



CYNGOR BWRDEISTREF SIROL
RHONDDA CYNON TAF
COUNTY BOROUGH COUNCIL

GWŶS I GYFARFOD PWYLLGOR

C Hanagan
Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu
Cyngor Bwrdeistref Sirol Rhondda Cynon Taf
Y Pafiliynau
Parc Hen Lofa'r Cambrian
Cwm Clydach, CF40 2XX

Dolen gyswllt: Jess Daniel - Uned Busnes y Cyngor - Gwasanaethau Llywodraethol (01443 424110)

Bydd cyfarfod o'r **Pwyllgor Cynllunio a Datblygu** yn cael ei gynnal yn **Siambr y Cyngor, Y Pafiliynau, Parc Hen Lofa'r Cambrian, Cwm Clydach, Tonypany, CF40 2XX** ar **DYDD IAU, 5ED MAWRTH, 2020** am **5.00 PM**.

MAE MODD I AELODAU NAD YDYN NHW'N AELODAU O'R PWYLLGOR AC AELODAU O'R CYHOEDD OFYN I ANNERCH Y PWYLLGOR YN YSTOD Y CYFARFOD SY'N YMWNEUD Â'R MATER SYDD WEDI'I NODI. RYDYN NI'N GOFYN EICH BOD CHI'N RHOI GWYBOD AM EICH BWRIAD I SIARAD DRWY E-BOSTIO **GWASANAETHAUCYNLLUNIO@RCTCBC.GOV.UK** ERBYN 5PM AR DYDD MAWRTH, 3 MAWRTH 2020, GAN NODI A FYDDWCH CHI'N SIARAD YN GYMRAEG NEU'N SAESNEG.

MAE'N BOSIB BYDD TREFN YR AGENDA'N NEWID ER MWYN HWYLUSO BUSNES Y PWYLLGOR.

AGENDA

Tudalennau

1. DATGAN BUDDIANT

Derbyn datganiadau o fuddiannau personol gan Aelodau, yn unol â gofynion y Cod Ymddygiad.

Nodwch:

1. Mae gofyn i Aelodau ddatgan rhif a phwnc yr eitem mae eu buddiant yn ymwneud ag ef a mynegi natur y buddiant personol hwnnw; a
2. Lle bo Aelodau'n ymneilltuo o'r cyfarfod o ganlyniad i ddatgelu buddiant sy'n rhagfarnu, mae **rhaid** iddyn nhw roi gwybod i'r Cadeirydd pan fyddan nhw'n gadael.

2. DEDDF HAWLIAU DYNOL 1998 A PHENDERFYNIADAU RHEOLI DATBLYGU

Nodi y dylai Aelodau o'r Pwyllgor, wrth benderfynu materion rheoli datblygu ger eu bron, roi sylw i'r Cynllun Datblygu ac, i'r graddau y bo hynny yn berthnasol, i unrhyw ystyriaethau perthnasol eraill. Rhaid i Aelodau, wrth ddod i benderfyniadau, sicrhau nad ydyn nhw'n gweithredu mewn modd sy'n anghyson â'r Confensiwn Ewropeaidd ar Hawliau Dynol fel y'i hymgorfforwyd mewn deddfwriaeth gan Ddeddf Hawliau Dynol 1998.

3. DEDDF LLESIANT CENEDLAETHAU'R DYFODOL (CYMRU) 2015

Nodi bod Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn gosod dyletswydd ar gyrff cyhoeddus i gynnal datblygiadau cynaliadwy yn unol â'r egwyddor datblygu cynaliadwy, ac i weithredu mewn modd sy'n anelu at sicrhau y caiff anghenion y presennol eu diwallu heb amharu ar allu cenedlaethau'r dyfodol i ddiwallu eu hanghenion hwythau.

4. COFNODION

Cadarnhau cofnodion o gyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd ar 23 Ionawr, 2020.

5 - 8

CEISIADAU A ARGYMHELLIR AR GYFER EU CYMERADWYO GAN Y CYFARWYDDWR MATERION FFYNIANT A DATBLYGU

5. CAIS RHIF: 18/1384

Adeiladu 5 annedd ar wahân ynghyd â ffordd wasanaeth a gwaith cysylltiedig (derbyniwyd y cynllun safle diwygiedig ar 28.03.19).
TIR GWAG ODDI AR STRYD MEIRION, ABERDÂR, RhCT

9 - 22

6. CAIS RHIF: 19/0660

Defnyddio tir ar gyfer gweithgareddau cyflymder isel, nad ydyn nhw'n gystadleuol, fel profi cerbydau, hyfforddiant gyrwyr/beicwyr, profiadau i gwsmeriaid, gweithgareddau hyrwyddo, diwrnodau lansio cynnyrch, ffilmio a ffotograffiaeth ac ati o ran beiciau modur a cheir (derbyniwyd y Datganiad Dylunio a Mynediad Diwygiedig ar 12/02/20) (derbyniwyd ffin ddiwygiedig y llinell goch ar 12/02/20) (derbyniwyd y Cynllun Splay Vision diwygiedig ar 12/02/20).
TIR AR SAFLE CWM HWNT, ODDI AR HEOL Y MYNYDD/HEOL Y PLWYF/Y RHIGOS, HIRWAUN, CF44 9UR

23 - 36

7. **CAIS RHIF: 19/0829**
Trosi eglwys yn 8 fflat (derbyniwyd cynllun parcio diwygiedig ar 06/12/2019)
EGLWYS SAESNEG BEDYDDWYR CALFARI, CLIFF TERRACE, TREFFOREST, PONTYPRIDD
- 37 - 46**
8. **CAIS RHIF: 19/0973**
Garej ar y llawr caled presennol gyda phatio ar y to. (Derbyniwyd cynlluniau diwygiedig ar 04/12/2019). (Derbyniwyd y Cyfrifiadau Strwythurol ar 04/12/2019).
65 TYNBYEDW TERRACE, TREORCI, CF42 6RL
- 47 - 54**
9. **CAIS RHIF: 19/1223**
Adeiladu ystafell ddosbarth unllawr wedi'i chysylltu â'r ysgol gyfredol (Derbyniwyd Cynlluniau Diwygiedig ar 17/01/20).
YSGOL ARBENNIG BRESWYL Tŷ COCH, LANSDALE DRIVE, TONTEG, PONTYPRIDD, CF38 1PG
- 55 - 64**
10. **CAIS RHIF: 20/0046**
Gosod mast Polyn Telegraph 14.097m sy'n cynnwys 3 antena wedi'u gorchuddio a dysglau trosglwyddo 2x 300mm, gosod 2 gabinet offer, 1 cabinet mesurydd trydanol, 1 generadur a dysgl loeren 1x 1200mm ar bolyn 2.6m o uchder, a chyfansoddyn ffens wedi'i fyrddio ar gyfer Rhwydwaith Argyfyngau Gwasanaeth EE, gyda gwaith cysylltiedig.
FFORDD Y RHIGOS TUA'R GORLLEWIN, A4061 Y RHIGOS, HIRWAUN, CF44 9UE
- 65 - 72**
- ARGYMHELLION I'W GWRTHOD GAN Y CYFARWYDDWR MATERION FFYNIANT A DATBLYGU**
11. **CAIS RHIF: 19/1214**
Estyniad llawr cyntaf yn y cefn
16 STRYD LLYWELYN, HENDREFORGAN, Y GILFACH-GOCH, Y PORTH, CF39 8UA
- 73 - 78**
12. **CAIS RHIF: 19/1272**
Cadw newid tir o fod yn wag i safle ar gyfer un teulu o deithwyr (ailgyflwyno ôl-weithredol).
ROSE ROW, HEOL PENDERYN, HIRWAUN, ABERDÂR, CF44 9SQ
- 79 - 96**

13. CAIS RHIF: 20/0006

Adeiladu annedd ar wahân, sawl haen ac iddi dair ystafell wely.
**TIR YN NHERAS GLANFFRWD, YNYS-Y-BŴL, PONTYPRIDD, CF37
3LW**

97 - 106

ADRODDIAD ER GWYBODAETH

**14. GWYBODAETH I AELODAU SY'N YMWNEUD Â'R CAMAU
GWEITHREDU WEDI'U CYMRYD O DAN BWERAU DIRPRWYEDIG**

Rhoi gwybod i Aelodau am y canlynol, ar gyfer y cyfnod 27/01/2020 a
21/02/2020.

Penderfyniadau Cynllunio a Gorfodi – Apeliadau a Dderbyniwyd.
Penderfyniadau Dirprwyedig – Ceisiadau wedi'u cymeradwyo a'u
gwrthod gyda rhesymau.
Trosolwg o Achosion Gorfodi.
Phenderfyniadau Gorfodi Dirprwyedig.

107 - 122

15. MATERION BRYD

Trafod unrhyw faterion sydd, yn ôl doethineb y Cadeirydd, yn rhai brys
yng ngoleuni amgylchiadau arbennig.

Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu

Cylchrediad:-

Aelodau o'r Pwyllgor Cynllunio a Datblygu:

Cadeirydd ac Is-gadeirydd y Pwyllgor Materion Rheoli Datblygu
(Y Cynghorydd S Rees a Y Cynghorydd G Caple)

Y Cynghorydd J Bonetto, Y Cynghorydd P Jarman, Y Cynghorydd D Grehan,
Y Cynghorydd G Hughes, Y Cynghorydd J Williams, Y Cynghorydd S Powell,
Y Cynghorydd W Owen, Y Cynghorydd R Yeo ac Y Cynghorydd D Williams

Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu
Cyfarwyddwr Materion Ffyniant a Datblygu
Pennaeth Datblygu Mawr a Buddsoddi
Pennaeth Cynllunio
Rheolwr Datblygu Priffyrdd a Mabwysiadu Priffyrdd
Pennaeth y Gwasanaethau Cyfreithiol

**PWYLLGOR CABINET CYNGOR RHONDDA CYNON TAF
PWYLLGOR CYNLLUNIO A DATBLYGU**

Cofnodion o gyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd Dydd Iau, 23 Ionawr 2020 am 5.00 pm ym Siambr y Cyngor, Y Pafiliynau, Parc Hen Lofa'r Cambrian, Cwm Clydach, Tonypany, CF40 2XX.

Y Cyngorwyr Bwrdeistref Sirol - Pwyllgor Cynllunio a Datblygu Aelodau oedd yn bresennol:-:-

Y Cyngorydd S Rees (Cadeirydd)

Y Cyngorydd G Caple Y Cyngorydd J Bonetto
Y Cyngorydd P Jarman Y Cyngorydd D Grehan
Y Cyngorydd G Hughes Y Cyngorydd J Williams
Y Cyngorydd S Powell Y Cyngorydd R Yeo
Y Cyngorydd D Williams

Swyddogion oedd yn bresennol

Mr J Bailey, Pennaeth Cynllunio
Mr S Zeinali, Rheolwr Datblygu Priffyrdd a Mabwysiadu Priffyrdd
Mr P Nicholls, Cyfarwyddwr Gwasanaeth – Gwasanaethau Cyfreithiol

Y Cyngorwyr Bwrdeistref Sirol eraill oedd yn bresennol

Y Cyngorydd E Stephens

169 YMDDIHEURIADAU AM ABSENOLDEB

Daeth ymddiheuriad am absenoldeb gan y Cyngorydd Bwrdeistref Sirol W. Owen.

