



PLANNING & DEVELOPMENT COMMITTEE

8TH MARCH 2018

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below

APPLICATION NO: 17/1338/10

APPLICANT: Mr Paul Watts

DEVELOPMENT: Proposed erection of two three storey semi detached dwellings.

LOCATION: LAND ADJACENT TO 26 LLWYNMADOC STREET,
PONTYPRIDD, CF37 2HR

DATE REGISTERED: 13/12/2017

ELECTORAL DIVISION: Town (Pontypridd)

RECOMMENDATION: Approve subject to conditions

REASONS:

The site represents an infill plot within settlement limits. The proposed dwellings are considered acceptable in terms of their character and appearance, impact upon residential amenity and highway safety. As such, the proposal complies with policies AW2 and AW5 of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

Three or more letters of objection have been received.

APPLICATION DETAILS

Full planning permission is sought for the construction of 2 no., 3 bedroom (semi-detached) dwellings on a parcel of land north east of 26 Llwynmadoc Street, Graigwen, Pontypridd.

Each dwelling would measure 10.5 metres at its maximum depth and 6.2 metres in width. As a result of the topography of the site they would be split level properties, being three storeys fronting the highway and two storeys to the rear. From

Llwynmadoc Street each dwelling would extend to 10.0 metres to its ridge height and 7.7 metres at eaves level.

Accommodation would be arranged over three levels, with garages providing off-street parking for 2 cars per unit, being provided at ground floor level. Living space, including three bedrooms would be arranged over the first and second floors.

Elevations would be finished in stone work, with re-constituted slate tiled roof. A cross section through the plot illustrates that the dwellings would be 'cut' into the profile of the ground. To the rear of the plot the land would be 'terraced' by the construction of retaining walls in order to create usable garden area.

SITE APPRAISAL

The application site is a broadly rectangular parcel of land extending to approximately 400 square metres. The site is located to the north east 26 Llwynmadoc Street, it is understood that the land previously formed part of the garden of number 26. Land within the site slopes steeply, rising up from the level of the highway and Llwynmadoc Street. A stone retaining wall defined the south eastern boundary of the site, however at the time of the site inspection this had partially collapsed. Llwynmadoc Street is a residential street, with dwellings of varying in terms of their scale, however most are traditional terraced dwellings with elevations finished in render or traditional stone work. To the north, the site is bounded by properties on Park Prospect, which occupy an elevated position.

PLANNING HISTORY

10/1017	Land adjacent to 26 Llwynmadoc Street, Pontypridd	New residential property comprising garage floor, 1st, second and third floor with a roof terrace.	Granted with conditions 30/11/10
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PUBLICITY

The application was advertised by direct neighbour notification and site notices. Three letters of representations have been received.

- Concerns are expressed with regard to the engineering operations required and the amount of material which would have to be removed from the site to enable the development. Questions are raised with regard to how the development will be serviced by earth moving vehicles.
- The proposed dwellings would be overbearing and not in keeping with the rest of the area.
- Concerns are raised that the development would result in overlooking to the rear of a property opposite the site.
- Concerns are raised with regard to the impacts of the proposal upon parking provision in the street. They comment that on street car parking spaces currently available would be lost as a result of the development.
- It is commented that there is an electricity pole in front of the site that would have to be re-located. Questions are asked with regard to where this would

be relocated.

- It is commented that whilst Llwynmadoc Street connects with Pencerrig Street, this section of the highway is un-adopted, as such cars turn at the top of the street, close to the proposed development site. Concern is expressed that visitors cars associated with the proposed development may block this area and the unadopted lane, which is also used by refuse vehicles. Concern is also expressed that turning in the street will be difficult especially if works traffic is operating in this area.
- It is commented that Llwynmadoc Street is already congested and residents of Graigwen Road also park on the street.
- One resident comments that they own a garage at the top of the street and express concern that they may not be able to access their garage if residents park further up the street onto the un-adopted road.
- Concern is expressed that the proposal will increase parking problems at the end of the street.
- It is commented that after 6pm there are few spaces left for residents.
- One individual comments that they have a disabled lift at the rear of their property which they need access to, they express concern that any additional congestion could make this difficult.
- Questions are raised with regard to how the application was publicised.

CONSULTATION

Transportation Section – no objections, subject to conditions.

Public Health and Protection – no objections raised.

Dwr Cymru/Welsh Water – no objections raised, conditions suggested.

Wales & West Utilities – gas pipes may be present in this area, as such safe digging practices must be used to verify the position of any mains, pipes, services or other apparatus.

Land Reclamation and Engineering – no objections raised, conditions suggested.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The site is within settlement boundaries and is unallocated.

Policy CS1 sets out criteria for achieving strong sustainable communities including, promoting residential development in locations which support the role of principal towns and settlements and provide high quality, affordable accommodation that promotes diversity in the residential market.

