

DELEGATED REPORT

Application No: P/19/0290

Site Address: 10 Bro-y-ffrwd
Gellideg
Swansea Road
Merthyr Tydfil
CF48 1NH

Development: Creation of 6 No. off street parking bays

Case Officer: Rebecca Owens

Site Visit: 13th November 2019

Application Expiry Date: 31st March 2020

Consultation reply date expired: 30th March 2020

APPLICATION SITE

The application site relates to a residential dwelling located within a cul-de-sac and more specifically to a parcel of open grass land which forms the front garden of this property. The site is in a high density residential area within the settlement boundary and is bound by a highway to the north and other residential dwellings to the remaining sides. The site has a gently sloping profile.

PROPOSED DEVELOPMENT

Full planning permission is sought for the creation of six communal parking bays on the grassed land to the front of a residential dwelling. These would be divided into a block of 4 parking bays adjacent to the boundary wall of 8 Bro-Y-Ffrwd and two further parking bays (one of which would be a disabled bay) adjacent to the existing concrete path to the front entrance of 10 Bro-Y-Ffrwd. The parking bays would be covered with permeable paving and bollards would be erected between the newly formed parking bays and the remaining grassland, including bollards between the disabled bay and the pathway to 10 Bro-Y-Ffrwd.

A non-illuminated advanced warning sign is proposed on the pavement adjacent to number 2 Bro-Y-Ffrwd advising drivers of the potential for reversing vehicles ahead. The sign itself would be 1.265m in width by 0.925m in height and would be mounted on a post at a height of 2.3m.

PLANNING HISTORY

There is no relevant planning history which needs to be taken into consideration when determining this application.

CONSULTATION

The following bodies were consulted and their responses are presented below:

Engineering & Traffic Group Leader No objection subject to condition

PUBLICITY

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

Two letters of objection were received following this publicity exercise. The main points raised with these are summarised below:

- The area is prone to crime and vandalism and as such the parking bays would not be used by residents. Residents would not park their cars away from their properties where they would not be able to watch over them to prevent them from being vandalised or stolen. As such the proposal would not alleviate the parking problems within the area.
- The existing bollards were put in place to stop anti-social behaviour from taking place on this open area of grassland. This includes caravans, unwanted vehicles, vehicles without MOTS, Tax or insurance and stolen cars from being left there and cars being parked there for repairs resulting in them being worked on throughout the day and night. The proposed scheme would allow these problem to re-occur. These would have the greatest impact on the residents of number 10 Bro-Y-Ffrwd.
- Noise and disturbance to number 10 Bro-Y-Ffrwd from uncontrolled/unrestricted users of the car parking spaces using them at any time day or night (particularly the bays directly to the front of their property).
- Unfair for the residents of 10 Bro-Y-Ffrwd to have the development directly outside of their window. Bays could be placed to the fronts of other properties.
- The residents of number 10 Bro-Y-Ffrwd will have greater difficulty parking at their own property and their path may be blocked resulting in them needing to walk over the grass.
- Request for bollards to be put in place to stop vehicles going further onto the grass and turning on this land and for a bollard to be retained next to the pathway of 10 Bro-Y-Ffrwd.

Following the receipt of the above letters and shared concerns regarding the potential impact of the proposal on the occupants of 10 Bro-Y-Ffrwd, the agent was contacted and the scheme subsequently amended. A further publicity exercise was then undertaken. No representations were received following this.

Local ward councillors have also been consulted and they wish the application to be determined under delegated power by the Chief Officer Planning & Neighbourhood Services.

POLICY CONTEXT

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

- SW4: Settlement Boundaries
- SW11: Sustainable design and place making

PLANNING CONSIDERATIONS

The properties in Bro-Y-Ffrwd are generally set back from the highway with large grassed areas to the front and do not benefit from off street parking. In addition to this, the carriageway is narrow, with a turning head at the top of the street. At present, this results in residents parking their vehicles in the turning head or mounted over the adjacent pavements. This makes turning in the area difficult, causes obstructions along the footpaths and impinges upon the narrow carriageway. The proposal would provide six parking bays for public use (one of which would be designated as a disabled space) which would help to alleviate some of the existing indiscriminate parking and issues associated with this. As such the proposal would be beneficial to pedestrian and highway safety by improving manoeuvrability, and reducing obstructions to the footpaths and carriageway. However, it is acknowledged that the proposed parking bays would be constructed adjacent to a bend in the highway with vegetation along the eastern boundary of the site. As such, the ability for drivers to see vehicles reversing into or out of the parking spaces would be impeded. Notwithstanding this, traffic speed are likely to be very low due to the narrowness of the road and the limited forward visibility. As such the Engineering and Traffic Group is satisfied that this could be suitably overcome with the provision of a bi-lingual advance warning sign as illustrated in the submitted drawings. A condition regarding the timeframe for the provision and retention of this would therefore be necessary.

The proposal relates to a parcel of open grassed land which forms part of the front curtilage of a residential dwelling located on a residential street. Whilst the loss of part of this open grassed area is not desirable and would have an adverse impact on the visual amenities of the area, it would not be harmful enough to warrant the refusal of the application. Indeed, parking bays such as this are not uncommon within residential areas and as such the proposal would not appear out of place or uncharacteristic. Furthermore, the loss a section of open grassland has to be weighed against the potential benefits that the proposal would bring in terms of displacing potentially dangerous on-street parking and the positive benefits in terms of highway safety.

