The site represents an infill plot that would have a close relationship with existing neighbouring properties due to the densely built-up urban form of this area.

Having regard to the layout, scale and design of the properties and their relationship with surrounding dwellings, it is considered that any arrangement would have some impact on neighbouring properties due to the densely built up urban form of the surrounding area.

It is considered that due to the change in level at the site and the relationship between existing properties, the proposed dwellings would not have a significantly detrimental impact on the amenity of neighbouring properties.

The semi-detached dwellings would maintain an acceptable distance to the rear of properties in Pamela Street and would present the pine end of the house to Cartref and the rear of properties in Eva Street.

The link of properties to the rear of Gorsedd Street would feature rear facing windows. However, it is considered that due to the change in level, the properties in Gorsedd Street are at a higher level, and the angle that the windows would be located at would reduce their impact to an acceptable level. Additionally, due to the levels at the site and the distance to the rear of properties in Gorsedd Street it is considered that the buildings would not be overbearing or adversely affect the light of those properties.

In terms of the rear lane access to properties in Gorsedd Street this appears to be an unmade track and is shown within the ownership of the applicant. It is acknowledged that the previous approval of outline consent retained the access of properties in Gorsedd Street by condition while the current application does not.

It is considered that under the proposed arrangement part of the lane would be improved by the creation of a road and turning area and access would be able to be obtained to the remainder of the lane. In this regard it is considered that access arrangements would certainly be no worse than the existing arrangements and would potentially be improved.

With regard to the existing garage to the side of 16 Gorsedd Street, it is noted that this is not indicated on the site plans. Additionally, the easement that the owner enjoys over the land which forms part of the application site is also acknowledged. In this case it is considered that this is a private legal matter between the interested parties and the grant of planning permission would not affect existing rights of the owner in this respect.

It is acknowledged that concerns have been raised regarding the vehicular access to the site and the impact on existing parking arrangements in the area. However, these arrangements have been assessed by the Council's Transportation Section and are considered to be acceptable, subject to conditions.

In terms of the access for construction traffic it is inevitable that there would be potential difficulties for large vehicles accessing this site due to the surrounding highway network and this requires careful management. This has been recognised by the Council's Transportation Section which has recommended that a traffic management plan with wheel washing facilities be agreed for the development.

Consequently, having regard to the issues above it is considered that the proposal is acceptable in this regard.

Highway safety

The Transportation Section has raised no objection to the application. This view is subject to conditions requiring additional details for submission and approval in relation to the access and parking arrangements and footway to serve the development; the creation of additional parking facilities; the creation of the vision splay and a scheme for traffic management and wheel washing facilities.

The Transportation Section have also requested a Transport Tariff payment for the development, in accordance with the Council's Supplementary Planning Guidance (SPG) for improvements to the strategic highway network in the area.

It is acknowledged that there have been significant objections from local residents to the scheme on highway safety grounds citing the access to the proposed development, the impact on the existing parking provision in the area and the parking provision for the proposed development.

It is considered that the comments, conditions and tariff suggested by the Transportation Section have regard to the comments that have been made and would address the concerns that have been raised.

Other issues

Representations were received that there have been no additional site notices erected following the submission of amended plans. However, there has been a comprehensive re-notification of neighbouring properties in the area. Additionally, the layout and number of dwellings is unchanged from the originally submitted scheme, it is the height of the link of three properties which has been altered from a three storey block to a two storey block. The consultation has been undertaken in accordance with statutory requirements.

Conclusion

The application represents a visually acceptable form of development that would not have an adverse impact on the amenity of neighbouring residents, the visual amenity of the area or, subject to conditions, highway safety considerations.

Consequently, the application is considered to comply with the relevant policies of the Local Development Plan in respect of the issues outlined above (and in accordance with policies AW5, AW6, AW8 and AW10).

RECOMMENDATION: Approve, subject to the applicant entering into a Section 106 agreement the Heads of Terms of which are set out below:

Heads of Terms

That the applicant enters into an agreement to make a transport tariff contribution towards improving the strategic highway network at a rate of:

Residential 3/4/5 + bedrooms £3,008 / unit x 75% Level 2 tariff

5 x £2256 = £ 11280

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. Prior to the commencement of development, a detailed site investigations report shall be submitted to and approved in writing by the Local Planning Authority. The report should be sufficiently detailed to establish if any ground precautions are necessary in relation to the proposed development and the precautions that should be adopted in the design and construction of the proposed development in order to minimise any damage which might arise as a result of ground condition. The development, hereby permitted, shall be carried out in accordance with the approved site investigations report.

