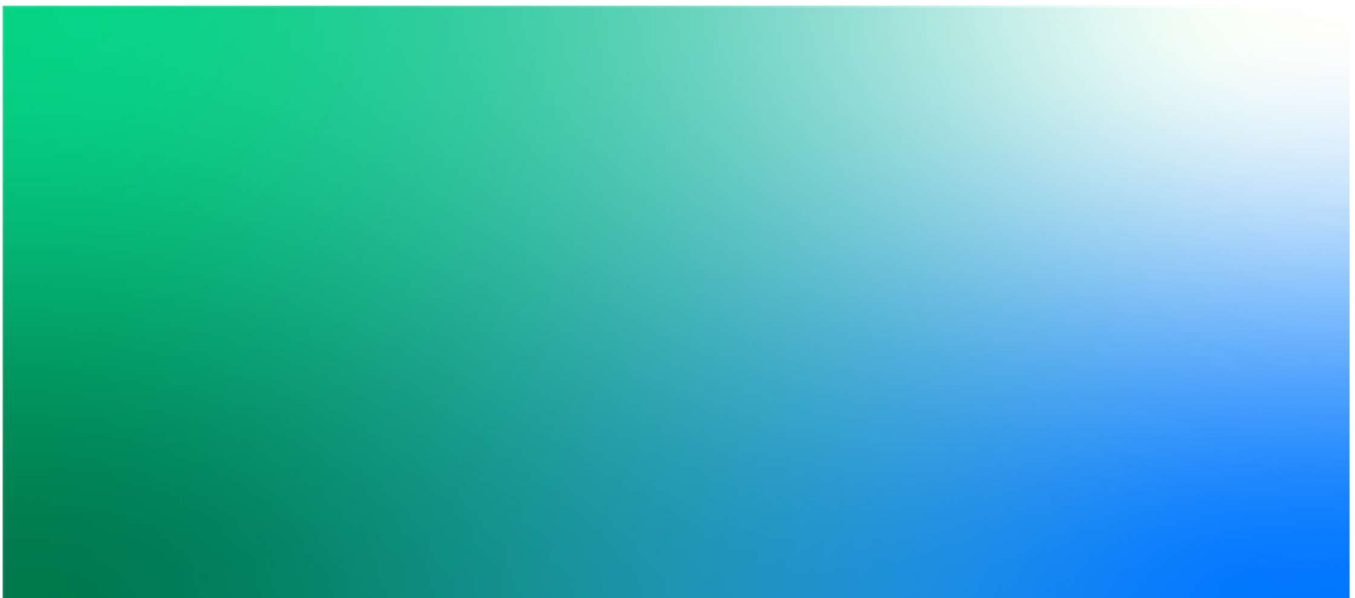




A465 Section 5 and 6
Pant Road Playground Planning Statement

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1. Introduction

This Planning Statement is provided in support of a planning application to seek the temporary change of use of Pant Road Playground, *'the Site'* to provide temporary operational space for the business known as Merthyr Motor Auctions (MMA). This is required to mitigate the impact of the A465 Heads of the Valleys Dualling Section 5 and 6, *'the Scheme'*, on the business.

The works required to widen the A465 means that an area of operational land, in the vicinity of the existing A465 Pant Road Viaduct, will be unavailable to MMA during construction. This area of the MMA site is currently used as a combination of sales space, car parking, vehicle storage and onload/offload to vehicle transporters.

MMA is located opposite the Site and in order to reduce the impact on MMA's business during construction, it is proposed to temporarily remove the playground to create a hardened secure area for car parking, vehicle storage and onload/offload of vehicle transporters.

The period of occupation by construction activities is likely to be of the order of 3 years, but may be longer, and once completed the playground facility will be reinstated with a modern play facility in a reconfigured space that is aligned with the modern approach to imaginative play.

2. Existing

2.1 Site Description

The Site is located immediately south of the A465 Heads of the Valleys Road, west of Pant Road, Pant, Merthyr Tydfil and north of the business known as Harp Funeral Services. Details are shown in the Site Location Plan contained in Appendix A.