170 DATGAN BUDDIANT

Yn unol â Chod Ymddygiad y Cyngor, doedd dim datganiadau o fuddiant ynglŷn â'r agenda.

**171 DEDDF HAWLIAU DYNOL 1998 A PHENDERFYNIADAU RHEOLI
DATBLYGU**

PENDERFYNWYD nodi y dylai Aelodau o'r Pwyllgor, wrth benderfynu ar faterion rheoli datblygu ger eu bron, roi sylw i'r Cynllun Datblygu ac, i'r graddau y bo hynny yn berthnasol, i unrhyw ystyriaethau perthnasol eraill. Rhaid i Aelodau, wrth ddod i benderfyniadau, sicrhau nad ydyn nhw'n gweithredu mewn modd sy'n anghyson â'r Confensiwn Ewropeaidd ar Hawliau Dynol fel y'i hymgorfforwyd mewn deddfwriaeth gan Ddeddf Hawliau Dynol 1998.

172 DEDDF LLESIANT CENEDLAETHAU'R DYFODOL (CYMRU) 2015

PENDERFYNWYD nodi bod Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn gosod dyletswydd ar gyrff cyhoeddus i gynnal datblygiadau cynaliadwy yn unol â'r egwyddor datblygu cynaliadwy, ac i weithredu mewn modd sy'n anelu at sicrhau y caiff anghenion y presennol eu diwallu heb amharu ar allu cenedlaethau'r dyfodol i ddiwallu eu hanghenion nhw.

173 Cofnodion

PENDERFYNWYD cadarnhau'r cofnodion o gyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd ar 05/12/2019 yn rhai cywir.

174 NEWID I DREFN YR AGENDA

Cytunodd y Pwyllgor y byddai'r agenda yn cael ei hystyried mewn trefn wahanol yn unol â'r manylion yn y cofnodion isod.

175 RHIF Y CAIS: 18/1419/13

Datblygiad preswyl hyd at 350 o anheddau, tir ar gyfer ysgol gynradd newydd bosibl, siop leol a gwaith cysylltiedig gan gynnwys man agored cyhoeddus, isadeiledd gwyrdd, tirlunio a chreu dau fan mynediad newydd oddi ar Heol Dowlais.

Dywedodd y Rheolwr Materion Rheoli Datblygu wrth yr Aelodau fod y cais wedi'i dynnu'n ôl ar ôl i'r agenda gael ei chyhoeddi, felly doedd dim angen ei drafod ymhellach.

176 RHIF Y CAIS: 19/0814/10

Newid defnydd o anheddau preswyl (Dosbarth C3) i 8 o fflatiau myfyrwyr preswyl hunangynhwysol (Sui Generis) gan gynnwys estyniad deulawr yn y cefn.

TAI HEDDLU 1 A 2, STRYD Y NANT, TREFFOREST, PONTYPRIDD, CF37 1TW

Cyflwynodd y Rheolwr Materion Rheoli Datblygu'r cais a gafodd ei gyflwyno yn wreiddiol i'r Pwyllgor ar 5 Rhagfyr, 2019, lle'r oedd yr Aelodau wedi gwrthod y cais, yn groes i argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu. Roedd yr aelodau o'r farn bod y datblygiad arfaethedig yn groes i ysbryd Canllawiau Cynllunio Atodol y Cyngor ar Dai Amlfeddiannaeth (HMOs) a Deddf Llesiant Cenedlaethau'r Dyfodol, ac y byddai'n cael effaith andwyol ar yr ardal leol ac y byddai'n achosi problemau parcio a phroblemau ar y priffyrdd.

Yn dilyn trafodaeth **PENDERFYNODD** yr aelodau wrthod y cais yn groes i argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu, a hynny am y rhesymau canlynol:

1. Dydy'r cynnig ddim yn ddatblygiad cynaliadwy, a hynny am iddo fethu â bodloni'r nodau lles sydd wedi'u hamlinellu ym Mholisi Cynllunio Cymru 10. Hynny yw, dydy'r datblygiad ddim yn cyfrannu ar greu Cymru o gymunedau

cydlynus, ac, o ganlyniad i hynny, fe fyddai'n cael effaith negyddol ar amwynder yr ardal leol. Byddai'r cynnig, felly, yn mynd yn erbyn Canllawiau Cynllunio Atodol y Cyngor ar Dai Amlfeddiannaeth, yn ogystal â Pholisi Cynllunio Cymru 10.

2. Bydd y cynllun arfaethedig yn arwain at ragor o barcio afreolus, a fydd yn cael effaith negyddol ar ddiogelwch y priffyrdd sydd o amgylch y safle. Byddai'r datblygiad felly yn groes i Bolisiâu AW5 o Gynllun Datblygu Lleol Rhondda Cynon Taf

177 RHIF Y CAIS: 15/1640

Codi byngalo ar dir ger Rhif 40 Teras Ardwyn, y Gelli (Derbyniwyd cynlluniau diwygiedig 24/10/19), tir ger rhif 40, Teras Ardwyn, y Gelli.

Siaradodd yr Aelod Lleol, Cynghorydd y Fwrdeistref Sirol E. Stephens, nad yw'n aelod o'r Pwyllgor, am y cais gan fynegi ei gwrthwynebiad i'r datblygiad arfaethedig.

Cyflwynodd Rheolwr Materion Rheoli Datblygu y cais uchod i'r Pwyllgor. Ar ôl trafod y cynnig, **PENDERFYNODD** yr Aelodau gymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu.

178 RHIF Y CAIS: 19/1185

Trosi Hen Siambrau'r Banc i 9 fflat (llawr cyntaf, ail a thrydydd llawr) (Defnydd Ddosbarth C3 - Tai Anedd). HEN SIAMBRAU'R BANC, STRYD Y FARCHNAD, PONTYPRIDD, CF37 2SU.

Amlinellodd y Rheolwr Materion Rheoli Datblygu gynnwys dau lythyr 'hwyr' a dderbyniwyd. Roedd y llythyr cyntaf gan yr Aelod Lleol, Cynghorydd y Fwrdeistref Sirol H. Fychan, yn gwrthwynebu'r datblygiad, a'r ail gan Gynghorydd y Fwrdeistref Sirol J. Brencher yn nodi pryderon ynglŷn â'r datblygiad.

Yn dilyn trafodaeth **PENDERFYNODD** yr Aelodau gymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu, yn amodol ar gwblhau Cytundeb Adran 106. Bydd cytundeb Adran 106 yn sicrhau bod yr anheddau'n cael eu sefydlu a'u cynnal fel unedau fforddiadwy ar gyfer rhentu cymdeithasol, a hynny at y diben parhaus o ddiwallu anghenion tai sydd wedi'u nodi yn yr ardal leol.

Nodwch - Cafodd cynnig gan y Cynghorydd Jarman i ddiwygio'r cynnig gwreiddiol ei wrthod gan y Cadeirydd gan ei bod o'r farn fod y drafodaeth wedi dod i ben a'r broses bleidleisio wedi dechrau.

179 GWYBODAETH I AELODAU SY'N YMWNEUD Â'R CAMAU GWEITHREDU WEDI'U CYMRYD O DAN BWERAU DIRPRWYEDIG

PENDERFYNODD yr Aelodau dderbyn adroddiad y Cyfarwyddwr Gwasanaeth – Materion Cynllunio mewn perthynas â'r Penderfyniadau Apeliadau Cynllunio a Gorfodi a ddaeth i law, Cymeradwyaethau Penderfyniadau a Gwrthodiadau

Dirprwyedig gyda rhesymau, Trosolwg o Achosion Gorfodi a Phenderfyniadau
Gorfodi Dirprwyedig ar gyfer y cyfnod 06/12/2019 a 10/01/2019.

Daeth y cyfarfod i ben am 5.30 pm

**Y Cyngorydd S Rees
Cadeirydd.**

PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 18/1384/10 (MF)
APPLICANT: c/o Agent
DEVELOPMENT: Construction of 5 no. detached dwellings together with service road and associate works (amended site layout received 28/03/19).
LOCATION: VACANT LAND, OFF MEIRION STREET, ABERDARE, RCT
DATE REGISTERED: 18/03/2019
ELECTORAL DIVISION: Aberdare West/Llwydcoed

RECOMMENDATION: Approve

REASONS: The principle of residential development at the site is acceptable. Furthermore, it is not considered the construction of 5 no. dwellings at the site would result in a significant impact upon the character and appearance of the locality; the amenity and privacy of the surrounding neighbouring properties; or upon highway safety in the vicinity of the site.

REASON APPLICATION REPORTED TO COMMITTEE

The application is reported to the Planning and Development Committee for final determination as the scheme proposes 5 no. or more dwellings and because 3 no. or more objections have been received.

APPLICATION DETAILS

Full planning permission is sought for the erection of 5 no. detached dwellings on the former Meirion Street Allotment, Trecynon.

The proposed dwellings would be sited in a linear arrangement along the eastern boundary of the site, essentially forming a new cul-de-sac off the main street. They would each incorporate an amenity area to the rear and 3 no. off-street parking spaces and a turning area to the front. 4 no. house types are proposed:

- House Type A (Plot 4): A 6 no. bedroom detached dwelling of modern design measuring 9m in width, 8m in depth with a pitched roof to 9m in height. The

dwelling would accommodate 4 no. bedrooms at first floor level, 2 no. bedrooms in the roof space and various living accommodation across the ground floor.

- House Type B (Plots 3 and 5): A 6 no. bedroom detached dwelling of modern design measuring 9m in width, 9m in depth with a pitched roof to 9m in height. The dwelling would accommodate 4 no. bedrooms at first floor level, 2 no. bedrooms in the roof space and various living accommodation across the ground floor.
- House Type C (Plot 1): A 5 no. bedroom detached dwelling of modern design measuring 10m in width, 9m in depth with a pitched roof to 9m in height. The dwelling would accommodate 3 no. bedrooms at first floor level, 2 no. bedrooms in the roof space and various living accommodation across the ground floor.
- House Type D (Plot 2): A 5 no. bedroom detached dwelling of modern design measuring 7m in width, 8.2m in depth with a pitched roof to 9m in height. The dwelling would accommodate 3 no. bedrooms at first floor level, 2 no. bedrooms in the roof space and various living accommodation across the ground floor.

Access to the site and each property would be gained via the existing service lane off Meirion Street that runs along the western boundary of the site. The lane would be upgraded to adoptable standards and a new turning head sited at the southern end. The lane currently serves the rear amenity space of a number of properties along Meirion Street to the north-west. Access to these properties would remain following development.

The application is accompanied by the following:

- Ecology Report;
- Tree Survey.

