

DELEGATED REPORT

Application No:	P/24/0099
Site Address:	26 Wingfield Terrace Caerphilly Road Treharris CF46 5DB
Development:	Proposed car parking to front forecourt
Case Officer:	Kate Glover
Site Visit:	9th May 2024
Application Expiry Date:	29th August 2024
Consultation reply date expired:	12th August 2024

APPLICATION SITE

The application site is a semi-detached dwelling located within the settlement boundary. No. 26 Wingfield Terrace has a rear garden and a front amenity area. Due to the topography of the area, the front amenity area is below the level of the adjacent highway. Within the front amenity area, there is pedestrian access and a raised platform. The raised platform measures approximately 4.5 m long and 1.6 m wide.

In addition, within the front amenity area, there is a level gravel area measuring approximately 3.3m deep and 8.15m wide. This area is set down from the public highway by approximately 0.65m and, therefore, the height above the ground level of the dwelling is approximately 1.0m. The gravel area measures approximately 0.95m high where it finishes in front of the dwelling. The distance between the gravel area and the dwelling is approximately 1.9m.

The dwelling is part of a group of dwellings known as Wingfield Terrace which are a group of semi-detached dwellings located along the northern side of Caerphilly Road.

The property to the north-east (No. 27 Wingfield Terrace) has a similar front garden area to that of application site which is positioned below the level of the adjacent highway. It is noted that there are several fences within the garden at elevated levels, of which one of the fences is located close to the ground floor windows and runs along the adjacent boundary to No. 26. The property to the south-west (No. 25 Wingfield Terrace) including the front garden area is positioned at a lower level in relation to No. 26.

In terms of the wider street scene, it is noted that a brick boundary wall encloses the dwellings that comprise Wingfield Terrace, which forms a cohesive and attractive contribution to the street scene. It is noted that, other than the pedestrian access to the properties, there are only two properties that have larger openings in the boundary wall. No. 26 Wingfield Terrace, where the pedestrian access is wider and measures some 2.6 m, and No. 24 Wingfield Terrace where there is access wide enough for a single car.

The dwellings on the opposite side of the application site comprise of two distinct terraces. One is a group of cottages that appear to be of some age and the other is Victorian or Edwardian in character and appearance.

PROPOSED DEVELOPMENT

This application seeks full permission to construct a car parking area in the front forecourt of the site.

To form the vehicular access from the highway, due to the level differences, the ground level of the front amenity area will be raised by approximately 0.65m. This height would be approximately 1.6m above the ground level of the principal elevation of the property. The parking area would have a 1 in 10 slope into the site, thus measuring approximately 1.2m high at the lower end where the parking area finishes in front of the dwelling. The raised parking area would be setback approximately 1.2m from the principal elevation of No. 26.

The surface area of the parking area would measure approximately 4.8m deep by 3.0m wide. The top of the boundary wall closest to the dwelling would be finished with a balustrade measuring approximately 1.2m high. The surface of the parking area would be finished with a porous surface. A flight of steps to the front of the dwelling would be located to on the northeast side of the proposed parking area.

PLANNING HISTORY

The relevant planning history is summarised below:

P/06/0616 Creation of hardstanding and construction of associated retaining walls
Granted 02 Jan 2007

It appears that this planning permission has not been implemented.

CONSULTATION

Head of Engineering and Highways	No objection.
Environmental Health Manager	No objection.
Dwr Cymru/Welsh Water	No objection.

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, letters were sent to adjoining properties and a site notice was displayed within the vicinity of the site.

One letter of objection and one letter of support were received following this publicity exercise. The main material points of the letters received have been summarised below.

Objection

- Vehicles would drive over the pavement and there are children living next-door.
- Car emissions would go through their open windows.

Support

The proposal would help relieve congestion caused by cars parking on the road.

Following the submission of revised plans, letters were sent to adjoining properties and those who had written in previously. No further comments were made following the re-consultation.

Due to the objections received this application has been referred to the local Ward Councillors to inform them of the responses received in relation to this application. It has not been requested that the application be presented to the planning committee. As such, it will be determined under the delegated powers by the Director of Neighbourhood Services.

Other matters raised by the objector

- The house next door is a council house, and the neighbour letter should have been sent to Merthyr Valley Homes.
- Cannot see the plans on the Council's website.
- Do not want a drop kerb in front of their house

The three matters raised above are considered in turn below:

- The publicity exercise was appropriately carried out in accordance with the planning regulations.
- The application form and plans are available on the Council's website.
- The introduction of dropped kerbs on the public highway is a common arrangement where new access is created, which would be a matter for the Highway Division to approve.

POLICY CONTEXT

National Development Framework

Future Wales: the National Plan 2040 (February 2021) (Future Wales) sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

National Planning Policies

Planning Policy Wales (Edition 12, February 2024) (PPW12).

Local Planning Policies

The following policies of the Merthyr Tydfil County Borough Council Replacement Local Development Plan 2016-2031 (LDP) are relevant to the determination of this application:

- SW4 Settlement Boundaries
- SW11 Sustainable Design and Placemaking
- EnW4 Environmental Protection
- EnW1 Nature Conservation and Ecosystem Resilience

In addition, the application will be determined having regard to the advice contained within the following Supplementary Planning Guidance (SPG) Notes:

- Note 4, Sustainable Design
- Note 5, Nature and Development

PLANNING CONSIDERATIONS

The key considerations in the determination of this application are the principle of development, highway safety and residential amenity.