Reason: The site may be unstable and as such a stability report is required

in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no windows or roof lights (other than any hereby permitted) shall be installed above ground floor ceiling height without the prior express permission of the Local Planning Authority.

Reason: To safeguard the privacy of residents in the locality in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall take place until there has been submitted to and approved by the Local Planning Authority a comprehensive scheme of landscaping, which shall include indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

5. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Building operations shall not be commenced until samples of the materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

7. Construction works on the development shall not take place other than during the following times:
 - i) Monday to Friday 0800 to 1800 hours;

- ii) Saturday 0800 to 1300 hours;
- iii) Not at any time on Sundays, Bank or Public holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the noise emitted from this development is not a source of nuisance to occupants of nearby residential properties in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate disposal of found and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

9. No dwelling shall be occupied until the drainage works have been completed in accordance with the approved plans.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

10. Each dwelling hereby permitted shall be constructed to achieve a minimum Code for Sustainable Homes Level 3 and achieve a minimum of 1 credit under category 'Ene1- Dwelling Emission Rate' in accordance with the requirements of Version 3 of the Code for Sustainable Homes. The development shall be carried out entirely in accordance with the approved assessment and certification.

Reason: To ensure the development constructed is in accordance with policy guidance in relation to providing sustainable buildings, outlined in paragraph 4.12.4 of Planning Policy Wales (5th Edition) November 2012.

11. Unless otherwise agreed in writing by the Local Planning Authority, construction of any dwelling hereby permitted shall not begin until an 'Interim Certificate' has been submitted to and approved in writing by the Local Planning Authority, certifying that a minimum Code for Sustainable Homes Level 3 and a minimum of 1 credit under 'Ene1 - Dwelling Emission Rate', has been achieved for that individual dwelling or house type in accordance with the requirements of Version 3 of the Code for Sustainable Homes.

Reason: To ensure the development constructed is in accordance with policy guidance in relation to providing sustainable buildings, outlined in paragraph 4.12.4 of Planning Policy Wales (5th Edition) November 2012.

12. Prior to the occupation of each individual dwelling hereby permitted, a Code for Sustainable Homes 'Final Certificate' shall be submitted to and approved in writing by the Local Planning Authority, certifying that a

minimum Code for Sustainable Homes Level 3 and a minimum of 1 credit under 'Ene1 - Dwelling Emission Rate', has been achieved for that dwelling in accordance with the requirements of the Version 3 of the Code for Sustainable Homes.

Reason: To ensure the development constructed is in accordance with policy guidance in relation to providing sustainable buildings, outlined in paragraph 4.12.4 of Planning Policy Wales (5th Edition) November 2012.

13. No lorries shall access or leave the site between the hours of 15:30 pm and 09:30 am.

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

14. Notwithstanding the submitted plans, development shall not commence until full engineering design and details of the road layout including sections; street lighting details surface-water drainage details and tie in with Gorsedd Street have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the adequacy of the proposed development, in the interests of highway safety in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

15. The vehicular access to the site shall be laid out, constructed and retained thereafter with 2.4 x 30 metre vision splays.

Reason: To ensure that adequate visibility is provided, in the interests of highway safety in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

16. The development shall not be brought into use until space has been laid out within the site for 10 vehicles to be parked 2 per plot in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to development commencing. The spaces shall be retained for the parking of vehicles thereafter unless agreed in writing with the Local Planning Authority.

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

17. Prior to the commencement of development, details of traffic management and wheel washing facilities shall be provided on site in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and maintained throughout the construction period unless otherwise agreed in writing by the

Local Planning Authority.

Reason: To ensure that mud and debris are not deposited from the construction site onto the public highway, in the interests of highway safety in accordance with policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

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Development Control Committee Agenda - 6 March 2014

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**MUNICIPAL YEAR 2013-2014****DEVELOPMENT CONTROL
COMMITTEE****6 MARCH 2014****REPORT OF THE
DIRECTOR LEGAL AND
DEMOCRATIC SERVICES****Agenda Item No.4(iv)**

**SITE MEETING
APPLICATION NO.11/1377 – 5 NO. NEW
BUILD PROPERTIES AND ACCESS
ROAD WITH ON SITE PARKING AND
VISITOR PARKING (AMENDED PLANS
RECEIVED 20/08/2013) – LAND
ADJACENT TO 16 GORSEDD STREET,
MOUNTAIN ASH**

Author: Mrs.Z.Maisey, Principal Officer, Committee Services**1. PURPOSE OF THE REPORT**

To consider the outcome of the site inspection in respect of the above-mentioned proposal and to determine the application, as outlined in the report of the Service Director, Planning, attached at Appendix 1.