SITE APPRAISAL

The application site is a former allotment located off Meirion Street, Trecynon. It is of an irregular shape, amounting to approximately 0.7ha, with the majority being level throughout. The southern, rear, section of the site however falls away from Meirion Street towards a number of dwellings located along an adjacent residential street, Park Grove (south). The properties along Park Grove are sited at a considerably lower ground level than the application site.

The application site was previously overgrown with various scrub vegetation however this had been cleared at the time of the site visit. The eastern boundary of the site is lined with mature trees that are protected by a Tree Preservation Order (TPO) (RCT43). There are also a number of mature trees along the southern boundary of the site but they are not protected.

A service lane runs along the western boundary of the site from Meirion Street that gives access to the plot and the rear of the 3 no. immediate dwellings to the north-west, Norwood, Oakdene and Brynderwen.

The surrounding properties are predominantly traditional two storey terraced dwellings, however, there a number of larger semi-detached and detached dwellings/bungalows nearby, as well as various commercial uses in the wider locality.

PLANNING HISTORY

Previous planning applications submitted at the site:

16/0455	Construction of 3 no. detached houses together with service road and drainage. Amendments to existing unmade access to adjoining properties	Granted	06/06/17
---------	---	---------	----------

PUBLICITY

The application has been advertised by means of direct neighbour notification and site notices. 3 no. letters of objection have been received from surrounding residents of Meirion Street, making the following comments (summarised):

- The access lane is not suitable for a number of new dwellings at the site and would result in a detrimental impact upon highway safety in the vicinity.
- Concerns that the proposed development would impact upon the existing lane leading to the rear of adjacent properties along Meirion Street. The lane access has been in place historically and the adjacent properties have a legal right of access across it. As such it should remain in future.
- Concerns that the proposed development may impact upon the protected trees to the east of the site.
- There is Japanese Knotweed on the site. Has/will this been treated/removed correctly?
- Burning has taken place on site in the past. This should not be allowed during site clearance/construction.

CONSULTATION

Transportation Section – No objection, subject to conditions.

Countryside, Landscape and Ecology – No objection, subject to conditions.

Public Health and Protection – No objection, subject to conditions.

Flood Risk Management – No objection, subject to condition.

Public Rights of Way Officer – No objection.

Waste Services – No objection.

Natural Resources Wales – No objection.

Dwr Cymru Welsh Water – No objection, subject to conditions and standard advice.

Glamorgan Gwent Archaeological Trust – No objection, subject to condition.

Wales and West Utilities – No objection, subject to conditions and standard advice.

Western Power Distribution – No objection, subject to standard advice.

South Wales Fire and Rescue Service – No objection, subject to standard advice.

South Wales Police – No objection, subject to standard advice.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Aberdare, but is not allocated for any specific purpose.

Policy CS1 – sets out the criteria for development in the Northern Strategy Area.

Policy CS4 – outlines the extent of the housing requirement that needs to be delivered through the plan period.

Policy AW1 – sets out the criteria for new housing proposals.

Policy AW2 – supports development in sustainable locations and includes sites that are accessible by a range of sustainable transport modes and would not unacceptably conflict with surrounding uses.

Policy AW4 – details the criteria for planning obligations including the Community Infrastructure Levy (CIL).

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.

Policy AW7 – identifies that proposals which impact upon sites of architectural or historic merit or affect areas of public open space, allotments, public rights of way, bridleways and cycle tracks will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character of the area / public facilities.

Policy AW8 – sets out the criteria for the protection and enhancement of the natural environment.

Policy AW10 – does not permit proposals where they would cause or result in a risk of unacceptable harm to health and/or local amenity.

Policy NSA10 – requires housing developments in the Northern Strategy Area to have a net residential density of at least 30 no. dwellings per hectare, subject to certain exceptions.

Policy NSA12 – identifies the criteria for assessment of development proposals within and adjacent to settlement boundaries in the Northern Strategy Area.

Supplementary Planning Guidance

- Design and Placemaking;
- A Design Guide for Householder Development;
- The Historic Built Environment;
- Nature Conservation;
- 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 (Edition 10) sets out the Welsh Government's 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 Welsh Government's policy on planning issues relevant to the determination of planning applications.

It is considered that this proposal meets the seven goals set out within the Well-being of Future Generations (Wales) Act and the site has been brought forward in a manner consistent with the five ways of working set out in the Act. Furthermore, it is also considered that the proposed development is consistent with the key principles and requirements for placemaking set out in Chapter 2 (People and Places: Achieving Well-being Through Placemaking) of Planning Policy Wales (PPW), and is also consistent with following chapters of PPW insofar as they relate to the development proposed:

- Chapter 3 (Strategic and Spatial Choices);
- Chapter 4 (Active and Social Places);
- Chapter 5 (Productive and Enterprising Places);
- Chapter 6 (Distinctive and Natural Places).

Other relevant national policy guidance consulted:

- PPW Technical Advice Note 5: Nature Conservation and Planning;
- PPW Technical Advice Note 10: Tree Preservation Orders;

- PPW Technical Advice Note 11: Noise;
- PPW Technical Advice Note 12: Design;
- PPW Technical Advice Note 18: Transport.

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.

Principle of the Proposed Development

Full planning permission is sought for the erection of 5 no. detached dwellings at the application site. The site is unallocated and located within the defined settlement boundary where the principle of development is considered to be acceptable subject to compliance with other policies within the Local Development Plan and relevant material considerations. As such it is considered that the proposal is compliant with the requirements of Policies AW2 and NSA12 of the LDP.

Policy NSA10 seeks a net residential density of 30 no. dwellings per hectare, with this scheme resulting in a net density of only 8 no. per hectare. However, the policy does allow for exceptions if there are site specific constraints that would prevent the requirement being met. In this instance an area along the eastern boundary of the site cannot be developed to ensure there is no impact to the adjacent trees that are protected by a TPO. The access lane along the western boundary of the site, which must remain following development, also reduces the developable area. Finally, the southern element of the site, which amounts to almost half of the plot, falls considerably towards the rear (southern) boundary rendering this area undevelopable. Therefore, due to the unique circumstances of this application site, it is considered that the proposed site layout is the only appropriate option given the actual developable area and the nature and character of the site. Therefore, whilst it is accepted that the proposal does not comply with Policy NSA10, there is no objection in this instance.

Finally, it also noted that the plot benefits from an extant planning permission for 3 no. dwellings and as a result, the principle of residential development at the site has already been established.

It is therefore considered the proposed development would be compatible with the surrounding land uses and the proposal is acceptable, in principle, subject to an assessment of the criteria set out below.

Visual Impact

The application site is a vacant parcel of land at the eastern end of Meirion Street which forms the last undeveloped plot in this area of the village. The proposed dwellings would be constructed in a linear arrangement towards the eastern boundary of the site each orientated towards the shared access (west). The topography and physical characteristics of the plot, having a steep bank to the rear of the site; an access lane along the western boundary; adjacent dwellings within Meirion Street to north-west; and mature trees along the eastern boundary; has largely dictated the design of the proposed site layout with no other option being realistic or viable. Therefore, whilst the dwellings would be set back from the main street and would not address it in a traditional manner, it is considered that they would integrate well with the existing pattern of development in the surrounding locality and would form an appropriate rounding off of the residential settlement in this area. Furthermore, the proposed dwellings would be suitably arranged in spacious plots addressing the shared access and positioned roughly within the centre of each plot, allowing for adequate amenity space and parking/turning areas. As such it is not considered the proposal would lead to an over intensive form of development and would also allow for a degree of landscaping to be introduced around the new buildings.

With respect to the proposed buildings themselves, whilst they would be large dwellings and inevitably form visible features in the immediate locality, they are considered to be of a typical, modern, two-storey design, comparable to many other new developments in the area and throughout the wider county borough. Further, the use of appropriate external finishes, comparable to that of many other properties in the locality, will ensure the new properties are in-keeping with and not out of character with their wider surroundings.

Finally, whilst it is accepted that the proposed upgrading of the access lane will result in some visual impact, the upgrading works would be relatively minor in nature, simply involving the resurfacing and widening of the lane with no significant engineering works required in order to allow safe vehicle and pedestrian access. As such these works will not be readily visible from outside of the site.

Subsequently, whilst it is acknowledged that any development at the site will inevitably result in a considerable alteration to its current semi-rural character and appearance, it is considered the proposed development would appear as an appropriate rounding off of the residential settlement in this area of the village and would not result in significant visual impact. The proposed development is consequently considered acceptable in this respect.

Residential Amenity

It is not considered the proposed development would result in a significant impact upon the residential amenity and privacy standards currently enjoyed by the surrounding properties.

The proposed dwellings would be located towards the eastern boundary of the plot, over 30m from the nearest existing property along Meirion Street, Norwood. Furthermore, they would be sited at the similar ground level to the adjacent properties along this street. As such, given the separation distances proposed and the resulting relationship the new dwellings would have with the nearest properties along Meirion

Street, it is not considered the proposed dwellings would have any undue impact upon the amenities of the residents of this street.

Further residential properties are located to the rear (south) of the site along Park Grove and these properties are sited on a considerably lower ground level. However, the proposed dwellings would be located over 50 metres from the adjacent properties along Park Grove and it is considered this separation distance would be sufficient to ensure that any potential impact to the amenity of these properties would be minimal. Additionally the application site is separated from the properties along Park Grove by a band of mature trees that screen it from view. These trees would remain following development which will further ensure any potential impact is minimal. It is also noted that no objections have been received from the occupiers of these properties following the statutory consultation process.

It is therefore considered that the proposed development is acceptable in this regard.

Highway Safety

The Council's Transportation Section originally raised a number of objections to the scheme following consultation. This was due to the proposed layout not including an appropriate turning area along the shared access; inadequate vision splays at the junction of the shared access with Meirion Street; and a lack of a pedestrian footway along the site frontage (Meirion Street). In light of these concerns an amended site layout was received on 28/03/2019 where a turning head at the bottom (southern end) of the shared access and a pedestrian footway along the site frontage were included, and the vision splays altered to meet the relevant standards.

Following consideration of the amended scheme the Transportation Section commented that the proposed development would include the realignment of the existing access point for improved vision splays and the upgrading of the existing service lane to adoptable standards to provide a new shared access road to serve the proposed dwellings and the rear access to the existing, adjacent properties along Meirion Street.

The proposed access road would be 5.5m in width with a 2m wide footway fronting the plots. It would also include a turning area and an access point to the rear of the existing dwellings along Meirion Street, all of which comply with the relevant Council design details and are acceptable. It is noted however that uncontrolled pedestrian crossing points are not included on the plan and must be provided, but these details can be secured by way of condition.

Meirion Street has a 20mph speed limit. In accordance with Technical Advice Note 18: Transport (TAN18) the required visibility splay from the proposed development to Meirion Street would be 2.4m x 22m. The developer has realigned the existing access to the east to provide an improved vision which is 2.4m x 31m right and 2.4m x 21.5m left. There is slight concern that the visibility splay left is marginally below the required standard however this alone would not warrant a highway objection.

