

## **PLANNING & DEVELOPMENT COMMITTEE**

**10 MARCH 2022**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 21/0667/10 (EL)  
**APPLICANT:** RCTCBC  
**DEVELOPMENT:** Extension to the existing car park serving Llwynypia Train Station.  
**LOCATION:** LLWYNYPYA TRAIN STATION CAR PARK,  
TONYPANDY, CF40 2JJ  
**DATE REGISTERED:** 19/05/2021  
**ELECTORAL DIVISION:** Llwynypia

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#### **RECOMMENDATION: GRANT SUBJECT TO CONDITIONS:**

**REASONS:** The proposal would provide additional car parking at the train station and this would benefit current public transport provision and accessibility options in the locality. Furthermore, the facility would improve wider transport connections in the area having economic benefits for the County Borough as a whole.

The application is considered to comply with the relevant policies of the Local Development Plan in respect of its visual impact, the impact it has upon the amenity and privacy of the neighbouring residential properties, the impact on ecology and the impact on highway safety. In all other material planning considerations, the application is acceptable.

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#### **APPLICATION DETAILS**

Full planning permission is sought for the provision of additional car parking at Llwynypia Railway Station to support a Park and Ride scheme.

The development consists of a revised park and ride layout, including the provision of new and improved footway access, the realignment of the existing spine road to the parking areas, additional parking bays on both east and west sides of the spine road, the addition of disabled parking bays and electric car parking with charging facilities. The proposed redevelopment would increase the car parking capacity at the Llwynypia Park and Ride from the existing 12 parking spaces to a total of 35 parking spaces. Two motorcycle parking spaces and at least two cycle parking stands are also proposed.

The application is supported by:

- Drainage Strategy Report
- Flood Consequence Assessment

- Ground Investigation Report
- Ground Investigation Scope Report
- Preliminary Ecological Appraisal
- Stage 1 Road Safety Audit
- Transport Statement

## **SITE APPRAISAL**

The application site consists of a parcel of land, extending to approximately 1600sqm, which is located to the west of the existing Llwynypia Railway Station. The station already benefits from an existing car park, with the current scheme seeking to improve car parking provision at the site. Access to the site is currently gained from the south of the site, off the A4058 (Salem Terrace), it is proposed that this arrangement would be retained. There are a number of residential properties located in the vicinity of the application site, including a dwelling to the east of the access road that serves the site and Taff Cottages, which lie to the north of the existing car parking area.

## **PLANNING HISTORY**

21/1544	Llwynypia Station Footbridge CF40 2JH	Prior Approval - Alteration to existing bridge parapet.	Granted 11/01/21
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## **PUBLICITY**

The application has been advertised via the erection of site notices and by direct neighbour notification. Representations have been from a neighbouring resident which are summarised as follows;

- Objections are raised to the application. It is commented that the area that is identified as a turning area (yellow hatched on proposed plans) is currently by some residents of Taff Cottages as a car parking area. They express concern that the proposal would mean that residents (who do not benefit from off street parking) would have to park at least three streets away.
- Reference is also made to the fact that if larger vehicles park in the space closest to the dwellings, this may restrict residents' access.

## **CONSULTATION**

Transportation Section – no objections raised, conditions suggested.

Amey Infrastructure Wales – no objections raised.

Countryside Section – no objections raised, condition suggested.

Flood Risk Management - no objections raised, condition suggested.

Public Health and Protection – no objections raised.

Wales and West Utilities – No objections raised.

## **POLICY CONTEXT**

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

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4<sup>th</sup> January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4<sup>th</sup> January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24<sup>th</sup> September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

The application site lies within the settlement boundary.

**Policy CS 1** - sets out criteria for achieving sustainable growth.

**Policy AW 2** - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

**Policy AW 5** - sets out criteria for new development in relation to amenity and accessibility.

**Policy AW 6** - requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

**Policy AW 8** – covers the protection and enhancement of the natural environment.

**Policy AW 10** - development proposals must overcome any harm to public health, the environment or local amenity as a result of pollution and flooding.