The playground consists of a hardened area with localised play surfacing around the play equipment which consists various swings, roundabout and seesaw. The western portion of the site, which adjoins Ifor Park, is an open grassed sports area with a multi-sports unit (goals and basketball hoop). Details of the play equipment locations and site layout is provided in the Existing Layout Plan contained in Appendix B.

The Site is relatively flat, with a gently slope from the rear (west) of the site towards Pant Road, as evidenced in the Existing Layout Plan contained in Appendix B.

The boundary treatment for the site is a mixture of metal fencing including square mesh (Pant Road boundary), palisade fencing (Harp Funeral Services boundary) and bow top (play and sports area boundary). Access into the play area is controlled from Pant Road and the sports area via metal self-closing pedestrian gates.

The playground is self-draining via filtration.

The playground is largely unlit with the exception of two pole mounted lights installed to light the western footway running along Pant Road. This casts a very limited amount of light onto the eastern edge of the playground.

The Site which is subject to planning application is limited to hardened ground or grass. No trees or other vegetation is present on the site.

Desktop and field surveys have been undertaken to assess the ecological value of the Site. This assessment concluded that the site has limited potential to support protected species, but offered recommendations for reducing the light impact on bat commuting and foraging as part of the proposed work. Full findings are reported in the Pant Road Playground Ecology Report supplied as part of the planning submission.

The Site is subject to a restrictive covenant dating back to 1926 that restricts the use of the land for the purposes of public recreation only.

2.2 Playground Usage Assessment

To inform planning for the development of the site an assessment was undertaken that establish the existing play facility in accordance with Fields in Trust guidance

The surveys established the type of play facility including the age-groups of children catered for and the amount of play equipment. The guidance also stated that it was required to undertake usage surveys over a three-day period, including two weekdays and one weekend day between the hours of 8.00am and 8.00pm. These surveys were undertaken during the school summer holidays in 2019.

The results over the three days were as follows:

Date	Total Children	Total Adults (16+)
Thursday 8 th August 2019	61	
Saturday 10 th August 2019	11	
Tuesday 16 th August 2019	63	7

The survey confirmed the Site is frequently used by local children of all ages. The playground is also used by families and teenagers to socialise, play sports and by dog walkers to use the open grassed area. On reflection, the playground appeared to be an important community facility for locals within Pant.

The full playground usage survey results are provided in the Playground Usage Report submitted as part of the planning application.

3. Compound Proposal

3.1 Development Proposal

Details of the proposal to temporarily use the site as a hardened secure area for car parking, vehicle storage and onload/offload of vehicle transporters is set out below and in the Proposal Plan contained in Appendix C. In brief the proposal consists a secure compound area with access from the existing Pant Road/The ICI junction which will become redundant as a result of the Scheme. Whilst in use the site will be lit when necessary on safety grounds.

Once the construction land has been returned to MMA it is proposed to return the Site to a playground. This will include new modern play equipment and an enhanced planting regime that provides opportunity to introduce greater imaginative play space and biodiversity learning opportunities. Details of the playground remediation works are presented in the Proposed Playground Reinstatement Plan contained in Appendix E.

To mitigate the loss of the playground facility, during the period it will be unavailable, it is proposed to erect one additional piece of equipment at the Station Road and Trevor Close Playgrounds in advance of Pant Road Playground becoming unavailable.

Further details of specific design aspect are provided in the following sections.

3.2 Planning Policy Context

The proposal to development the Site is to mitigate the impact of the construction phase of the Scheme on MMA's business. The Scheme has successfully completed the statutory process which considered the scheme ability to deliver the aims of all relevant national and local policies and strategies. This was scrutinised at Public Local Inquiry and found to be appropriate culminating in a Ministerial decision to progress to construction.

A key objective of the scheme is to support the socio-economic regeneration of the region via improved access to workforce and markets. In achieving this it is important to safeguard existing business influenced by the works, as is the case with MMA. It is therefore considered the development of the Site aligns with the following policies as set out in The Adopted Merthyr Tydfil Replacement Local Development Plan 2006-2031.