Principle of Development

The proposal would be located within the front garden of 26 Wingfield Terrace and is within the settlement boundary. The principle of development is acceptable and meets with the requirements of policy SW4.

Highway Safety

The Head of Engineering and Highways (HEH) notes that the carriage width along Wingfield Terrace is substandard and, in some areas, there are further restrictions where two cars are unable to pass due to on-street parking.

HEH also notes that the parking area is approximately 4.8m deep and 3.0m wide. These dimensions meet the requirements of CSS Wales Parking Standards 2008.

No highway safety concerns have been raised and therefore the proposal meets the requirements of LDP Policy SW11.

Visual Impact

It is noted that to facilitate the development approximately 1.8m of the brick boundary wall would be removed.

It is considered that the scale of the proposal and the loss of boundary wall would not be detrimental to the visual qualities of the wider street scene.

It is considered, therefore, that the proposal meets the requirements of LDP Policy SW11.

Residential Amenity

The Environmental Health Manager (EHM) was consulted following the objection to the proposal for reasons of air pollution. The EHM has not objected to the proposal and notes that many properties have similar off-road parking arrangements.

It is considered that the proposal would not represent a detriment to the living conditions of the occupants of No. 27 or No. 25 for reasons of air pollution. It is considered that the proposal meets with the requirements of LDP Policy EnW4.

Turning to issues of overbearing, overlooking and disturbance each property neighbouring property will be considered in turn.

With regard to No.25, it is considered that the proposal would not give rise to issues of overbearing or increased overlooking by reason of the existing raised platform which is located on the boundary with No. 25.

With regard to disturbance caused by the headlights of vehicles manoeuvring on and off the proposed parking area, the only potential impact would be if a vehicle manoeuvred at an angle and with headlights towards No. 25. It is considered that any headlights are unlikely to cause significant detriment to the occupants due to the oblique angle between the parking area and the windows of No. 25.

With regard to No. 27, the proposed parking area would be constructed some 6m from this property's boundary. As noted above, within the front amenity area of No. 27 a fence has been erected in front of and close to their ground floor windows.

With regards to overbearing impacts, it is considered that due to the parking area and steps proximity to the boundary of No.27, scale and orientation, the proposal would not cause a significant degree of overbearing impact on the occupants of No. 27.

It is noted that there is already a degree of overlooking experienced between No. 27 and No. 26 using the front amenity area and from the public on the highway. Due to the parking area and step's scale, orientation and proximity to the windows of No. 27, the degree of overlooking, or perception of overlooking, would not significantly increase as a result of the proposal.

With regard to disturbance caused by the headlights of vehicles manoeuvring on and off the proposed parking area, the only potential impact would be if a vehicle manoeuvred at an angle and with headlights towards No. 27. It is considered that any headlights are unlikely to cause significant detriment to the occupants due to the oblique angle between the parking area and the windows of No. 27.

It is considered, therefore, that the proposal meets the requirements of LDP Policy SW11.

Ecology

In respect of ecology, the Council's Ecologist has recommended that a bat box is positioned on the western elevation of the dwelling. Given the scale and nature of the development, it is considered a condition can be used to secure biodiversity enhancement.

As noted in chapter 6 of Planning Policy Wales (edition 12), applications should be supported by Green Infrastructure Statements (GIS). Likewise, given the nature of development, this would not be deemed a reasonable requirement in this instance. Notwithstanding this, ecological enhancements would be requested and controlled by condition, which would provide additional habitats in the local area, and therefore contribute to the wider green infrastructure objectives.

It is considered that the proposal meets with the requirements of Policy EnW1.

Drainage

Plans indicate that surface water run-off will be managed via a land drain and the existing drainage system.

Dwr Cymru/Welsh Water have recommended a condition be imposed to ensure that surface water from the proposal should not discharge to the public sewerage system for reasons of hydraulic capacity and water pollution.

It is considered that the scale and nature of the proposal would not result in the need to manage a significant increase in surface water and the proposed development falls below the requirement for SAB. As such, it is considered acceptable that the requested condition is imposed on the planning permission.

It is considered that the proposal meets with the requirements of Policy EnW4.

Wellbeing of Future Generations Act

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 ("the WBFG Act") has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

CONCLUSIONS

Having regard to the policy context above, the proposal is considered to be acceptable and the following recommendation is made:

RECOMMENDATION: BE APPROVED subject to the following **CONDITIONS:**

1. The development shall be carried out in accordance with the following approved plan:

Drawing Title: Proposed Car Parking to Front Forecourt, Drawing Number 2984.CP, Received on 22 July 2024.

Reason -To ensure compliance with the approved plans and clearly define the scope of the permission.

2. **BEFORE WORKS COMMENCE ON SITE** a scheme for biodiversity enhancement, including a timescale for implementation, shall be submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details and retained in perpetuity thereafter.

Reason - Future Wales and Planning Policy Wales (Edition 12, February 2024) requires all development to maintain and enhance biodiversity and to accord with Policy EnW1 of the Merthyr Tydfil Replacement Local Development Plan.

3. No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason - To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment and to accord with Policy EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan.

RECOMMENDATION ENDORSED



Director of Neighbourhood Services



DATE: 29.08.2024