With respect to parking, the proposed dwellings each require up-to a maximum of 3 no. off-street spaces in accordance with the Council's adopted Supplementary Planning Guidance (SPG): Access, Circulation and Parking. The proposal would meet

this requirement with 3 no. off-spaces provided within each plot. It is noted however that no off-street visitor spaces are proposed, but it is considered visitor car parking is short term and could be accommodated on-street. Therefore, on balance, the proposal is acceptable in this regard.

Subsequently, in light of the above highways assessment, whilst it is acknowledged there are some minor concerns in respect of highway safety, it is not considered the proposed development would result in a detrimental impact upon pedestrian and highway safety in the vicinity of the site. The scheme is therefore considered acceptable in this regard, subject to the conditions detailed below.

Ecology/Trees

As noted above, the eastern boundary of the site is lined with a number of mature trees that are protected by TPO RCT43. The scheme originally proposed the dwellings be sited in close proximity of these trees, within their root protection zone. In light of this a number of concerns were raised by the Council's Ecologist. The Ecologist also noted that the initial ecology and tree surveys submitted with the application detail that a number of trees within the site (not protected by the TPO) would have to be removed and have the potential to be populated by bats. Consequently further survey works and mitigation would be required before the application could be determined.

In order to overcome these issues the applicant submitted amended plans on 28/03/19 whereby each of the dwellings were moved towards the front (west) of their plots, out of the root protection zones of the adjacent trees. Further ecology and arboricultural reports were also submitted that confirmed that there would now be no impact upon the adjacent protected trees; and the trees within the site to be removed had no or a low likelihood for bat roost potential.

Following consideration of the amended plans and additional ecology/tree surveys, the Council's Ecologist commented that they were thorough and comprehensive assessments and their conclusions/mitigation proposals were reasonable and appropriate. As such he removed his concerns subject to the mitigation measures suggested within the reports being conditioned to ensure they are carried out on site.

It is also noted that no adverse comments have been raised by Natural Resources Wales following consideration of the scheme, subject to standard advice.

Public Right of Way

It is noted that a Public Right of Way (ABD/33/1) runs immediately to the east of the site. The Council's Public Right of Way (PRoW) Officer commented that the proposed development would not impact upon the adjacent PRoW and therefore no objections are raised or conditions suggested.

Public Health

No objections have been received from the Council's Public Health and Protection Division. They did however suggest a number of conditions be attached to any consent in relation construction noise, waste and dust. Whilst these comments are appreciated,

it is considered that construction noise, waste and dust matters can be more efficiently controlled by other legislation. Therefore, given the nature and scale of the proposed development, it is considered the conditions suggested in this respect are not necessary and an appropriate note highlighting them would be sufficient instead.

Land Drainage and Flood Risk

During their assessment of the scheme the Council's Flood Risk Management Section (FRM) commented that the applicant has not provided any site drainage details with the application and consequently it is difficult to assess the potential impact of the proposed development in respect of drainage/flood risk, however, it is considered that an acceptable drainage scheme can be implemented at the site that would overcome any concerns. Therefore no objections are raised but it is suggested a condition be added to any consent requiring full site drainage details be submitted to and approved by the Local Planning Authority prior to any development works starting on site. It was also advised that the proposed development works would have to gain separate Sustainable Drainage Approval by the Sustainable Drainage Approval Body which would further ensure no drainage/flood risk issues would arise.

DCWW commented that whilst they have no objection to the scheme, as the method for the disposal of foul drainage is unknown, they request further consultation once the details are available. It is considered that this issue can be appropriately covered during any future discharge of conditions and Sustainable Drainage Approval process.

In light of the above advice, the development is considered acceptable in respect of site drainage, subject to the condition detailed below.

Historic Land Uses

Comments received from the Glamorgan Gwent Archaeological Trust (GGAT) indicated that whilst there are no designated sites within or in close proximity to the application site, the plot is located on the site of the former Gadlys Uchaf, a structure associated with a historic farm that dates to at least 1847. A review of historic Ordnance Survey mapping shows Gadlys Uchaf itself, as well as several associated outbuildings, in the area of the proposed development. Significant landscaping, access tracks and mixed woodland are also depicted.

Consequently, whilst no above ground remains survive, it is possible that associated structures or features may be encountered during the course of any intrusive ground works. Therefore in order to mitigate the impact of the development on the archaeological resource, GGAT recommend that a condition requiring an archaeological watching brief to be conducted during the ground works for the development should be attached to any planning consent granted at the site.

Whilst these comments are appreciated, the application site had been cleared prior submission of the application and any remains already removed. As such further consultation with GGAT was undertaken and, whilst regrettable, the need for the suggested condition removed.

Other Issues

It noted that no objections were received from the Council's Waste Services Section, Wales and West Utilities, Western Power Distribution, South Wales Fire and Rescue Service, or South Wales Police, subject to standard conditions and advice.

Neighbour Consultation Responses

Where the issues raised by the objectors are not addressed above, the following additional comments are offered:

- *There is Japanese Knotweed on the site. Has/will this been treated/removed correctly?*

The eradication of invasive plant species on site does not form a material planning consideration and is the responsibility of the landowner. Further, this issue is better controlled through other legislation, i.e. the Wildlife and Countryside Act. Therefore it is not considered necessary to add a condition to any consent ensuring appropriate removal of the plant. It is also noted that during the site visit, there was no evidence of the plant on site.

- *Burning has taken place on site in the past. This should not be allowed during site clearance/construction.*

The burning of waste on site is not a material planning consideration and is better controlled through separate Public Health legislation. Therefore it is not considered necessary to add a condition to any consent ensuring burning does not occur on site during development.

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 liable for a charge under the CIL Regulations 2010 as amended however the application site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones where a £nil charge is applicable. Therefore no CIL would be payable.

Conclusion

Whilst it is acknowledged the development would form a prominent addition in the immediate locality, the proposed dwellings are considered acceptable in terms of their overall scale, design and visual appearance. Furthermore, it is not considered the properties would have a significant impact upon the amenity and privacy standards currently enjoyed by the neighbouring residential properties; upon highway safety in the vicinity of the site; or upon the adjacent protected trees. The application is therefore considered to comply with the relevant policies of the Local Development Plan.

RECOMMENDATION: Grant

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 plans ref:

- Site Location Plan
- Proposed Site Layout – Scheme G
- Proposed Front and Rear Street Scene Elevations
- House Type A
- House Type B
- House Type C
- House Type D

and documents received by the Local Planning Authority on 14/12/18, 25/01/19, 28/01/19, 18/03/19, 28/03/19 and 05/12/19, 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 commence on site until full site drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The dwellings hereby approved shall not be brought in to beneficial occupation until the drainage works have been completed in accordance with the approved plans. The site drainage arrangements shall remain in place therefore.

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. Notwithstanding the submitted plans, no works shall commence on site until full engineering design and details of the road layout, street lighting, uncontrolled pedestrian crossing, surface water drainage and highway structures including longitudinal and cross sections have been submitted to and approved in writing by the Local Planning Authority. The highway works shall be fully implemented in accordance with the approved engineering details to the satisfaction of the Local Planning Authority prior to beneficial occupation of any dwelling on site.

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.

5. No development shall commence on site, including any works of site clearance, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority to provide for:
- i. the means of access into the site for all construction traffic;
 - ii. the parking of vehicles of site operatives and visitors;
 - iii. the management of vehicular and pedestrian traffic;
 - iv. loading and unloading of plant and materials;
 - v. storage of plant and materials used in constructing the development;
 - vi. wheel cleansing facilities;
 - vii. 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 highway safety and the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. Before the dwellings hereby approved are brought into beneficial occupation the means of access, together with the vision splays, parking and turning facilities, shall be laid out in accordance with the submitted plan Proposed Site Layout – Scheme G received on 28/03/2019 and approved by the Local Planning Authority.

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

7. No development shall commence on site until full details of the proposed ecological mitigation and enhancement scheme for the site, as detailed within Tree Scoping Survey for Presence of Bat Roosts (Spectrum Ecology 2019) has been submitted to and approved in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved details prior to beneficial occupation of the dwellings hereby approved and any protection measures shall be retained throughout the development period and thereafter.

Reason: In the interests of ecology and to afford protection to animal species in accordance with Policies AW5 and AW8 of the Rhondda Cynon Taf Local Development Plan.

8. No development shall commence 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.

9. 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 dwellings or completion of the development of that phase, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development of that phase 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.

10. Before any work is commenced on site, including site works of any description, each of the trees to be retained shall be securely fenced off by a chestnut paling or similar fence erected in a circle round each tree to coincide with the extremity of the canopy of the tree. Within the areas so fenced off the existing ground level shall be neither raised nor lowered, and no materials or temporary buildings or surplus soil of any kind shall be placed or stored thereon. If any trenches for services are required in the fenced-off areas they shall be excavated and back-filled by hand and any tree roots encountered with a diameter of 5cms or more shall be left unsevered.

Reason: To protect the existing trees on the site during the course of building work in the interests of amenity in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

11. No development shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatments at each plot shall be completed before any of the dwellings hereby approved are occupied in accordance with the approved details.

Reason: To ensure that the new development will in keeping with the surrounding area and to protect residential amenity in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO:	19/0660/10	(KL)
APPLICANT:	Walters Group	
DEVELOPMENT:	Use of land for low speed, non-competitive activities such as vehicle testing, driver/rider training, customer experience days, promotional activities, product launch days, filming and photography etc. of both motor cycles and cars (Amended Design & Access Statement rec. 12/02/20) (amended red line boundary rec. 12/02/20) (Vision Splay Plan rec. 12/02/20).	
LOCATION:	LAND AT CWM HWNT, OFF MOUNT ROAD/ PARISH ROAD, RHIGOS, HIRWAUN, CF44 9UR	
DATE REGISTERED:	12/02/2020	
ELECTORAL DIVISION:	Rhigos	

RECOMMENDATION: Approve

REASONS: The application site is located outside of the defined settlement boundary however, the proposed use relates to a tourism venture which has the potential to bring significant numbers of visitors to the area on an annual basis and thereby positively contributing to the economy of the wider area. Furthermore, the proposed use of the tracks would be limited to a small number of motorbikes that would comply with Euro 4 standards and it is not considered that the proposal would have an adverse impact upon the amenity of local residents in terms of noise and disturbance.

The site is already crossed by a number of tracks and no works are proposed to create any further tracks or for the construction of any new buildings. The visual appearance of the site would therefore remain unchanged and there would be no impact upon the character of the area.

Furthermore, no objection has been received from the Council's Highways and Transportation, Countryside, Landscape & Ecology and Public Health and Protection Sections and the proposal is therefore

considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Director of Prosperity & Development;
- A request has been received from Councillor Graham Thomas for the matter to come to Committee to consider the impact of the proposed use on the amenity of surrounding residential properties.