Policy SW10: Protecting and Improving Open Spaces

Development proposals that improve the quality, quantity or access to open space will generally be supported. Development proposals that would have an unacceptable adverse impact on or result in a loss of open space will not be permitted unless:

- It would not cause or exacerbate a deficiency of open space in accordance with the Council's open space standards or;
- The majority of the open space can best be retained and enhanced through the redevelopment of a small part of the site or; and
- Satisfactory equivalent community benefit or enhanced compensatory provision can be provided in accordance with the Council's open space standards

Policy SW13: Protecting and Improving Local Community Facilities

The provision of new and enhanced community facilities will be supported subject to satisfying other relevant LDP policies. The Council will protect and support the enhancement of the County Borough's existing community facilities. Development proposals that would result in a loss of an existing community facility will only be permitted where:

- alternative provision of at least equivalent value to the local community can be provided nearby.

Policy EcW2: Protecting Employment Sites

Policy EcW2 allows for the development of ancillary services or facilities that supports the primary employment use of the site. Due to their ancillary nature these will be of an appropriate nature and scale to the existing employment site and will have an obvious and clear benefit to the existing employment use. These will be clearly secondary in nature to the main employment use.

Policy BW17: Securing community infrastructure benefits

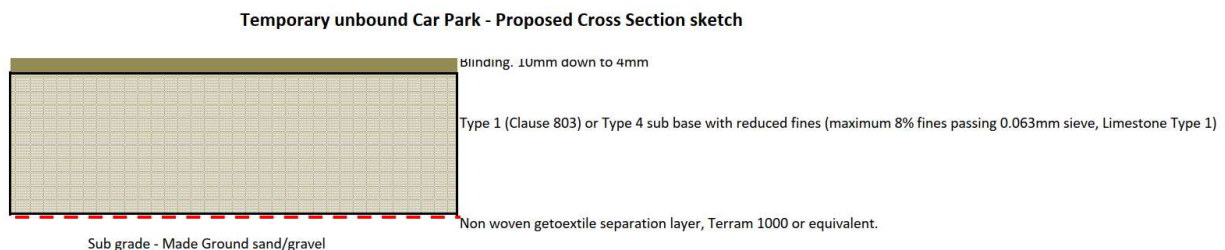
Development proposals will only be permitted where adequate community infrastructure capacity exists or where additional capacity is capable of being provided as part of the development without unacceptable impacts on people or the environment. In order to address the impacts of particular developments, the Council will seek to secure community infrastructure benefits through planning obligations. Such obligations may relate to:

- suitably designed and located public open space and play, recreation, sport and leisure facilities
- highway works, pedestrian and cycling facilities, and public transport improvements

The Site is subject to a covenant, this will be addressed in the Covenant section of this document.

3.3 Surfacing Proposal

To facilitate infiltration the pavement construction proposed is as follows:



3.4 Drainage Proposal

The Site is currently self-draining via infiltration. Using appropriate pavement design and the introduction of a low bund around the site, it is proposed that drainage of the Site will continue to be via infiltration. Details of the proposed drainage strategy is included in the SAB application submitted as part of this planning application.

3.5 Landscaping and Maintenance

The construction of the car park will not require any tree or vegetation clearance, with the exception of soil strip to enable works to be completed.

3.6 Boundary Treatment Proposal

The proposed boundary treatment is 2.4m high PVC chain link fencing, erected on all four sides of the site boundary. A 6m wide, 2.4m high double chain link gate will be erected at the site entrance point to allow for vehicular access from the reconfigured junction that currently serves the local road known as The ICI. The fencing and gate details are indicated on the Proposed Plan contained in Appendix C.

3.7 Lighting Proposal

To ensure full security, the proposed car park will require low level shielded lighting, distanced approximately every 15–20m apart and located around the remaining three boundary sides. The lighting levels at the proposed carpark will be based on the recommendation of BS 5489-1:2013 for “Maintained lighting levels for outdoor car parks”. To minimize potential harmful effects of light pollution, the proposed lighting will only light the area that needs it, be no brighter than necessary and be fully shielded to point the light downwards and avoid spill.