### **Supplementary Planning Guidance**

Access, Circulation & Parking  
Design and Placemaking

### **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.

Future Wales: The National Plan 2040 (FW2040) and Planning Policy Wales Edition 11 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through

its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

It is also considered the proposed development is compliant with FW2040, with the following policies being relevant to the development proposed:

- Policy 1 – Where Wales will grow – Employment/Housing/Infrastructure
- Policy 2 – Shaping Urban Growth – Sustainability/Placemaking

Other relevant policy guidance consulted:

- PPW Technical Advice Note 5: Nature Conservation and Planning;
- PPW Technical Advice Note 11: Noise;
- PPW Technical Advice Note 12: Design;
- PPW Technical Advice Note 15: Development and Flood Risk;
- PPW Technical Advice Note 18: Transport;
- PPW Technical Advice Note 23: Economic Development; and
- Manual for Streets

## **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 provision of additional car parking facilities on land at Llwynypia Railway Station. The site is within the settlement boundary and forms part of the curtilage of the station. The expansion and improvement of the existing car park would support a 'Park and Ride' scheme and would beneficially support the use of public transport links to the wider area. This would also contribute to the economic benefit of the County Borough area. It is therefore considered the principle of the development is acceptable.

#### **Character and Appearance**

As set out in the preceding sections of the report, the application involves the reconfiguration and enlargement of existing car parking facilities at Llwynypia train station car park, with no buildings or structures required in connection with the proposals. The development relates to land that is located within the curtilage of the train station and as such, it is considered that the resulting development would be read in context of the railway station and would not be out of keeping with the character of the area. It is also noted that wider views of the existing (and proposed car park)

would be partially screened, as the site is set back and separated from Nant y Gwyddon Road, which lies to the west, by a band of mature trees.

As such, it is not considered that the proposals would result in a form of development that would be out of keeping with or harmful to the setting of the immediate site or character and appearance of the wider area.

### **Residential amenity**

As noted above, the site is positioned in an area where a number of residential properties are located; in this respect consideration must be given to the potential impacts upon the privacy and amenity of existing neighbouring residents.

In particular, it is noted that a small terrace of dwellings, Taff Cottages, is located to the north of the site and a further residential dwelling sits to the east of the access road into the site.

It is accepted that the proposed development would inevitably increase traffic movements and the comings and goings of car traffic from the railway station. However, the existing access configuration would be retained and utilised, as such it is considered that residents would already be accustomed to activity at this location. It is also noted that the reconfiguration of the layout would be mean that the turning area would be located adjacent to number 2 Taff Cottages, as such the car parking spaces would be off-set slightly from the closest dwelling itself.

Overall, whilst the proposal would increase activity and traffic movements at the site, given that the land is already in use as a car park associated with the train station, it is not considered that any resulting impacts would be so great as to warrant the refusal of the application. It is also worthwhile noting that by increasing off street car parking provision, this is likely to reduce the likelihood of indiscriminate parking in the vicinity of the train station.

As such, it is not considered that the proposal would unacceptably intensify activity at the site or result in an unacceptable loss of loss of privacy or amenity to neighbouring occupiers. Therefore, it is considered that the scheme accords with the requirements of policy AW5 of the Local Development Plan.

### **Highway Safety**

In order to aid in the potential impact of the development upon highway safety, consultation has been undertaken with the Council's Transportation Section.

In terms of access, it is commented that the proposal is accessed off an existing adopted road, which serves the existing 12 space car park and terraced dwellings at Taff Cottages to the north. It is noted that due to the existing width of carriageway, there is space within the site for approximately 10 additional on-street car parking spaces.

It is commented that the proposal provides for an upgraded access off A4058 Salem Terrace to provide direct segregated footway facilities leading to the train station only.

It is noted that given the likely increased use of the car park and potential for (pedestrian) residents of the cottages to come into conflict with reversing motor vehicles, there is some concern that there are no existing or proposed segregated footway facilities for the residents of Taff Cottages illustrated on the plans. However, it is commented that there is potential to provide a segregated footway facility within the scheme, as such a condition to this effect has been suggested.