APPLICATION DETAILS

Full planning permission is sought for the change of use of land at Cwm Hwnt, Rhigos, Hirwaun for low speed (max 20mph), non-competitive activities relating to both motorcycles and cars. The land would predominantly be used by motorcycle manufacturer 'Triumph' for adventure experience motorcycle training and events which would include activities such as:

- Vehicle testing – new motorcycle launch activities, press ride activities and Triumph dealer days;
- Driver/driver training – including 1 day courses, trainer refresher courses, ladies days, 2 day course for levels 1 -3;
- Customer experience days,
- Promotional activities;
- Filming and photography;

All vehicles that will use the site will be provided by Triumph and will be high specification road homologated which will be fitted with a 3 into 1 silencer with emissions complying with EURO 4 standards. At no point will customers be able to use their own motorbikes at the site.

The proposal does not include any physical works to the site, aside for some basic maintenance of the existing gravel tracks to clear encroaching undergrowth and the erection of signage at key points where Bridleways and Public Rights of Ways cross the track (i.e. sited 100 and 50 metres before). No buildings would be erected on site as part of this proposal.

Users of the site will initially meet at the Triumph Adventure Experience headquarters in Woodlands Business Park, Ystradynglais, Powys (approximately 18 miles from application site). Following a safety briefing, customers will ride the motorcycles to the site along public highways (more locally off Rhigos Road and then along Mount Road and Parish Road). Each group of riders (maximum of 15) will be accompanied by a lead and tail rider whilst on the public highway and all riders will have a full motorcycle license. Each group of 15 would be split into 3 sub-groups that would be accompanied by trained instructors and each sub-group will leave headquarters at 10

minute intervals to avoid large numbers travelling through villages at the same time. There will be a maximum of 4 courses per week (1 per day – Friday to Monday) between 1st April and 31st October and courses would generally start in Woodlands Business Park at 10:00 and return by 16:00. It is understood that the company intends to construct or purchase a new building for headquarters in the RCTCBC area, closer to the site, at some point in the future.

It is also anticipated that up-to two 4x4's would use the tracks one day per week between 1st November and 31st March. This aspect of the use would take place between the hours of 09:00 and 17:00 only.

The applicant has submitted additional information that states that Triumph have generated over 700 visitors to the area and well over £100,000 of revenue to local businesses, guest houses and hotels and have created 8 jobs.

In addition to standard plans and documents, the application is accompanied by the following supporting documents:

- Pre-application Consultation (rec. 14/07/19);
- Design and Access Statement (amended version rec. 12/02/20);
- Noise Report (rec. 21/10/19);
- Traffic (Speed) Survey (rec. 23/09/19).

SITE APPRAISAL

The application site relates to a large area of land of approximately 106 hectares that is situated at the boundary between Rhondda Cynon Taf and Neath Port Talbot. The village of Rhigos is located approximately 0.7km to the north-east.

The site is irregular in shape and typically undulating with ground levels notably decreasing from north to south. Access is achieved through a secured gate off an un-named road that connects with Parish Road and Mount Road (to the north and north-east respectively). Parish Road is currently the main access to the Selar Open Cast Coal Site, which is located to the west of the site.

The site is predominantly characterised by a heavily wooded area which is crossed by numerous gravel tracks, bridleways (namely RHI/10/5, RHI/AR4/1, RHI/10/4 & RHI/17/2) and Public Rights of Ways (namely RHI/19/1, RHI/26/2 & RHI/30/1). The closest residential properties are located approximately 200 metres to the east and approximately 280 metres to the north of the site (Cwm Hwnt and Mount Road respectively). The main village of Rhigos is located approximately 0.7km to the north-east.

The site is located outside of the defined settlement boundary and is located entirely within a Site of Importance for Nature Conservation (SINC Cwm Gwerlych). It is also located partially within a Special Landscape Area (SLA-

Hirwaun Common, Cwm Dare & Cwm Aman). A Listed Building is located in close proximity to the eastern boundary (Engine House and Fan House at Tower Colliery).

PLANNING HISTORY

19/5019	Land at Cwm Hwnt, Rhigos, Hirwaun	Request for a formal EIA screening opinion for the use of the existing tracks for low speed, non-competitive activities, including vehicle testing, driver/rider training and promotional events (motorcycles and cars).	EAN – EIA not required 03/04/19
---------	-----------------------------------	--	---------------------------------

PUBLICITY

The application has been advertised by means of direct neighbour notification to approximately 20 properties (dated 23rd July 2019) and through the erection of site notices in the vicinity of the site (on Mount Road, Cwm Hwnt, Rhigos Road and near to public areas i.e. bus stops, shops and playgrounds in the main village of Rhigos) (dated 7th August 2019). A press notice was also published in a local newspaper (dated 8th August 2019). No letters of objection were received following this exercise.

Further consultation was undertaken on receipt of an amended red line boundary/site location plan, which included an additional parcel of land adjacent to the junction between Mount Road and Parish Road for improved vision splays to be provided. One letter of objection has been received from a local resident following this process which is summarised as follows:

- The noise, dust, fumes and excess traffic this development would cause is unacceptable;
- We can do without the excess pollution from these cars and bikes;
- It would affect property prices in the area.

CONSULTATION

Countryside, Landscape and Ecology – No objection or condition suggested.

Dwr Cymru Welsh Water – No objection or condition suggested.

Flood Risk Management – No objection or condition suggested.

Glamorgan-Gwent Archaeological Trust – No objection or condition suggested.

Highways and Transportation – No objection subject to conditions.

Natural Resources Wales – No objection subject to advisory note.

Neath Port Talbot Council – Recommends the submission of ecology surveys and advises that a separate application may be required to be submitted to NPT should any development or activities take place within their boundary.

Public Health and Protection – No objection subject to conditions.

Public Rights of Way Officer – No objection or condition suggested.

Rhigos Community Council – Objections raised in relation to noise/pollution, unauthorised access via Old Parish Road, illegal use of the site by motorbikes, large groups of riders using Halt Road, Mount Road and conflict with bridleway. Comments that access should be from Treherbert Road, not through the village of Rhigos.

Wales and West Utilities – No objection or condition suggested.

Consultation was also undertaken with Western Power, South Wales Fire & Rescue Service, National Grid, The Coal Authority, and South Wales Trunk Road Agency however, no response has been received at the time of writing this report.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Core Policies

Policy CS2 –sets out the strategy for the northern area of the County Borough. The strategy include encouraging a strong, diverse economy which supports traditional employment and promotes new forms of employment in the leisure and tourism sectors.

Area Wide Policies

Policy AW2 – supports developments in sustainable locations.

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.

Policy AW7 - seeks to ensure that developments which may impact upon sites of architectural and/or historical merit and sites of archaeological importance will preserve or enhance the character and appearance of the site. Includes listed buildings, public rights of way and bridleways.

Policy AW8 - seeks to preserve and enhance RCT's distinctive natural heritage from inappropriate development. Includes Sites of Important Nature Conservation.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Strategy Area Policies

Policy NSA25 - requires development within a Special Landscape Area to conform to the highest standards of design, siting, layout and materials appropriate to the character of the area.

Supplementary Planning Guidance

Design and Placemaking
Nature Conservation
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 Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations Act in to planning.

It is considered that the current proposals meet the seven wellbeing of future generation's goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as defined by chapter 2 people and places: Achieving Wellbeing through Placemaking of the policy document and that the proposal is also consistent with the following insofar as they relate to the development proposed –

Chapter 4 active and social places
Chapter 5 productive and enterprising places
Chapter 6 distinctive and natural places.

Other relevant policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;
PPW Technical Advice Note 11: Noise;
PPW Technical Advice Note 13: Tourism;
PPW Technical Advice Note 16: Sport Recreation and Open Space;
PPW Technical Advice Note 18: Transport;
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 change of use of the site for low-speed, non-competitive activities relating to both motorcycles and 4x4 vehicles. The application site is located outside of the defined settlement boundary and in an area of open countryside that is predominantly characterised by forestry, forestry tracks and Public Rights of Ways and Bridleways.

Policy AW2 of the Rhondda Cynon Taf Local Development Plan primarily seeks to focus development within sustainable locations, which are defined as sites that 1) are within settlement boundaries; 2) would not unacceptably conflict with surrounding uses; 3) have good accessibility by a range of sustainable transport options; and 4) have good access to key services and facilities. It is noted that the application site is located outside of the defined settlement boundary and it is not accessible by a range of sustainable transport options or to key services and facilities. The proposal would therefore not comply with the key objectives of Policy AW2.

However, there is an argument that the proposed use would fall within a tourism use in that the site would primarily be for 'Adventure Experience' motor cycle training and, on occasion, new motorcycle launch activities, press ride activities and Triumph dealer days. Whilst the Local Development Plan does not have a specific policy relating to tourism, it is generally supportive of tourism and recognises that it can help encourage a strong and diverse economy which supports traditional employment and promotes new forms of employment in the leisure and tourism sectors (Policy CS1). Further, Planning Policy Wales supports tourism and sees it as vital to economic prosperity and job creation along with being a catalyst for the economy and regeneration. It is therefore accepted that some tourism uses can be accommodated in the countryside however, the tourism benefits need to be balanced with the potential impact of the surrounding area and the potential conflict with the Public Rights of Way and bridleways that are a tourism use in themselves.

The application site is located entirely within a Site of Important Nature Conservation and is crossed by a number of Public Rights of Way and Bridleways and it is therefore acknowledged that there is potential for some

degree of conflict between the proposed use and the ecology/biodiversity of the site and in terms of existing users (i.e. ramblers, horse riders etc.). There is also potential conflict between the proposed use of the site and nearby residential properties in terms of the level of noise generated by the use. These issues are explored in more depth later in this report however, it is noted that no objection has been received from the Council's Countryside, Landscape and Ecology and Public Health and Protection Sections in these regards.

Given the nature of the proposed use and the fact that customers would travel to the site on vehicles that would be used for the duration of the adventure experience days etc., it is not considered that the site necessarily needs to be accessible by a range of sustainable transport options. Furthermore, it is unlikely that this particular use would be suitable or achievable within any built up area that would have good access to public transport.

The proposed use would also bring significant numbers of visitors to the area on an annual basis and subsequently has the potential to make a positive contribution to the economy of the wider area through the use of local hotels, shops, restaurants, Public Houses etc. The applicant has confirmed that Triumph have already generated over 700 visitors to the area and subsequently over £100,000 of revenue to local businesses.

Whilst the application site is located outside of the defined settlement boundary, the proposed use would provide a tourist attraction that would bring economic benefits to the wider area. It is not considered that this particular use could reasonably be accommodated anywhere within the settlement boundary and the principle of the proposal is considered to be acceptable, subject to consideration of the criteria set out below:

Impact on residential amenity and privacy

It is acknowledged that there is potential for the proposed use of the site for motorcycles and 4x4s to have an adverse impact on surrounding residential properties in terms of noise and disturbance. However, the site would be utilised by Triumph for low-speed, non-competitive activities such as vehicle testing, driver/rider training, customer experience days, promotional activities, product launch days, filming and photography which would be unlikely to generate significant levels of noise. Furthermore, the site would only be utilised by motorcycles provided by Triumph, which are all high specification with 3 into 1 silencers with noise emissions complying with EURO 4 standards. The applicant has submitted a Noise Assessment to support the application which, following a survey of baseline noise levels at locations representative of the nearest residences to the proposed activities, concludes that the activity will not give rise to an unacceptable degree of noise and disturbance and no specific noise mitigation measures are considered necessary. The report has been assessed by the Council's Public Health and Protection Division who have raised no objection to the proposal in this regard.