MMA operates its business between 8.15am to 6.30pm, Monday to Saturday with Monday’s and Wednesday’s open until 10.30pm due to running evening auctions. We would expect lighting to be used between 8.00pm until 10.30pm in summer months with winter months potentially changing between 7.00am until 8.00am and 4.00pm until 6.30pm on non-auction days which will require lighting to run until 10.30pm. This consideration has accounted for the possibility of staff arriving early before 8.15am to set up.

Full details of the lighting proposal are contained in provided in the Lighting Proposal Report submitted as part of this planning application.

4. Access Statement

The Site will be utilised for both customer and staff car parking, vehicle storage and onload/offload of vehicle transporters. The proposed access to the Site utilises a reconfiguration of the redundant Pant Road/The ICI junction.

Approximately 15 staff vehicles are parked within MMA’s site daily, along with approximately 20 customer vehicles on non-auction days. On auction days, these numbers increase, but the area of replacement parking provided on the Site exceeds the area currently available for customer parking which accommodates auction day parking requirements.

Auctions are held three times a week, Mondays, Wednesdays and Saturdays and take place between the following hours:

Auction	Start	End	Additional Notes
Monday	6.00pm	10.00pm	Staff cars on the premises until approx.10.30pm
Wednesday	6.00pm	10.00pm	Staff cars on the premises until approx.10.30pm
Saturday	2.00pm	5.00pm	Staff cars on the premises until approx.6.30pm

Vehicle transporters access the site at various times, 6 days per week averaging 1 vehicle per day. These vary in size with the largest vehicle being 24.5m long. This vehicle has been used as the basis for assessment of the

proposed entrance and turning spaces ability to facilitate entry and exit to the Site in a forward direction. The turning movement of this vehicle is shown in the Access Statement Plan contained in Appendix D, in addition to confirming the reconfigured junction is capable of safely accommodating HGV manoeuvres to and from Pant Road.

As the junction currently accommodates all turning movements for vehicles travelling to and from The ICI, it has a far greater capacity than will need to be accommodated when operated by MMA.

An indicative site layout is provided in the Access Statement Plan that indicates 33 car park spaces (4.8m x 2.4m) and 14 lorry spaces (3m x 11.5m) can be accommodated whilst maintain HGV turning within the Site. These numbers are comparable with the capacity of the space being lost temporarily to the Scheme.

5. Playground Reinstatement Proposal

Details of the assessment and design development activities relating to Pant Road Playground are recorded in the Pant Road Playground Report submitted as part of this planning application and summarised below.

To mitigate Pant Road Playground being unavailable it is proposed to add an additional piece of equipment at two playgrounds in the immediate vicinity, Station Road and Trevor Close, prior to the removal of Pant Road Playground.

The piece of equipment proposed at Station Road, play train, has been selected to reflect the railway heritage of the site and predominant younger playground user group. At Trevor Close, the ground level is suitable for a new scramble slide appropriate to the mixed and older playground user group.

Once the works influencing the MMA site have been completed and the land returned to MMA, the Site will be reinstated to a playground consisting of modern equipment. The proposed reinstatement works, and examples of proposed equipment are set-out in the Playground Reinstatement Plan contained in Appendix E.

The reinstatement proposal reconfigures the positioning of the playground in the Site, setting the play area back from the road. This provides space for tree planting that provides screening to the road and improves opportunities for imaginative play and biodiversity learning opportunities through the introduction of bug hotels and log piles.

The proposed design has been shared for comment with Merthyr Tydfil County Borough Council officers and Local Ward Members. The resulting design forms the basis for the proposal presented.