Policy AW1 sets out the criteria for new housing proposals, commenting that the provision of new dwellings will be met by a number of methods, including the development of unallocated land within the defined settlement boundaries.

Policy AW2 promotes development in sustainable locations.

Policy AW5 sets out criteria for new development in relation to amenity and

accessibility.

Policy AW6 sets out the criteria for new development in terms of design and place-making.

Policy AW10 sets out the criteria for environmental protection and public health.

Policy SSA13 sets out the criteria for development within settlement boundaries.

National Guidance

Planning Policy Wales Chapter 3 (Making and Enforcing Planning Decisions), Chapter 4 (Planning for Sustainability), Chapter 8 (Transport) and Chapter 9 (Housing) set out the Welsh Government's policy on planning issues relevant to the determination of the application.

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

The application proposes the construction of two residential units on a parcel of land that is located inside of the defined settlement limits and within an established residential area. As such, the key consideration in the determination of the application is whether the principle of residential development is acceptable upon the site. In addition, it will also be necessary to consider whether the site is capable of accommodating two dwellings, associated means of access, parking and amenity facilities, without resulting in a detrimental impact upon both the amenity and privacy of neighbouring dwellings and the character and appearance of the area. The impact of the development upon highway safety in the vicinity of the site is a further consideration.

Principle of Development and Planning History

In the assessment of any application for residential development, the first consideration must be the location of the site in planning policy terms. In this case the plot is located inside the defined settlement limits and within an established residential area of Pontypridd. Consideration must also be given to the planning history of the site. It is noted that in 2010 planning permission was approved for the construction of a residential dwelling on the site. As such, it is considered that the principle of development of the site is acceptable. However, it is acknowledged that the current submission represents the development of two dwellings on the site. As such, it will be necessary to consider whether the increase in the number of units from one to two can be adequately accommodated on the site, without resulting in adverse impacts upon highway safety, neighbouring amenity and the character of

the area. These matters will be assessed in the following sections.

Character and Appearance

As identified above, the site lies within an established residential area of Pontypridd, as such, the development site is viewed in the context of the established street scene of Llwynmadoc Street. The street is mainly characterised by traditional terraced and semi-detached properties, however, the scale of these vary, with the dwellings at the western end of the street being slightly smaller in scale than those at the eastern end. It is acknowledged that the proposed dwellings are large in terms of their size, however their overall scale has been limited by a reduction in their height and simplification of their design. As noted above, in 2010 planning permission was approved for the construction of a detached dwelling on the same site. The design of this dwelling incorporated off-street parking in a garage at ground floor level, with living accommodation arranged over first and second floors. The current scheme proposes a similar approach, with garages, each providing 2 car parking spaces at ground floor level, with living accommodation over the first and second floors. Whilst the dwellings would differ in their appearance from other properties in the street, their design attempts to incorporate some features visible in neighbouring dwellings through the use of fenestration with a vertical emphasis, a conventional ridge roof design and the use of similar materials.

Therefore, whilst it is acknowledged that the proposed dwellings would be large, it is considered that their general proportions would be balanced. Furthermore, whilst the ridge line of the dwellings would extend above the closest dwelling, number 26; the difference would be less than 1 metre (0.9metre) and it is not considered that the mass and scale of these properties would appear overbearing or out of context with the general character of the street scene and immediate area. Overall, it is not considered that the properties would result in an impact upon the character of the street scene or immediate area that would be so harmful as to warrant the refusal of the application.

Residential amenity

With regard to the potential impact upon the amenity and privacy of adjoining residents it is noted that the scheme represents the development of an area of land, which is situated on an established residential street and was last used as the garden of the neighbouring dwelling, number 26. As such, a number of existing residential dwellings lie in close proximity to the site.

To the north, the site is bounded by residential dwellings on Park Prospect, however these occupy an elevated position so would not experience any adverse impacts, in terms of amenity, as a result of the development. Similarly, whilst the proposed dwellings would lie in close proximity to number 26, they would follow a similar building line, being situated to the (north east) side of the property. Whilst the proposed dwellings would have a greater visual mass than the existing property (no.26) the rear elevation of the proposed dwellings would not extend beyond that of no. 26. As such, it is not considered that the occupiers of this dwelling would experience any significant adverse impacts as a result of the development.

Finally, it is noted that a letter of representation has been received from the occupiers of a property to the south of the site. The occupiers of this property express some concern that the proposed dwellings may result in a loss of privacy to the rear of their property, as they have recently completed a loft conversion with dormer window to the rear roof plane. The dwelling in question is set at a lower level than the application site and fronts Pencerrig Street to the south. Whilst it is acknowledged that the proposed dwellings would occupy an elevated position, in relation to the dwellings to the south, this arrangement would be comparable to that which already exists whereby numbers 15-26 Llwynmadoc Street occupy an elevated position and are separated from dwellings to the south by the highway. Whilst it is accepted that dwellings to the south would be visible from the application site (and proposed dwellings) it is not considered that an unacceptable degree of overlooking would result. Furthermore, it is considered that the principles of this configuration have already been established as acceptable by the approval of the 2010 permission which detailed broadly the same site layout, albeit for one rather than two dwellings.