2. RECOMMENDATION

To approve the application in accordance with the recommendation of the Service Director, Planning subject to the applicant entering into a Section 106 agreement on the terms set out in Appendix 1.

3. BACKGROUND

- 3.1 In accordance with Minute No.180(1) (Development Control Committee, 6 February 2014) a site inspection was undertaken on Monday, 17 February 2014 to consider highways concerns in relation to the proposed development.
- 3.2 The meeting was attended by the Chairman and Vice-Chairman of the Development Control Committee (County Borough Councillor R.B. McDonald and D.Weeks respectively) and County Borough Councillor P.Jarman in consultation with the Local Members for Mountain Ash West (County Borough Councillors A.Morgan and S.Lloyd).

Development Control Committee Agenda - 6 March 2014

- 3.3 The Development Control Officer informed Members that full planning permission was being sought for the construction of 5 dwellings with parking on the land adjacent to No.16 Gorsedd Street, Mountain Ash.
- 3.4 Members noted that the proposal consisted of two areas of housing located and accessed off the new highway access with a turning area off Gorsedd Street. The housing would consist of a pair of semi-detached dwellings located to the north of the site and a link of 3 dwellings located to the west of the site directly behind properties in Gorsedd Street. The Development Control Officer stated that it was considered that the proposal would make productive use of a disused site and would be in keeping with surrounding land uses and not cause detriment to the amenities of neighbouring properties.
- 3.5 In terms of the un-made lane providing rear access to properties in Gorsedd Street, it was acknowledged that the previous approval of outline consent on the site retained the access by condition but this was not included in the current application. It was considered that under the proposed arrangement, part of the lane would be improved by the creation of a road and turning area and pedestrian access would be able to be obtained to the remainder of the lane. It was considered that access arrangements would be no worse than the existing arrangements and would potentially be improved.
- 3.6 With regard to the existing garage to the site of No.16 Gorsedd Street, it was noted that this was not indicated on the plans. The easement that the garage owner enjoyed over the land which formed part of the application was acknowledged but this was a private legal matter between the interested parties and the grant of planning permission, would not affect existing rights of the owner.
- 3.7 Concerns had also been raised regarding vehicular access to the site and the impact of existing parking arrangements in the area, however, these arrangements had been assessed by the Transportation Section and were considered acceptable subject to conditions.
- 3.8 In terms of potential difficulties for construction traffic entering the site owing to the surrounding highway network, the Transportation Section recommended that a traffic management plan with wheel washing facilities should be agreed for the development.
- 3.9 The Transportation Officer confirmed there was no objection to the proposal on highway safety grounds subject to conditions requiring additional details for submission and approval in relation to the access and parking arrangements; a footway to serve the development; the creation

of additional parking facilities; the creation of the vision splay and a scheme for traffic management wheel washing facilities.

- 4.0 A Local Member stated that having viewed the drawings for the proposed development, he was concerned about the siting of the two "build outs" to allow vehicles to exit the site as they would result in a loss of on-street parking for the residents of Gorsedd Street. He enquired whether the "build outs" could be removed from the scheme or taken back to the kerb line. The Local Member also highlighted the importance of retaining the rear access to properties in Gorsedd Street and the Development Control Officer and the Transportation Officer were asked to look into these matters and report back to the Development Control Committee thereon.**

LOCAL GOVERNMENT ACT 1972

as amended by

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LIST OF BACKGROUND PAPERS

DEVELOPMENT CONTROL COMMITTEE

19 FEBRUARY 2015

REPORT OF: SERVICE DIRECTOR PLANNING

REPORT

**APPLICATION NO: 11/1377 – 5 NO.
NEW BUILD PROPERTIES AND
ACCESS ROAD, WITH ON SITE
PARKING AND VISITOR PARKING
(AMENDED PLANS RECEIVED
20/08/2013) ON LAND ADJACENT
TO 16 GORSEDD STREET,
MOUNTAIN ASH.**

OFFICER TO CONTACT

**MR B WORTHINGTON
(Tel. No. 01443 494762)**

See Relevant Application File