As such, it is not considered that the proposal would have an adverse impact on the amenity of nearby residential properties and the application would therefore comply with Policies AW5 (criterion 1.c) and AW10 (criterion 2).

Access and highway safety

The application has been subject to consultation with the Council's Highways and Transportation in order to assess the potential impact of the proposal on highway safety in the vicinity of the site. Whilst an objection was originally received in relation to the vision splays at the junction between Mount Road and Parish Road, amended plans and a 7 day traffic speed survey were subsequently submitted in order to overcome the concerns raised. The comments received from the Highways and Transportation Section in relation to the additional information indicate that the site would be accessed off Mount Road which is a bus route and via the (adopted) Parish Road which leads to the Sellar Open Cast site.

The speed limit for Mount Road is 60mph which would require visibility splays of 2.4m x 215m, in accordance with TAN18. However, the 7 day ATC traffic speed survey indicates 85th percentile speeds circa 39mph in each direction. This equates to a vision splay requirement of 2.4m x 99m in each direction.

The plans indicate that the fence to the south of the junction is to be relocated to provide vision splays of 2.4m x 70m and the applicant has also indicated that they will cover the costs incurred to reduce the speed limit on Mount Road to 30mph. As such, the proposed vision splays would be acceptable with the reduction of the speed limit.

There is some concern that the fence to the north of the junction causes an obstruction. However, this is only partial with the vast majority of the carriageway and on-coming traffic visible. The vision splay in this location is therefore considered to be acceptable.

Taking the above into consideration and that the original objection has been removed (subject to conditions), the proposal is considered to be acceptable in terms of the impact it would have on highway safety in the vicinity of the site. The application is therefore considered to comply with Policy AW5 of the Rhondda Cynon Taf Local Development.

Impact on the character and appearance of the area

The proposal would involve the use of the existing tracks at the site and, with the exception of some minor maintenance works and the erection of small non-illuminated signage adjacent to the tracks, would not involve any physical alterations or the construction of any new buildings/structures.

As such, it is not considered that the proposal would have any impact on the character and appearance of the area and the application would comply with Policies AW5 & AW6 of the Rhondda Cynon Taf Local Development Plan.

Other Issues:

Public Rights of Way

The application site is crossed by a number of Public Right of Ways and Bridleways and some concern was initially raised by the Council's Public Rights of Way Officer in terms of the potential conflict between users of the PRowWs and Bridleways and the motorbikes/ 4x4s that would utilise the tracks. However, on the basis that the site would be used for low-speed, non-competitive activities (max speed: 20mph), that the number of motorcycles on site at any one time would not exceed 18, and that sufficient signage would be erected at 100 metres and 50 metres before the PRowW and Bridleways cross the tracks, the concern raised is not significant enough to warrant the refusal of the application. Should Members be inclined to approve the application, the number of motorcycles at the site at any one time can be controlled by condition.

Ecology

The application site is located entirely within a Site of Important Nature Conservation and, given the nature of the proposal, it is acknowledged that there is potential for it to have some impact on the features of the site for which it has been designated. However, the Council's Ecologist has assessed the information submitted with the application and, following further discussions with the applicant, is satisfied that the disturbance impact of the proposed use would be relatively low. The additional comments received by the applicant in this regard indicate that the proposal relates only to the use of the existing tracks and, whilst some minor maintenance works have already been carried out, no clearance of the adjacent forestation is proposed. The use of the tracks would be strictly limited to day time only and no lighting would be required to illuminate the track. The only visible alteration to the site would be the erection of small non-illuminated signs adjacent to the track to warn users of public rights of way and bridleways. Furthermore, vehicles using the track would be limited to 20 mph and would be fitted with silencers to EU standards. All groups would also be led by an experienced and qualified instructor with local knowledge and experience of the site.

Whilst it is noted that Neath Port Talbot Council (NPTC) recommend that full botanical and breeding bird surveys be submitted to inform the decision, this Council's Ecologist is satisfied with the level of information submitted with the application and considers that the disturbance impacts would not be so significant that it would have ecological implications. As such, it is not considered that detailed ecological assessment or mitigation is required in this instance.

NPTC also advise that should there be any development or activities within the boundaries of Neath Port Talbot, then a separate planning application would be required to be submitted to their planning section. An informative note to this effect would be included for the applicant's information, should permission be granted.

Taking on board the comments from the Council's Ecologist, it is not considered that the proposal would have an adverse impact on the SINC and the application would therefore comply with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

Public Health and Protection

In addition to the comments made in relation to the noise report, as discussed earlier in this report, the Council's Public Health and Protection Section have recommended conditions in relation to hours of operation, noise, waste and dust. Whilst these comments are appreciated, it is considered that issues relating to hours of operation, noise, dust and waste can be more efficiently controlled by other legislation and the suggested conditions are not considered necessary. An appropriate informative note is considered to be sufficient in this instance.

Listed Building

The application site is located in close proximity to a Listed Building at Tower Colliery (Engine House and Fan House). Given the intended use of the site for low-speed, non-competitive activities, and that no physical alterations are proposed as part of the application, it is unlikely that the proposal would have an adverse impact on the listing.

Other issues raised by objectors

One letter of objection has been received from a local resident which raises concern that the proposal would affect house prices in the area. This is not a material planning consideration and cannot be taken into account in the determination of the application.

A further objection from Rhigos Community Council also raises concern with regard to the illegal use of the site by motorbikes. This is an existing problem that the applicant is already aware of. It is considered that the application would reduce the number of unauthorised motorbikes using the site. As mentioned previously, the bikes used as part of the proposal would be provided by Triumph and would comply with Euro 4 standards. This would reduce the level of noise experienced by residents, as indicated in the supporting Noise Assessment.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The application site is located outside of the defined settlement boundary however, the proposed use relates to a tourism venture which has the potential to bring significant numbers of visitors to the area on an annual basis, thereby positively contributing to the economy of the wider area. Whilst a motorbike track would usually be associated with high levels of noise and disturbance for surrounding residents, the use of the site would be restricted to a small number of motorbikes that would comply with Euro 4 standards. The Noise Assessment submitted to support the application also successfully confirms that the level of noise created by the proposed use would be acceptable and it is therefore not considered that the proposal would have an adverse impact on the amenity of local residents in terms of noise and disturbance. The proposal would not have any adverse impact upon the visual amenity of the site and no objection has been received in relation to the impact of the proposal on highway safety in the vicinity of the site, ecology or public rights of way. As such, the proposal is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

RECOMMENDATION: Grant

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 drawings and documents received by the Local Planning Authority, unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Site Location Plan (Rec. 12/02/20);
- Proposed Block Plan (Rec. 21/06/19);
- Road Junction between Parish Road & Mount Road (Rec. 12/02/20);
- Noise Report (Rec. 21/10/19).

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. There shall be no more than 18 motorcycles in use at the site at any one time.

Reason: To ensure that the proposed development would not cause or result in a risk of unacceptable harm to local amenity because of noise pollution, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. The motorbike track hereby approved shall only be used between the hours of 09:00 and 18:00 hours.

Reason: To ensure that the proposed development would not have an adverse impact upon the amenity of local residents, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. All motorbikes used at the site shall be fitted with a 3 into 1 silencer and comply with Euro 4 standards, as detailed in the Noise Assessment carried out by Hepworth Acoustics (Rec. 21/10/19).

Reason: To ensure that the proposed development would not cause or result in a risk of unacceptable harm to local amenity because of noise pollution, in accordance with policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order), no external lighting equipment shall be erected or installed unless details have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that there would be no unacceptable impact upon nature conservation, in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall take place until alterations to the Traffic Regulation Order (TRO) in respect of the changes to the speed limit along Mount Road has been completed to the satisfaction of the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority.

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

8. The fence to the south of the junction between Parish Road and Mount Road shall be re-located as indicated on submitted drawing no. "E/2827" prior to beneficial use of the development.

Reason: To improve the visibility splay to the right at the junction, in the interests of highway safety and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

=====

tudalen wag

PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/0829/10 (BJW)
APPLICANT: Mr Ahmed
DEVELOPMENT: Conversion of a church to 8 apartments.
LOCATION: ENGLISH CALVARY BAPTIST CHURCH, CLIFF TERRACE, TREFOREST, PONTYPRIDD.
DATE REGISTERED: 30/08/2019
ELECTORAL DIVISION: Treforest

RECOMMENDATION: Approve.

REASONS:

The application proposes the productive use of a currently disused building. The use of the site would be sympathetic and in keeping with surrounding land uses, which are predominantly residential, and would comply with the requirements of the Council's Supplementary Planning Guidance (SPG) for the conversion of larger buildings for residential purposes.

The application is considered to comply with the relevant policies of the Local Development Plan in respect of its access and highway safety considerations, the amenities of nearby residential properties and the impact on the visual amenities of the area.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Director of Prosperity & Development as the proposal is for more than 5 residential units; and
- Three or more letters of objection have been received.

APPLICATION DETAILS

Full planning permission is sought for the conversion of the English Calvary Baptist Church, Cliff Terrace, Treforest, Pontypridd into 8 apartments. The

conversion would include the basement, lower ground floor, ground floor and first floor with the following arrangement of accommodation proposed:

Basement – 1 no. 1 bed unit, 1 no. 2 bed unit and cycle and bin store area

Lower ground floor – 1 no. 2 bed unit

Ground floor – 3 no. 2 bed units

First floor – 2 no. 2 bed units

The conversion would use the existing building with no external alterations proposed as part of the application.

An amended layout plan has been submitted, following comments from the Transportation section indicating 7 no. off-street parking spaces at the front of the site to serve the development.

SITE APPRAISAL

English Calvary Baptist Church is a large, civic scale religious building located within a predominantly residential area in the village of Treforest.

The building has a 2+ storey façade facing Cliff Terrace while the rear includes a lower ground floor and basement due to the sloping nature of the site to the north east onto the main railway line.

The highway to the front of the building is narrow and constrained to a single width of carriageway due to the historic layout of the area.

PLANNING HISTORY

None relevant.

PUBLICITY

This has included site notices and the direct notification of properties surrounding the site. Seven responses have been received, the main points of which are detailed below:

1. Lack of parking facilities for the proposal and the impact on existing parking within the area which is already oversubscribed.
2. It is not identified if this development is for students or working professionals/ families: more students in our catchment will place a bigger burden on refuse collections as they are excluded from paying any council tax.
3. There are a large amount of empty properties already so is there really a need for more?
4. Cliff Terrace is narrow and not wide enough for 2 vehicles to pass and I have concerns about large vehicles delivering building materials blocking this entrance and the additional room needed for the construction workers vehicles to be parked if not on site. These large vehicles are likely to have to reverse onto Wood Road where it is a narrow blind corner and also a main bus route.

