



PLANNING & DEVELOPMENT COMMITTEE

16 AUGUST 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/0564/10
(LJH)
APPLICANT: Mr Jason Rosser
DEVELOPMENT: Two storey rear extension, three garages to rear of property.
LOCATION: 32 AMELIA TERRACE, LLWYN-Y-PIA, TONYPANDY, CF40 2HR
DATE REGISTERED: 08/06/2018
ELECTORAL DIVISION: Llwynypia

RECOMMENDATION: GRANT SUBJECT TO CONDITIONS

REASONS:

The application is considered to comply with the relevant policies of the Local Development Plan in respect of its visual impact and the impact it has upon the amenity and privacy of the neighbouring residential properties.

REASON APPLICATION REPORTED TO COMMITTEE

The applicant is an immediate family member of an Elected Member.

APPLICATION DETAILS

Full planning permission is sought for the construction of a two-storey extension on the east facing rear elevation and a block of three garages within the curtilage of no. 32 Amelia Terrace, Llwynypia. The proposed extension would measure almost the full width of the property (7.8metres) by 4 metres in depth and would have a pitched roof measuring a maximum of 6.2 metres in height sloping to 4.7 metres at the eaves. It would be externally finished with smooth render, slate roof tiles, and white uPVC.

The proposed block of three garages would be sited in place of an existing block of outbuildings made up of a garage, a workshop, and a shed. The garages would be sited adjacent to the northern boundary in the most north-eastern corner of the site and are proposed to measure a maximum of 10.2 metres in width by 6.5 metres in depth. An up and over roof is proposed with the first garage being taller in height to accommodate a larger vehicle; the roof above this section would measure a maximum of 3.8 metres sloping to 3 metres with the remainder of the roof measuring 3.2 metres sloping to 2.5 metres. External materials would consist of smooth render, slate roof tiles, and uPVC to match the dwelling.

SITE APPRAISAL

The application site is located within a residential area of Llwynypia and consists of a two-storey, end-of-terrace property which is set within a long, irregular shaped plot. The property faces a westerly direction with the principal elevation being directly fronted by the highway at Amelia Terrace. The rear garden extends approximately 25 metres from the rear elevation to the rear boundary which is bound by the highway to the north and the rear gardens of neighbouring properties to the south and east (31 Amelia Terrace & Ty Alban respectively).

Neighbouring properties in the area are of a similar scale and design to the application property. Two-storey additions of a similar design and size to that currently proposed are visible further along the row and at the rear of properties in Holyrood Terrace to the north and Glamorgan Terrace to the west.

PLANNING HISTORY

There are no records of any planning applications at the site within the last 10 years.

PUBLICITY

The application has been advertised by means of direct neighbour notification. One letter of objection has been received and is summarised as follows:

- There is no objection to the two-storey rear extension.
- If the planning permission is granted for three garages this will cause huge problems with the parking in the area. The side of the property of 32 Amelia Terrace is the only place we can park our vehicles. We are unable to park in our street due to the street not being wide enough.

CONSULTATION

Highways and Transportation - no objection, subject to conditions.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies inside the settlement boundary for Llwynypia and is not allocated for any specific purpose.

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.

Supplementary Planning Guidance:

Design and Placemaking
A Design Guide for Householder Development
Access, Circulation, and Parking

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.

Planning Policy Wales Chapter 2 (Development Plans), Chapter 3 (Making and Enforcing Planning Decisions) and Chapter 4 (Planning for Sustainability) set out the Welsh Government's policy on planning issues relevant to the determination of the application.

Other relevant policy guidance consulted:

PPW Technical Advice Note 12: Design

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 extension of an existing residential dwelling and the construction of outbuildings within the curtilage and the principle of development is therefore acceptable subject to the criteria set out below.

Impact on the character and appearance of the area

It is acknowledged that the proposed extension would form a large and visible addition to the application property and there is some concern over the impact it would have on the character and appearance of the existing property and the surrounding area. However, there are a number of two-storey additions visible at the

rear of properties in adjacent streets (Holyrood Terrace and Glamorgan Terrace) to the north and west and it is therefore considered that a precedent has been set for this type of development in the area.

With regard to the proposed garages, they would be sited in place of an existing block of three structures which are currently very dilapidated looking. It is acknowledged that the structure proposed would be larger than what currently stands at the site however, it is not considered that the proposed garages would be so incongruous as to warrant refusal of the application. It is considered that the proposal would greatly improve the character and appearance of the site and would not be out of keeping with the area.