Regard has also been had for the impact of the proposal on the residential amenities of the surrounding residents. In this respect it is noted that the proposal would have the greatest impact on the occupants of 10 Bro-Y-Ffrwd as the 6 parking bays would be created on the land to the front of this property. In particular, the block of two bays would be erected within close proximity to this dwelling with the disabled parking bay directly in line with the front elevation and in front of the ground floor window. This bay would be just 4.1m from the front elevation of 10 Bro-Y-Ffrwd and headlights from vehicles using this bay (and to a lesser extent the adjacent bay) could shine into the front window causing some disturbance to the occupants. However, this would only be during times of the days when headlights are required and for the short period while the engine of the vehicle is running. Furthermore, as this parking bay has been designated as a disabled bay its use is more restricted than the remaining parking bays. In addition, it is noted that the occupants of number 10 Bro-Y-Ffrwd are in possession of a disabled parking badge, which although not exclusively, would allow them use of this bay to their benefit. On this basis is not considered that the impact of the development on the residential amenities of 10 Bro-Y-Ffrwd would be detrimental enough to warrant the refusal of the application on such grounds. Whilst the block of 4 car parking bays would also be located in the front

garden of this dwelling they would be sited further away from this dwelling and thus would have a lesser impact. It is also noted that these would be sited adjacent to the dwelling known as 8 Bro-Y-Ffrwd. However, they would be created alongside an existing boundary wall and hedge which would largely obscure the parking bays from this neighbouring property and consequently they would not have any major impact on its occupants.

It is recognised that there could be an element of noise and disturbance to residents (particularly to the occupants of number 10 Bro-Y-Ffrwd) associated with the parking bays as a result of them being for public use and as such uncontrolled and unrestricted (which also allows them to be used any time day or night). However, this is a relatively small street which has no through access and as such is only generally used by residents or people visiting residents. As such, the parking bays are also likely to be used by residents and their visitors. Consequently, it is not considered that the parking bays would generate a substantially greater level of noise and disturbance than that which already exists, with cars being parked within the bays as opposed to on the adjacent highway. It is acknowledged that misuse of the parking bays and antisocial behaviour may generate more significant noise and disturbance but this would then be a matter for the police and the Housing Association as landowner and would not justify the refusal of the application.

As detailed above, two letters of objection were received following the publicity exercise. In response to the main issues raised within these letters the following comments are made:

- It is acknowledged that the area maybe prone to crime and vandalism which may increase the desire for residents to park within close proximity to their property to allow them to keep a watch over them. However, the proposed parking area is located within the middle of the street where there would be natural surveillance from the surrounding dwellings. Whilst, people cannot be forced to park within the bays, their provision would provide them with this option and given the existing parking problems in the area it is considered that they would be used by the residents and visitors to the area.
- Bollards would be put in place around the parking bays to prevent vehicles from entering the surrounding grass land. In addition, whilst the Planning Division would not be able to control who parks within the bays or the activities which may take there, any anti-social behaviour would be a matter for the police and the parking bays would need to be appropriately managed by the landowner Merthyr Valleys Homes.
- Noise and disturbance has been considered above.
- It is acknowledged that the development would have the greatest impact on the occupants of 10 Bro-Y-Ffrwd as it is located outside of their dwelling. The impact of the proposal of the residents of this property has been considered above.
- The parking bays would restrict the residents of 10 Bro-Y-Ffrwd from parking on the highway directly outside of their property. However, the scheme will provide parking bays within close proximity to the property which they could use. In addition, the scheme includes a disabled parking bay directly to the front of their dwelling which would allow the resident of this property, who processes a disabled parking badge, to use this space (although not exclusively), which would be beneficial to them. The path leading up to their property would not be blocked by users of the parking bays as bollards would be placed within the intervening strip of land.

- The scheme includes bollards located to the rear and sides of the parking bays to prevent vehicles from being driven over the surrounding grass area and pathway to 10 Bro-Y-Ffrwd.

Having carefully considered the application, it is found to be acceptable in terms of highway safety, parking and both visual and residential amenity. As such it is in accord with Policy SW11 of the LDP.

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.

Accordingly the following recommendation is made:

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

CONDITIONS/REASONS:

1. The development shall begin not later than five years from the date of this decision.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

Drawing Title: Car Parking at Bro-Y-Ffrwd General Arrangement, Pev P02, Amended Plan Received on 4 February 2020.

Drawing Title: Car Parking at Bro-Y-Ffrwd Standard Details, Rev. P01, Amended Plan Received on 4 February 2020.

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

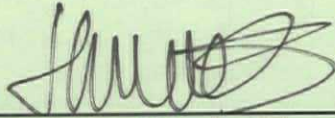
3. Prior to the parking bays hereby approved being brought into use, the advance warning sign shall be erected in accordance with the approved drawings. The advance warning sign shall be permanently retained thereafter.

Reason - To ensure that cars are parked off the highway in the interests of highway safety and to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan

INFORMATIVES

1. The applicant/developer is advised to liaise with the County Borough Council's Head of Engineering regarding any consents which are required in association with the provision of any vehicle cross over.
2. The developer is advised to contact the County Borough Council's Head of Engineering regarding any retaining works or other works affecting the highway **BEFORE** construction works commence.

RECOMMENDATION ENDORSED



Head of Town Planning

DATE:

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30/3/20