The application is accompanied by a swept path analysis of the largest vehicle that would access the proposed dwellings / station, this being a 7.9m long refuse vehicle. The swept path analysis indicates safe two-way movement at the junction, with the ability to access / egress the site in forward gear via turning facility at the northern end, which is considered acceptable.

In terms of visibility, a speed limit of 30 mph exists on Salem Terrace A4058, requiring visibility splays of 2.4m x 40m, in accordance with TAN 18. The proposal provides for vision splays of 2.4m x 40m in both directions which is acceptable. There is some concern, in regard to the location of the access, that being close to the signalised junction to the right with limited vision to approaching traffic. However, no issues to this effect have been raised within the road safety audit; and given the increased parking provision would generate a limited number of addition trips and speeds on approach would be below 30mph (due to the location of the signalised junction) it is considered that these concerns these would not warrant an objection on highway safety grounds.

In terms of pedestrian access from Salem Terrace A4058, it is noted that there are continuous pedestrian facilities leading to the site, which provides for controlled and uncontrolled crossing points from the surrounding area and bus stops, which are acceptable for safe pedestrian access to the proposal.

### Internal Layout

The Transportation Section comment that the proposed internal layout is acceptable in principle. However, as the car parking spaces proposed to the west side of the car park would be located on highway, which is maintainable at public expense, which in turn would restrict control of use of the spaces, it is suggested that the electric vehicular charging spaces are re-located to the east side, on the land acquired outside of the adopted highway.

It is noted that a yellow hatched area is proposed to restrict car parking and to maintain turning facilities. However, the access road is maintained at public expense, and this is not a marking prescribed by the Traffic Signs and General Directions Regulations and therefore cannot be implemented. As such, in order to prevent parking at this location it would be necessary to implement a prohibition of parking with double yellow lines only, which can be conditioned as part of the wider Traffic Regulation Order that is required in connection with the scheme.

Concern is expressed that the proposed improvements to the station parking facilities will increase vehicular reversing movements, with no segregated footway facilities being provided for the residents of Taff Cottages. However, having reviewed the plans it is apparent that there is potential for segregated footway facilities to be

accommodated on the eastern boundary of the site. As such, a condition to this effect has been recommended.

It is noted that following the publicity of the application, a neighbouring resident has expressed concern that some of the occupiers of properties on Taff Terrace currently use the norther end of the car park to park their own vehicles. The layout and parking restrictions, proposed to maintain a turning facility, would result in the removal of the area currently used by the residents of Taff Cottages to park. However, in their observations, the Council's Transportation Section comment that, as the proposed car parking spaces would be provided on adopted highway, the residents of Taff Cottages would be able to use the designated spaces within the proposed car park to park their vehicles.

### Stage 1 Safety Audit

The applicant has submitted a Stage 1 safety audit to accompany the planning application, which takes into account the proposed new junction and internal access, circulation & parking. A number of points are raised, which have been addressed as part of the planning application submission.

Taking into account that the Stage 1 Road Safety Audit has not highlighted any issues associated with right turning movements out of the access onto Llwynypia Road A4058, which is in close proximity to the signalised junction, a condition requiring further road safety audits at appropriate stages (Stage 2, 3 and 4 (Part1) has been suggested, and if any necessary mitigation such as restricting right turning movements can be incorporated into the detailed design.

### Transport Statement

The Transport Statement which accompanies the application examines the highway and transportation issues associated with the proposed development, including the provision for pedestrians, cyclists and other non-car users as well as the impact on the surrounding highway network. A review of the (TS) has been undertaken and is acceptable with a number of points listed below:-

Additional vehicular trips.

As the car parking spaces will be unrestricted and will generally serve long distance rail trips it is likely they will be used for long term parking. As such, it is estimated that the car park will generate one arrival trip in the AM period and one departure trip in the PM period, per parking space, per day.

Based on the assumptions described above the existing and anticipated number of trips at the car park are presented below in Table 1.

Table 1 Trip Anticipated Generation.