Furthermore, the extension and garages would be finished with appropriate external materials which would match those of the existing property and it is not considered that the proposals would have such a significant impact on the character and appearance of the surrounding area that it would warrant the refusal of the application.

Impact on residential amenity and privacy

The proposed extension would measure almost the full width of the existing property and would inevitably be sited in close proximity to the boundary with the adjoining property to the south. Whilst there is some concern with regard to the impact the extension would have on the occupants of that property, it is not considered that it would have such a significant impact on their residential amenity and privacy that it would warrant the refusal of the application.

The extension would project from the east facing rear elevation of the property with any overshadowing being limited to the applicants' own property. Therefore, any overshadowing or overbearing impact would be minimal. In terms of overlooking, the application property is located within a row of terraced properties in which an element of mutual overlooking has already been established. Therefore, the proposal to include windows in the rear elevation of the extension would not significantly increase the level of overlooking that currently occurs.

The proposed garages would be sited within the very north-eastern corner of the site and it is not considered that they would give rise to any overshadowing, overbearing, or overlooking impacts given their positioning away from the nearest neighbouring property and their single-storey height and appropriately designed roof.

It is noted that no other letters of objection have been received from the occupants of surrounding properties following the consultation process and, taking into account the above considerations, it is not considered that the proposal would have a detrimental impact on the residential amenity and privacy standards currently enjoyed by surrounding properties. As such, the proposal is considered to be acceptable in this regard.

Highways and Parking

A letter of objection has been received which focuses on the proposed garages. The objector writes that if allowed the garages would impact greatly on the parking in the vicinity. They go on to say that the side elevation of the application site and the highway on which the garages are proposed to be sited are their only available parking spaces due to there being no parking within Amelia Terrace itself.

It is acknowledged that the provision of three garages at the site would reduce the space available for on-street parking however at the same time three vehicles would be able to be accommodated off-street and in any case a trio of outbuildings including a garage already exist at the site and therefore it is not considered that by allowing the garages the parking situation would be prejudiced.

As part of the application the Council's Transportation Section have been consulted, no objection is raised subject to a number of conditions relating to the vehicular crossover, the garage being set back, surface water run-off, the use of the garages, HGV deliveries, and encroachment onto the highway.

Community Infrastructure Levy 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 not CIL liable under the CIL regulations 2010 (as amended).

Conclusion

It is not considered the proposal would have a significant impact on the character and appearance of the locality or upon the residential amenity of the surrounding neighbouring properties. As such, the application is considered to comply with the relevant policies of the Local Development Plan (Policies AW5 and AW6).

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. JS/02/2017, JS/03/2017, JS/04/2017, JS/05/2017, JS/06/2017, JS/07/2017, JS/08/2017, JS/09/2017, and documents received by the Local Planning Authority on 21/05/2018 and 08/06/2018, 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. Notwithstanding the submitted plans, a vehicular footway crossing shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial occupation.

Reason: In the interests of highway and pedestrian safety in accordance with Policy AW5 of the Rhondda Cynon Taff Local Development Plan.

4. Notwithstanding the submitted plans, the garage shall be set back 1.2 metre to provide safe access/egress, in accordance with drawing no JS/05/2017. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to development being brought into beneficial use.

Reason: In the interests of highway and pedestrian safety in accordance with Policy AW5 of the Rhondda Cynon Taff Local Development Plan.

5. Surface water run-off from the proposed development shall not discharge onto the public highway or connected to any highway drainage system unless otherwise agreed in writing by the LPA.

Reason: To prevent overloading the existing highway drainage system and potential flooding and in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taff Local Development Plan.

6. The use of the garages hereby approved, shall at all times be restricted to purposes normally associated with a domestic use and no trade or business shall be carried out therein.

Reason: For the avoidance of doubt as to the extent of this consent, in the interests of the safety of all highway users in accordance with Policy AW5 of the Rhondda Cynon Taff Local Development Plan.

7. HGV deliveries during the construction shall take place between the hours of 09:00 am to 16:30 pm Monday to Friday, 09:00 am to 13:00 pm on Saturday and no deliveries Sunday and bank holiday.

Reason: In the interests of the safety and free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taff Local Development Plan.

8. No part of the proposed development shall encroach onto the publicly maintained highway.

Reason: In the interests of highway and pedestrian safety in accordance with Policy AW5 of the Rhondda Cynon Taff Local Development Plan.

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