5. It is not clear from the current plan who will be responsible for the maintenance of the graveyard and grounds of the former chapel. If these are neglected they will become an eye saw and potential risk to safety.

CONSULTATION

Transportation Section – Initially raised objection to the application due to the lack of any off street parking facilities being included within the scheme. However, following an amendment to the scheme indicating 7 off-street parking spaces now offers no objection, subject to conditions to require the provision of a vehicular crossover, prior to commencement and the construction of the parking spaces as indicated in the amended plans, prior to beneficial occupation.

Land Reclamation and Engineering (Drainage) – No objection.

Public Health and Protection – No objection, subject to a condition to restrict the hours of operation during the construction phase of the development a condition to require a scheme for noise attenuation from the adjacent railway line, prior to commencement and standard informative notes in respect of noise, waste and dust associated with the proposed development.

Dwr Cymru Welsh Water – No objection, subject to conditions and informative notes.

Wales and West Utilities – No response received within the consultation period.

Western Power Distribution - No objection. The applicant should be aware that if they require a new connection, disconnection or service alteration that they should contact Western Power Distribution.

South Wales Fire and Rescue Service – No objection. Advice is provided in terms of the provision of adequate water supplies on site for fire-fighting purposes and access for emergency firefighting appliances.

Countryside, landscape and ecology – No response received.

Pontypridd Town Council – No response received.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The property is within the defined settlement boundary and is unallocated.

Policy AW 1 - sets provisions for the creation of new housing throughout Rhondda Cynon Taf between 2006 –2021.

Policy AW 2 - supports development proposals in sustainable locations including sites within the defined settlement boundary.

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.

Policy AW10 – requires development proposals to have an acceptable impact on health and safety and local amenity in respect of issues such as pollution control and flooding.

Policy SSA13 - permits housing development within the defined settlement boundaries where it can be demonstrated that the proposal meets set amenity, highway, design and contamination standards.

Supplementary Planning Guidance (SPG): Development of Flats- Conversion and New Build

National Guidance

In the determination of planning applications regard should also be given to the requirements of National Planning Policy that 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.

The Welsh Government published Planning Policy Wales 10 on 5th December 2018, and the document aims to incorporate the objectives of the Well-being of Future generations Act into Town & Country Planning.

It is considered that this proposal meets the seven wellbeing of future generations goals inasmuch as they relate to the proposed development and that the site has been brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as set down in Chapter 2 People and Places: Achieving Well-being Through Placemaking, of PPW10 and is also consistent with the following inasmuch as they relate to the development.

Chapter 3 (good design and better places, promoting healthier places, sustainable management of natural resources)

Chapter 4 (moving within and between places, transport, living in a place, housing)

Chapter 6 (distinctive and natural places)

Planning Policy Wales Technical Advice Note 12 Design.

Sets out the objectives of good design and aims to encourage good design in all aspects of development.

The above chapters and Technical Advice notes set out the Welsh Government's policy on planning issues relevant to the determination of this planning 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:

Principle of the proposed development

The site consists a disused and neglected church building with some attached ancillary buildings within a restricted plot in a prominent roadside position within the village of Treforest.

The site within the defined settlement boundary where development is considered to be acceptable, subject to compliance with other policies in the Local Development Plan. The premises has been disused for over three years before which it was used as a place of worship.

In terms of land-use planning considerations the site is within a sustainable location that has reasonable access to transport nodes, goods and services and is therefore in accordance with Policy AW2. The proposal would be sympathetic to surrounding land uses, which are predominantly residential, and would provide an alternative type of residential accommodation as well as securing a productive use for a currently disused site within the locality.

In this respect the re-use of the building is considered to be positive. However, the application will also need to be considered against the Council's Supplementary Planning Guidance (SPG) relating to the conversion of larger buildings into flats. The proposal features a prominent and identifiable entrance which is located at the front of the property. There is also space for bin storage and cycle storage within the property as well as limited amenity space and the potential for off-street parking within the site.

While it acknowledged that the units to the rear and within the lower ground floor and basement levels would not be ideally appointed it is considered that they do have reasonable levels of natural light and outlook due to the sloping nature of the site.

The principle of the development is therefore considered to accord with the provisions of the Local Development Plan, nevertheless, the proposal must also be assessed in line with the other key requirements of planning policy as discussed below.

Impact on amenities of neighbouring properties

The new residential units would be formed within the conversion would be in close proximity to existing properties opposite the site.

The application proposes no external alterations to the building and it is indicated that the existing openings will be utilised to serve the development.

There is potential for overlooking from habitable rooms to existing properties to the south and east of the property, however it is considered that this could be successfully mitigated through the use of obscure glazing to a portion of habitable room windows where the relationship is close and direct. While this has not been the source of an objection it is considered prudent to control the glazing of the upper floor windows to be obscure glazed to a height of 1.8m from finished floor level to mitigate any potential adverse impact.

It is also considered that as the proposal is a conversion and would be of an identical scale that the development would not have an overbearing impact on neighbouring properties.

Character and appearance of the area

The building is a large and attractive chapel building which retains much of its original character although its condition is clearly worsening due to disuse.

The proposal would retain the existing facade with the possible installation of new windows being the only minor external alteration. The works to the front of the property to create parking area are considered to be proportionate and visually acceptable to a conversion of this nature.

Consequently, it is considered that the scale and design of the converted property would remain sympathetic and be in keeping with the existing dwellings in the area. Therefore, the application is considered to be acceptable in this respect.

Highway safety

The Transportation Section initially raised an objection to the proposal as there was no off-street parking provision indicated for the proposal. However, following the submission of amended plans, indicating 7 no. off street parking spaces to serve the development now raises no objection to the application on highway safety grounds. In this regard, the following comments have been offered in relation to the issues of access and parking.

Access

The proposed development would be served off Cliff Street via the existing means of access to the Church. In the vicinity of the development Cliff Street can only accommodate single file traffic and has a continuous footway on the development side only. Double yellow line road markings prevent on-street

parking at the acute angled priority junction with Wood Road and the sub-standard turning area at the limit of Cliff Street.

Cliff Street does not meet current standards for a residential street, which gives cause for concern. However, given the existing dwellings on the street and the development's historic use as a church, the concern is not significant enough to warrant highway objection.

Parking

The proposed development will result in 8 no. 1-2 bedroom apartments (7 no. 2 bed and 1 no. 1 bed). In accordance with the Council's adopted SPG, a maximum of 18 off-street parking spaces are required (16 spaces for residents and 2 for visitors).

The amended site layout plan indicates that 7 no. off-street parking spaces are to be provided off Cliff Terrace. This results in a shortfall of 11 spaces, which gives cause for concern. However, when considering the council's SPG advice that residents of flats often have lower car ownership rates than other types of household and the sustainable location of the proposed development, the concern is not significant to warrant highway objection.

Furthermore, the submitted information indicates that secure cycle parking is to be provided for the proposal.

Other Issues

The comments of the Public Health and Protection Division in respect of a condition to restrict the hours of operation during construction are acknowledged, however it is considered that this issue can be better addressed through other legislative controls open to the Council.

In terms of the comments of neighbouring residents, the following comments are offered:

The application provides 7 no. parking spaces to serve the development. While it is acknowledged that this is less than would be ideally required, the fall-back position is that the use of the property as a Church or a similar D1 use (such as a clinic, crèche, day nursery or non-residential educational facility etc.) would generate an even higher requirement without the necessity for a planning consent or any ancillary parking provision.

The tenure of the flats is not specified. It is considered that this is a matter that is left to the market and is not a material planning consideration.

Similarly, the need for additional housing is a matter for market forces and not material to the consideration of the planning application.

The point made in relation to large delivery vehicles is acknowledged, however it would be the case whatever the use of the building is particularly if the use remained within its existing D1 use. Additionally, the application has

been examined by the Council's Transportation Section who have raised no objection in this regard.

The maintenance of the graveyard remains with the owner of the site who is responsible in this regard. Any neglect of the graveyard could potentially be remedied through enforcement action available to the Council.

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 £38,176.57.

Conclusion

The proposed conversion is considered to be a productive use of the property for a sympathetic and conforming use that would be of an acceptable scale and design, would not have a harmful impact on neighbouring properties, the visual amenity of the area or highway safety considerations. Consequently, the proposal is considered to be acceptable.

RECOMMENDATION: Approve.

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, Plan No. CEX7/1
 - Block plan, including parking provision, Plan No. CEX7/10/A
 - Proposed basement level, Plan No. CEX7/6
 - Proposed lower ground floor plan, Plan No. CEX7/7
 - Proposed ground floor plan, Plan No. CEX7/8
 - Proposed first floor plan, Plan No. CEX7/9

and documents received by the Local Planning Authority on *<insert date>*, 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. Building operations shall not be commenced until samples of the 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.

4. Notwithstanding the details shown on the submitted plans, development shall not commence until details of a scheme of obscure glazing of the first floor side facing windows in the south-west and south-east elevations (facing 40 and 41 Wood Road) have been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail the levels of obscuration to a minimum of level three. The agreed scheme shall be installed at the property to a height of 1.8m from finished floor level and shall be retained in place in perpetuity.

Reason: To safeguard the privacy of residents in the locality in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. 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 in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

6. Notwithstanding the submitted plans, development shall not commence until details providing for a vehicular crossover in accordance with Highway Design Guide Standard Details Drg. No. 111 have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to beneficial occupation.

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

7. The parking spaces indicated on drawing no. CEX7/10/A shall be constructed on site in permanent materials prior to beneficial occupation and retained for the purpose of vehicular parking only.

Reason: To ensure vehicles are parked off the public highway, in the interests of highway safety in accordance with Policy AW5 of the Rhondda

Cynon Taf Local Development Plan.



PLANNING & DEVELOPMENT COMMITTEE

13 MARCH 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/0973/10 (GS)
APPLICANT: Mr R Henderson
DEVELOPMENT: Garage on existing hardstanding with patio on roof.
(Amended plans received 04/12/2019). (Structural Calculations received 04/12/19).
LOCATION: 65 TYNBEDW TERRACE, TREORCHY, CF42 6RL
DATE REGISTERED: 14/10/2019
ELECTORAL DIVISION: Treorchy

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, the potential impact it would have upon the amenity and privacy of the neighbouring residential properties, and its potential impact upon parking provision and highway safety.

REASON APPLICATION REPORTED TO COMMITTEE

- Four letters of objection have been received from occupiers of adjacent neighbouring properties.

APPLICATION DETAILS

The application seeks consent for the construction of a double garage to the rear of no. 65 Tynybedw Terrace and the use of its roof as a raised terrace / garden area.

The proposed garage would be sited atop the existing hardstanding to the rear of the dwelling, accessed from the lane between Tynybedw Terrace and Prospect Place. It would measure 6.8 metres in width, 5 metres in depth and 2.4 metres in height with a flat roofing

profile. The garage would be sited adjacent to the existing retaining walls which hold the raised garden area to the rear of the host dwelling. A roller shutter door would be inserted into the front elevation of the garage adjacent to the rear lane. The garage would be finished externally with cement / sand render in a style to match the existing garages within the locality.