<b>Car Park</b>	<b>Parking Spaces</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
Existing	12	12	12	24
Proposed	35	35	35	70

Increase	23	23	23	46
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Table 1 above shows that the redeveloped Park and Ride Car Park is predicted to generate an additional 23 arrival trips in the AM period and 23 departure trips in the PM period. This results in an additional 46 trips per day, which is considered to be a small increase in real terms that will not impact upon local highway capacity and would encourage a modal change to utilise rail as a sustainable mode of travel.

#### Accident Data

A review of the collisions that have occurred on the A4058 highway within the vicinity of the Llwynypia Park and Ride has been undertaken. The Welsh Government's Stats Wales accident database has been interrogated for personal injury accidents in the most recently recorded 5-year period.

There are 11 reported collisions occurred on the A4058 in the vicinity of the proposed Llwynypia Park and Ride Car Park redevelopment. It can also be seen that all the collisions occurred at junctions to the south and to the north of the Park and Ride Car Park access, rather than at the access junction itself. No accidents were attributed to the existing junction serving the station, existing parking and Taff Cottages. The Transport Statement concludes that the proposed scheme will have very little impact upon road safety in Llwynypia.

#### Drainage Strategy and Engineering Design

The drainage strategy is acceptable in principle. However, it is commented that the use of plastic geo-cellular tanks are not permitted to be placed within the adopted highway, therefore a condition requiring full engineering design and detail of the proposed works including surface water drainage has been suggested.

It is noted that no consultation has been undertaken with Rhondda Cynon Taff Street Lighting Department, to assess the proposed scheme, and therefore full engineering design and detail is required, prior to any works commencing on site to ensure the adequacy of the street lighting proposed.

Similarly, taking into account the fact that the majority of works proposed are to the existing publicly maintained highway, a condition requiring full engineering design and detail prior to any works commencing on site has been suggested.

To conclude, the Transport Statement which accompanies the submission finds that the proposed redevelopment will have no impact upon the safety or operation of the local highway network in Llwynypia. The proposal is served off an existing access point with limited anticipated additional daily trips (46) with no impact on the wider highway network.

Whilst some concerns have been identified in relation to pedestrian connectivity to Taff Cottages, the use of geo-cellular tanks under the publicly maintained highway, the position of the electric charging points located on the public highway and the proposed yellow box junction, it is considered that issues relating to these matters can be overcome by the use of suitably worded planning conditions.



Therefore, the comments of the Council's Transportation Section conclude that the proposed scheme is acceptable and would not result in an adverse impact upon highway safety in the vicinity of the site.

## **Biodiversity and Ecology**

Planning Policy Wales requires development must provide a net benefit to biodiversity. As outlined in the 'Application Details' the application is accompanied by a range of supporting information, including a Preliminary Ecological Appraisal (PEA), prepared by Redstart, which in turn has been reviewed by the Council's Ecologist.

Their observations comment that the ecological impacts resulting from the development are limited to the loss of the semi-mature silver birch, low shrubbery within the existing car park, and the overgrown garden (with bramble and Japanese Knotweed) that will accommodate the additional parking spaces. It is noted that there may also be a need for some remedial tree works to branches overhanging the car park, from the wooded bank above the site. The PEA identifies no bat roost loss, although there may be some potential to disturb bat foraging habitat if works continue at night and involve bright lighting, the PEA however, identifies an autumn/winter construction period, outside the bat activity season. The PEA discounts reptile impacts, but does identify nesting bird issues and the need for mitigation. It is noted that invasive plant control is also identified as a mitigation requirement. Overall, it is not considered that the development would result in any adverse impacts in terms of ecology, however, conditions are suggested which would require the development be undertaken in accordance with the mitigation/enhancement measures set out in (Section 6 of) the Preliminary Ecological Appraisal and that the details of any pre-construction tree management also be provided.

Therefore, taking into account the above points, the application is considered to be acceptable in these terms and accords with the requirements of policy AW8 of the Local Development Plan.

## **Other Issues**

### Public Health & Protection

The Council's Public Health and Protection Division have raised no objection to the proposal; however, a number of conditions have been suggested in relation to hours of operation, noise, waste and dust. Whilst these comments are appreciated, it is considered that these issues can be more effectively controlled by other legislation and the suggested conditions are therefore not considered necessary. An appropriate informative note would be sufficient.