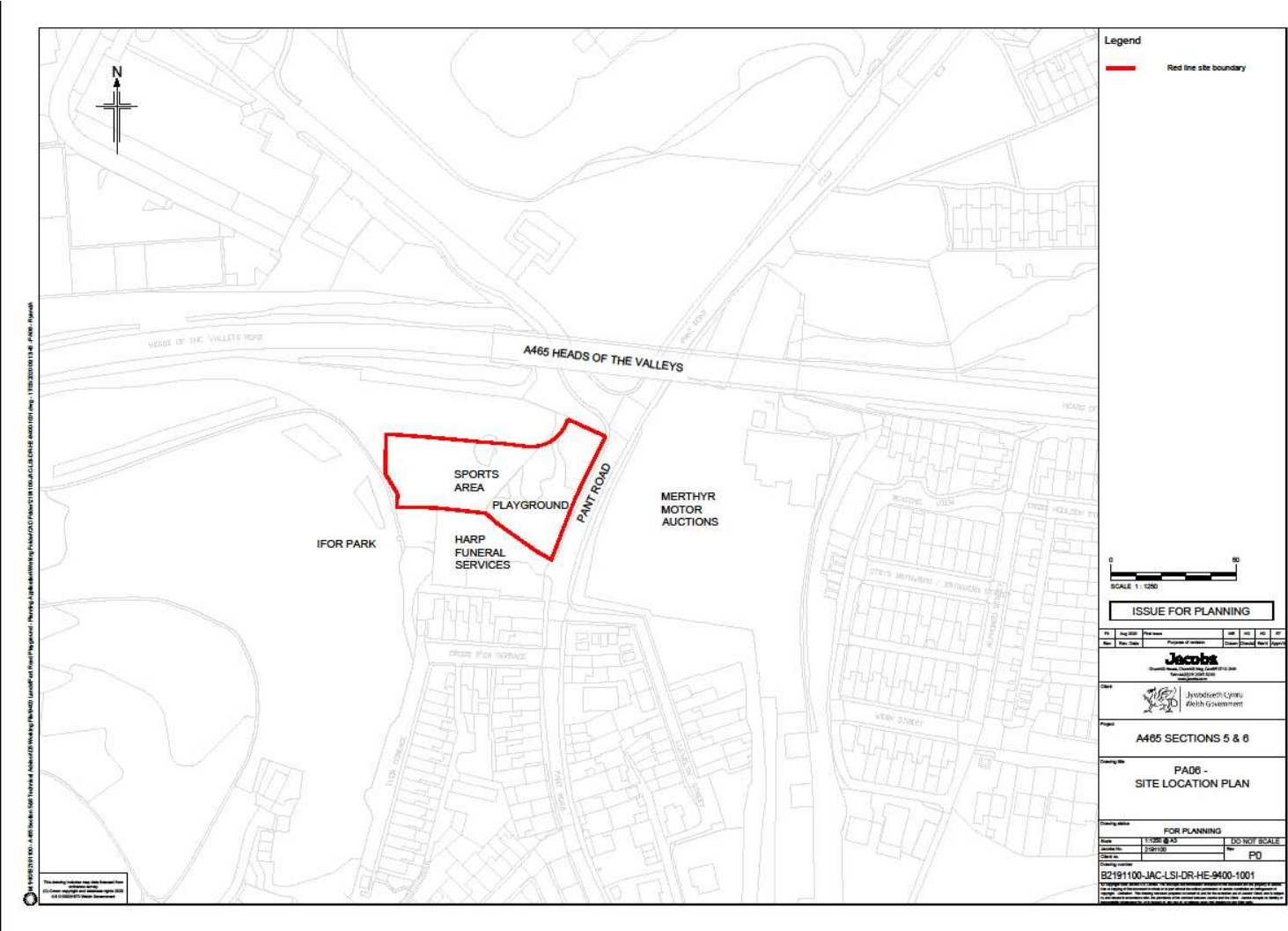
6. Covenant

The Site is subject to a restrictive covenant dating back to 1926 that restricts the use of the land for the purposes of public recreation only. To enable the land to be used temporarily as a compound it is necessary to complete a legal process that lifts this restrictive covenant.