As such, it is not considered that development of the application site would compromise the amenity or privacy of nearby residents to such a degree that would warrant the refusal of the planning application.

Highway Safety

Following consultation with the Council's Transportation Section, no objections have been raised to the current proposal.

Their assessment comments that the proposed development is located on Llwynmadoc Street, Pontypridd. In the vicinity of the site Llwynmadoc Street has a carriageway width of 7.3m with 1.9m wide footways on each side. Llwynmadoc Street's carriageway incorporates limited waiting parking bays on both sides of the road. Parking is limited to 2 hours with no return within 4 hours, with an exception for resident permit holders. Whilst it is noted that Llwynmadoc Street lacks a formal turning area, there is an informal link (albeit unadopted) to Graigwen Place that can be utilised by vehicles, and to an extent this removes the need for a turning area. Whilst some concern is expressed with regard to the increased use of Llwynmadoc Street, it is considered that the level of intensification of use resulting from a further two dwellings would not be so significant as to warrant highway objection, given that 26 properties are already served off Llwynmadoc Street.

In terms of car parking, the proposed development is for 2 no. 3 bedroom dwellings in Zone 3. In accordance with the Council's adopted Supplementary Planning Guidance: Access, Circulation and Parking Requirements (March 2011), a 3 bedroom dwelling has a maximum off street parking requirement of 3 spaces, resulting in a maximum requirement of 6 spaces for the entire development. The submitted information indicates that 2 spaces are proposed for each dwelling within the integral garages, resulting in a total provision of 4 spaces, and a shortfall of 2 spaces when assessed against the maximum requirement. However, consideration must be given to the sustainable location of the proposed development; which is within walking distance of both Pontypridd town centre and a range of public transport options. As such, on balance, the level parking provision is considered

acceptable in this instance.

Overall, their observations conclude by raising no objections to the application, subject to conditions. Therefore, the proposal is considered acceptable in terms of its potential impacts upon highway safety in the vicinity of the site and in accordance with the requirements of policy AW5 of the Local Development Plan.

Other matters

It is noted that there is a service pole/ telegraph post located in the verge that fronts the development site. Whilst the presence of this need not prevent the development of the site, the developer will be required to contact the relevant statutory undertaker to arrange for the re-siting of these apparatus. An informative note to this effect has been suggested.

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. The application lies within Zone 2 of Rhondda Cynon Taf's Residential Charging Zones, where there is a liability of £40 / sqm for residential development.

The CIL (including indexation) for this development is expected to be £17,349.89

Conclusion

Having taken account of all of the issues outlined above, it is considered that the site is suitable for residential development and can adequately accommodate two dwellings without adversely affecting either the character of the area, amenity of neighbouring residents or highway safety to an unacceptable degree.

Therefore, the application is considered to be in accordance with the requirements of planning policy and as such, is recommended for approval, subject to the conditions specified.

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(s) no(s) Site location plan 1:1250

- Section through site sheet (1)

- Section through site sheet (2)
- Section through site sheet (3)
- Section through site sheet (4)
- Proposed site layout plan sheet (5)
- Existing site layout plan Sheet (6)
- Proposed ground floor plan sheet (7)
- Proposed first floor plan sheet (8)
- Proposed second floor plan (9)
- Proposed elevations sheet (10)
- Proposed section through dwelling sheet (11)

and documents received by the Local Planning Authority on 12/12/17, 07/02/18,14/02/18 and 20/02/18 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.

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. No dwelling shall be occupied 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.

5. Building operations shall not be commenced until details/ samples of the construction materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

6. Development shall not begin until details providing for the creation of a vehicular crossover have been submitted to and approved in writing by the Local Planning Authority. The crossover shall be constructed in accordance with the approved details before the development is brought into use.

Reason: In the interests of highway and pedestrian safety.

7. The integral garages hereby approved shall be utilised, and remain indefinitely, as parking ancillary to the approved dwellings only.

Reason: To ensure that vehicles are parked off the highway, in the interests of highway safety and the free flow of traffic.

8. Prior to commencement of development, detailed design and structural calculations for the retaining walls associated with the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details and retained as such thereafter.

Reason: To ensure the stability of the proposed development in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

9. No development shall take place until there has been submitted to and approved by the Local Planning Authority a comprehensive scheme of landscaping, which shall include indications of all existing trees (including spread and species) and hedgerows on the land and details of any to be retained together with measures for their protection during the course of development.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

10. All planting, seeding or turfing in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the new development will be visually attractive in the interests of amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

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