### 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 liable for a charge under the CIL Regulations 2010 (as amended) however, the CIL rate for this type of development as set out in the Charging Schedule is £nil and therefore no CIL is payable.

### Conclusion

Having taken account of the matters outlined above, it is considered that the proposal complies with the relevant policies of the Local Development Plan in respect of the principle of development, access and parking, the impact on residential amenity, the impact on the character and appearance of the area and impact on biodiversity.

The proposal would beneficially provide additional car parking at an existing train station, which in turn would benefit current public transport provision and accessibility options in the locality. Furthermore, the facility would improve wider transport connections in the area, having economic benefits for the County Borough as a whole. As such, the application is recommended for approval subject to conditions.

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

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 plan nos.
  - Drawing no. GC3753-RED-61-XX-DR-C-0002 P03 General Arrangement
  - Drawing no. GC3753-RED-61-XX-DR-C-0003 P01 Vehicle Tracking
  - Drawing no. GC3753-RED-61-XX-DR-C-0005 P01 Cross Sections 1 of 6
  - Drawing no. GC3753-RED-61-XX-DR-C-0006 P01 Cross Sections 2 of 6
  - Drawing no. GC3753-RED-61-XX-DR-C-0007 P01 Cross section 3 of 6
  - Drawing no. GC3753-RED-61-XX-DR-C-0008 P01 Cross section 4 of 6
  - Drawing no. GC3753-RED-61-XX-DR-C-0009 P01 Cross section 5 of 6
  - Drawing no. GC3753-RED-61-XX-DR-C-0010 P01 Cross section 6 of 6
  - Drawing no. GC3753-RED-79-XX-DR-E-1301 P01 Preliminary Street Lighting, Electric Vehicle Charging and CCTV Proposals
  - Drawing no. GC3753-RED-61-XX-DR-C-0004 P01 Plan and Longitudinal section
  - Drawing no. GC3753-RED-61-XX-DR-C-0001 P02 Site location

and documents received by the Local Planning Authority on 06/05/21, 20/05/21 and 24/05/21 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. No development shall take place until drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into beneficial use 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.

4. The development shall be carried out in accordance with the mitigation and enhancement measures as set out in Section 6 (Recommendations for further survey, mitigation and enhancement) of the accompanying report entitled: Llwynypia Park and Ride: Preliminary Ecological Survey prepared by Redstart dated January 2021.

Reason: In the interest nature conservation in accordance with Policies AW 5 and AW 8 of the Rhondda Cynon Taf Local Development Plan.

5. Prior to commencement of development, a schedule of any tree management works, required in connection with the approved development, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the existing trees on the site during the course of the development, in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Notwithstanding the submitted plans, no works shall commence on site until full engineering design and details of the road layout including required road safety audits, sections; location of electric charging points, continuous pedestrian link to Taff Cottages, street lighting details (including the provision of shields to reduce light fall), vehicular containment and surface-water drainage details 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.

7. The development shall not be brought into beneficial use until a Traffic Regulation Order (TRO) along the proposed access road leading to Taff Cottages has been completed to the satisfaction of the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure deliverability of Traffic Management measures and restrictions in the interests of highway safety in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

8. Surface water run-off from the proposed development shall not discharge onto the public highway or connect to any highway drainage system unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding in accordance with policy AW5 of the Rhondda Cynon Taf Local Development Plan.

9. No development shall take place, including any works of site clearance, until a Construction Method Statement has been submitted and approved in writing by the Local Planning Authority to provide for;

- a) the means of access into the site for all construction traffic,
- b) the parking of vehicles of site operatives and visitors,
- c) the management of vehicular and pedestrian traffic,
- d) loading and unloading of plant and materials,
- e) storage of plant and materials used in constructing the development,
- f) wheel cleansing facilities,
- g) the sheeting of lorries leaving the site.

The approved Construction Method Statement shall be adhered to throughout the development process unless agreed otherwise in writing by the Local Planning Authority.

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.