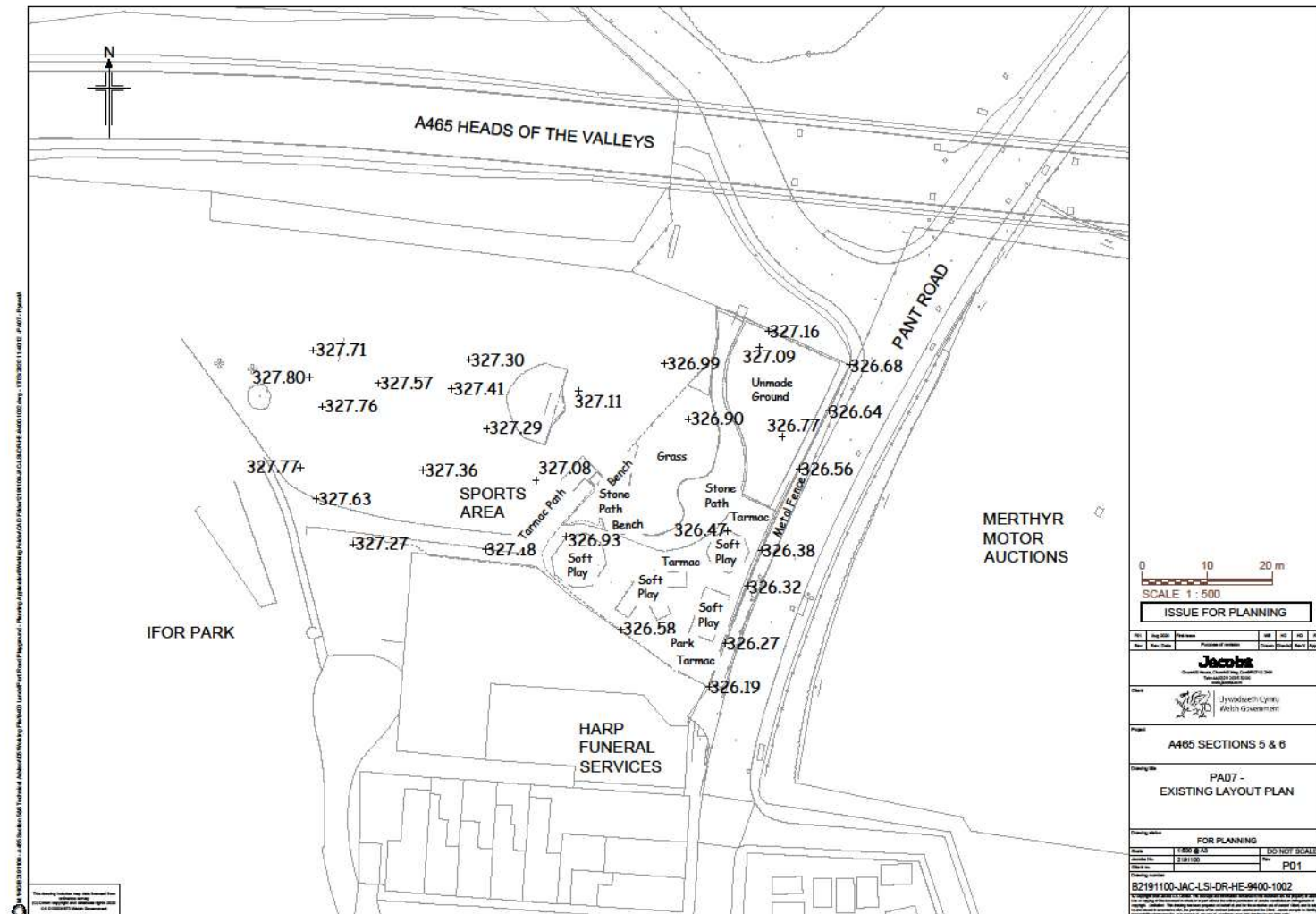
This legal process includes the need to consult with relevant parties, providing opportunity for support or objection to be raised and clarification to be sort where necessary.

It is proposed that this consultation will run in parallel with the planning process associated with the change of use of the Site.

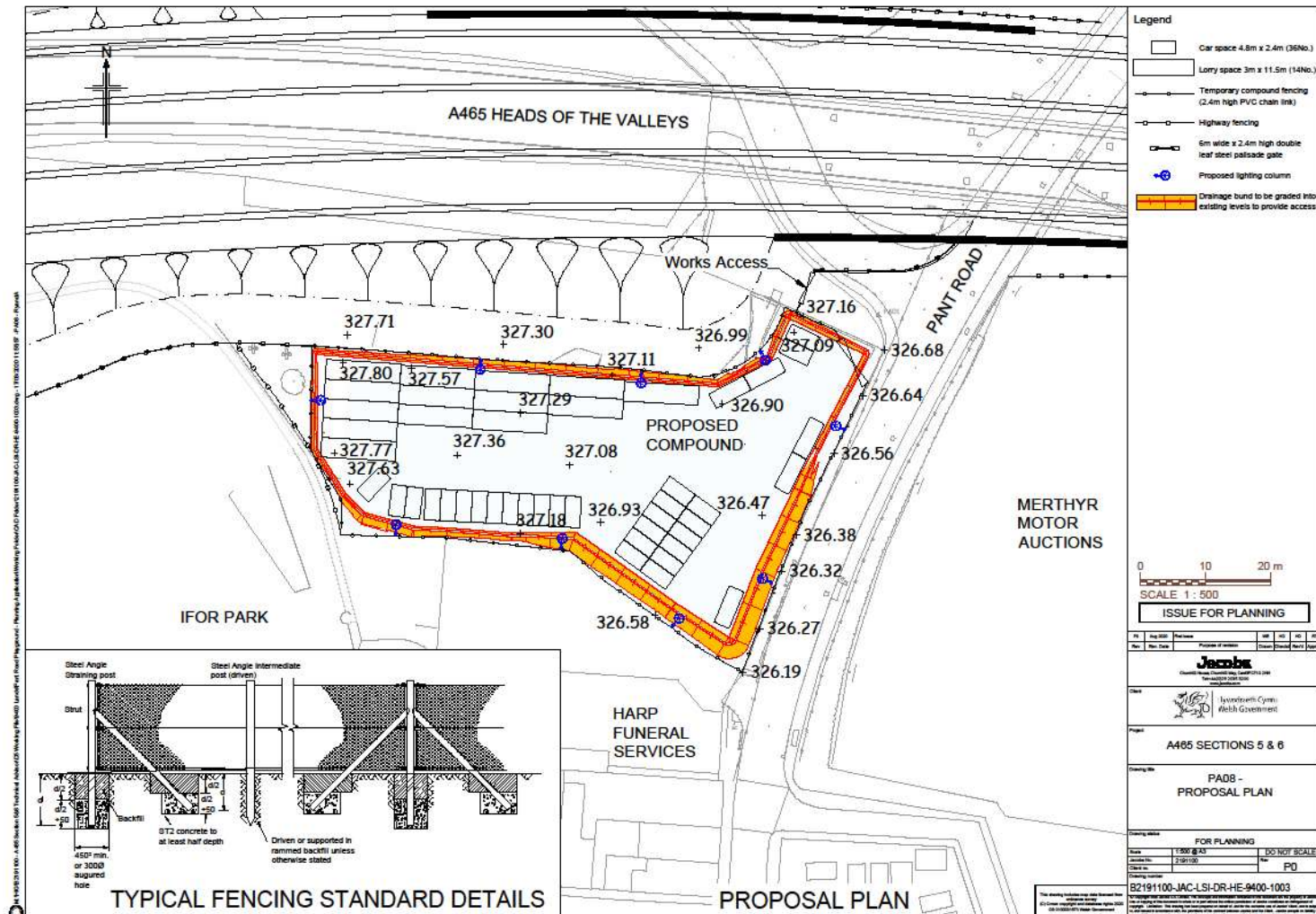
Appendix A. Site Location Plan



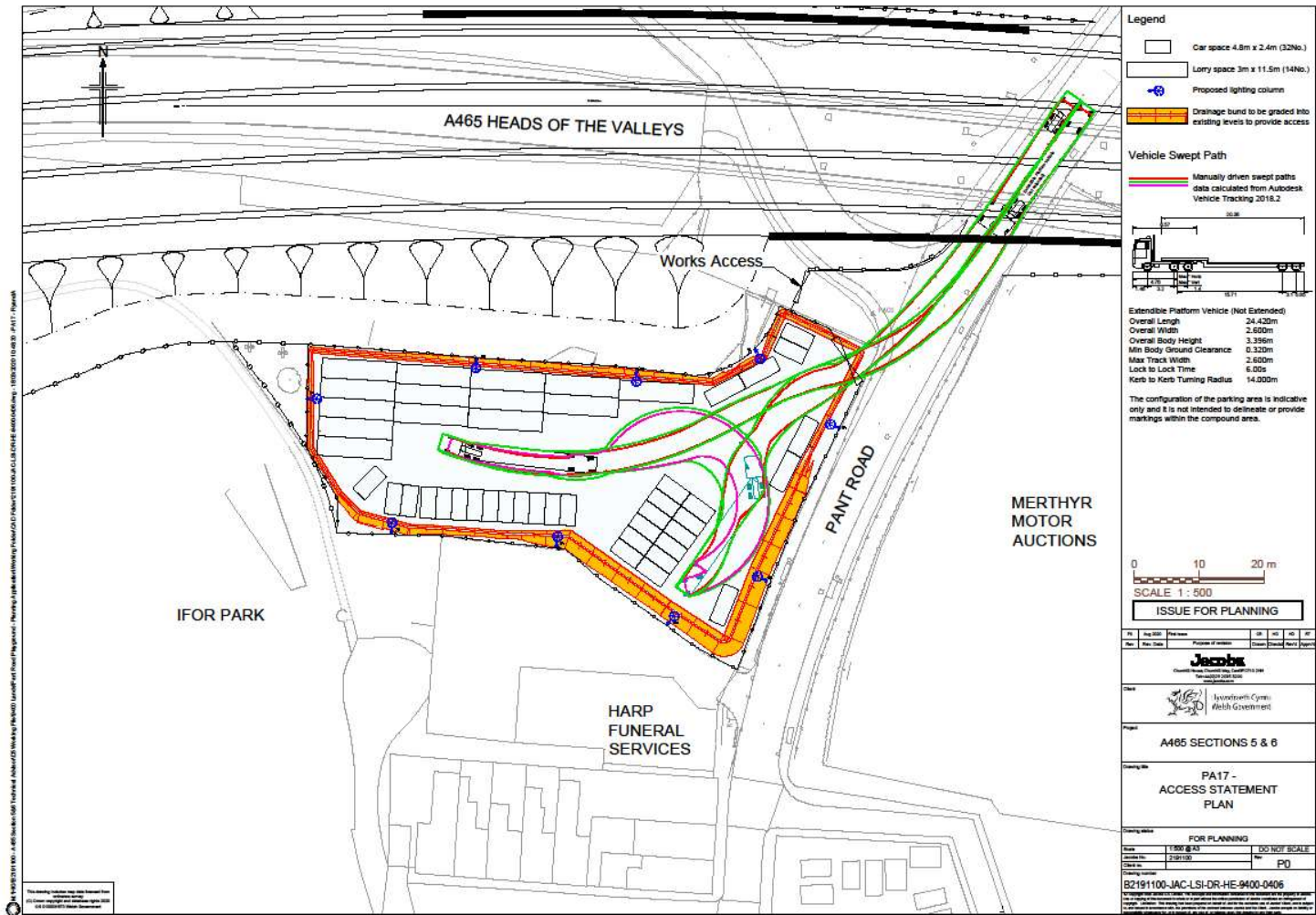
Appendix B. Existing Layout Plan



Appendix C. Proposal Plan



Appendix D. Access Statement Plan



Appendix E. Playground Reinstatement Plan