The roofing profile of the garage would then act as an extension of the existing raised garden area that services no.65. The garage / raised patio area would be enclosed by a 1 metre high railing, much like the rest of the raised garden.

SITE APPRAISAL

The application site is located to the south-western side of Tynybedw Terrace and contains a two-storey, detached dwellinghouse within the village of Treorchy. The property is set within an almost linear shaped plot, with the north-east facing principal elevation being set back from the adopted highway at Tynybedw Terrace by a small, enclosed front garden as well as the access lane that leads to the rear of the dwellings. A further 'garden' / raised patio is positioned to the rear elevation. This small, level, patio area is enclosed by railings to all elevations and overlooks an area of hardstanding below, in the access lane, which has space to accommodate two vehicles. Boundary treatments at the site consist of close-boarded feather edged fencing to both the access lane and the adjacent neighbouring dwelling.

Neighbouring properties in the immediate vicinity (no. 60 - 66 Tynybedw Terrace) are all of a similar scale and design to the application property with rear gardens which are tiered in a similar manner or slope steeply down from their rear elevations. It is also noted that no. 66 is set at a comparable ground level to the application site. Properties to the south-west (Prospect Place) are located at a notably lower ground level with a distance of at least 25 metres between rear elevations. Several other dwellings within this row of properties have also erected / have planning permission for comparable detached double garages with roof terraces above to that proposed.

PLANNING HISTORY

There are no recent applications on record associated with this site.

PUBLICITY

The application has been advertised by direct notification to 8 neighbouring properties through two sets of consultation following the submission of amended plans.

In total, nine representations were received in objection from four separate objectors; the reasons for are as follows:

- Increase in overlooking
- Loss of privacy

- Issues regarding the potential blocking of access / access lane during construction by worker vehicles etc.
- Issues regarding access and egress from garage
- Issues regarding pedestrian safety
- Precedence for future developments
- Noise pollution
- Light pollution

The points below were also tendered but do not form material considerations as part of the planning process; as such, information or advice will be provided below as necessary:

- Access / egress rights for rear lane usage
- Issues regarding a water attenuation tank (crate system) under garage
- Decrease in value of surrounding properties.
- Issues regarding rights of access

CONSULTATION

Highways – No objection subject to conditions.

Dwr Cymru Welsh Water – No objection subject to condition and informative notes.

Building Control – As long as the garage structure is built in accordance with submitted details, there should be no impact on the attenuation tank below. However it is advised the Council's Structural Engineer is consulted.

Structural Engineer – The details submitted are considered acceptable to illustrate that the proposed garage would result in no impact upon the existing attenuation tank on site.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Treorchy, but 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

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 Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations (Wales) Act in to planning.

It is considered that the current proposals meet the seven wellbeing of future generation's goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as defined by Chapter 2 People and Places: Achieving Wellbeing through Placemaking of the policy document and that the proposal is also consistent with the following insofar as they relate to the development proposed –

Chapter 3 (good design and better places, promoting healthier places, sustainable management of natural resources)

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 erection of a garage within the curtilage of a residential dwelling, with the use of its roof space as a garden terrace for the house above. The principle of development is therefore acceptable subject to compliance with the criteria set out below.

Impact on the character and appearance of the area

The proposed development is considered to be acceptable in terms of the design, siting, massing, scale, materials and overall visual appearance. This view is taken for the following reasons:

It is acknowledged the proposed garage and raised patio area are would form large additions to the dwelling. However due to their siting to the rear of the dwelling they would feature no views from and have no bearing upon the street scene of Tynybedw Terrace or Prospect Place. It is further acknowledged that the proposal may feature some cross-valley views; nevertheless, the garage structure would be nearly identical to several other garages / raised terraces that have now become indicative to this terraced row. In line with the above, it is considered that the proposals will not detract from the character or appearance of the host dwelling or wider area.

It is also noted that the following dwellings in the row have been granted planning permission for comparable, raised decking / roof terraces, atop double garages recently, including applications ref: 16/1127/10 at no.60 Tynybedw Terrace, 17/1194/10 at no.63 Tynybedw Terrace and 19/0386/10 at no.64 Tynybedw Terrace. Therefore this type of development is typical of the locality and considered acceptable in this regard.

Impact on residential amenity and privacy

The closest neighbouring dwellings to the north of the site, off Tynybedw Terrace, are separated from the proposal by roughly 25 metres, raised up substantially in terms of site levels, shielded from the proposal by the bulk of the host dwelling and would remain unaffected in terms of residential amenity.

The adjacent dwelling to the north / north-east of the site, no. 64 Tynybedw Terrace, is again set at a substantially higher site level than the proposal. As there is an existing area of raised patio that directly looks to the rear of this property, it is not considered that the increase in the area of said patio would result in such an over intensification of its use as to result in a loss of privacy that would justify the refusal of this application. This issue is further diminished by the separation distances involved and the raised ground level atop which no.64 is sited.

With regard to the adjacent dwelling to the west, no.66 Tynybedw Terrace, as the proposed development would be sited at the rear of a steeply sloping site, it is acknowledged that any form of raised garden would inevitably have some impact on the residential amenity and privacy of this neighbouring dwelling considering its relative siting. The proposed roof terrace would provide previously non-existent views from the rear amenity area to the rear of this adjacent dwelling. Given the relative nature of the site, the views present already from the rear lane and the oblique nature of the views created, it is not considered that the levels of overlooking would be significantly increased over that which currently occurs, nor a material erosion of occupier privacy.

Occupiers to the south of the proposal, off Prospect Place, have tendered objections regarding the potential loss of privacy to their rear amenity areas and rear facing openings.

Having viewed the current situation on site, there would only be a limited alteration to the privacy levels currently enjoyed by neighbouring occupiers of this row caused through the erection of the roof terrace. As no greater harm is achieved through the proposal, it is not considered any potential impact in this regard would warrant refusal of the application. Furthermore, as detailed above, numerous examples of similar garages with roof top terraces above have been recently approved at the neighbouring properties; therefore, this type of development/relationship is typical of the area.

In light of the above, on balance, in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered to be acceptable.

Noise / Light Pollution

Given the nature of most building works, which are undertaken in close proximity to other houses, it is to an extent almost inevitable that during the course of construction that surrounding residents will observe some increase in noise/disturbance associated with the construction. However, the Council cannot control the length of time it takes a developer to finish their build and in this instance, given the relatively minor nature of the domestic construction works being undertaken, it is considered that such works will only occur for a limited period of time. Furthermore, once constructed it is not considered that the noise levels would be any different to that currently experienced at the site. In any case, if issues in respect of noise do arise, it would be a matter that can be better controlled through other legislation.

Neighbouring residents have raised concerns that the erection of the garage would result in unacceptable levels of light pollution, caused by its general usage. Again, it is not considered that the light pollution levels would be any different to that currently experienced at the site. Similarly, any unacceptable increase in light pollution is a matter that can be better controlled through other legislation.

Highways and Transportation

The Council's Highways and Transportation Section do not raise objection to the proposal subject to two conditions regarding the use of the garage remaining for domestic use only and surface water drainage. As such, issues regarding safe access / egress from the garage as well as pedestrian safety are considered acceptable. The application is therefore considered to be acceptable in this regard.

Attenuation Tank

During the course of the scheme, it has become apparent that an attenuation tank lies beneath the area that would be occupied by the proposed garage. The applicant, to alleviate concerns regarding the potential impact that the development may have upon the attenuation tank, has submitted suitable amendments and structural calculations. These have been verified by both the Council's Building Control Section and Structural Engineer.

As such, it is considered that sufficient information has been submitted to confirm that there would be no impact upon the attenuation tank.

Other issues raise by objectors

In respect of potential disruption caused during the construction of the development:

It is recognised that any blocking of the access lane by builder's lorries and/or materials, who may undertake the construction works at 65 Tynybedw Terrace is likely to cause inconvenience to the residents who are served by the access lane. However, the use of a private drive is a civil issue and is not a planning matter in which the Council can get involved.

The 'devaluation' of a property is not a material planning consideration and cannot be taken into consideration during the determination of this application.

The potential issues regarding rights of access being altered or existing covenants on land are civil matters between aggrieved parties and cannot be taken into consideration during the determination of this application.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

It is considered the proposal would not have a significant impact on the character and appearance of the locality or upon the residential amenity of the surrounding neighbouring properties. The application is therefore considered to comply with the relevant policies of the Local Development Plan (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(s) no(s)

1. ALL-IN-ONE Plan – Received: 04/12/2019
2. Structural Layout – Received: 04/12/2019
3. Garage Beam (Over Door) – Received: 04/12/2019
4. Underground Beam (Internal) – Received: 04/12/2019
5. Underground Beam (External) – Received: 04/12/2019

and documents received by the Local Planning Authority, 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. The use of the garage 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 Taf Local Development Plan.

4. Surface water run-off from the proposed garage 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: To prevent overloading the existing the highway drainage system and potential flooding and in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.



PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/1223/08 (KL)
APPLICANT: RCT Education & Inclusion Services
DEVELOPMENT: Construction of a single storey classroom linked to existing school (Amended Plans Rec. 17/01/20).
LOCATION: YSGOL TY COCH RESIDENTIAL SPECIAL SCHOOL, LANSDALE DRIVE, TONTEG, PONTYPRIDD, CF38 1PG
DATE REGISTERED: 17/01/2020 08:37:18
ELECTORAL DIVISION: Tonteg

RECOMMENDATION: Approve

REASONS: The proposal relates to the construction of an extension to provide additional classroom space for existing pupils at the school. The extension would be of a limited scale and a sympathetic design which would not impact upon the character and appearance of the existing school or surrounding area or upon the residential amenity and privacy of surrounding residential properties.

Whilst a number of objections have been made in relation to the impact of the proposal on highway safety, the Council's Highways and Transportation Section have not raised any objection to the proposal. The proposal includes the provision of two additional car parking spaces within the site which complies with the requirement set out in Supplementary Planning Guidance: Access, Circulation and Parking. Furthermore, given that no additional members of staff or pupils would be placed at the site, the proposal would not result in any further detriment with regard to highway safety in the vicinity of the site.

As such, the proposal is considered to be comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

- Three or more letters of objection have been received;
- The application has been submitted by, or on behalf of the Council or involving land owned by the Council, where the Council's interest is of more than a minor nature.

APPLICATION DETAILS

Full planning permission is sought for the construction of an extension on the north-eastern elevation of Ysgol Ty Coch Residential Special School, Lansdale Drive, Tonteg.

The proposed extension would measure 7.8 metres in width by 12.6 metres in depth with a hipped roof design that would measure 4.7 metres in height to the ridge and 2.8 metres in height to the eaves. The extension would be externally finished with cream coloured smooth render, grey coloured fibre cement slate roof tiles and grey aluminium windows and doors.

The extension would accommodate a new classroom which would provide additional space for existing pupils and staff. The applicant has confirmed that no additional staff would be employed at the site.

The proposal has been amended during the course of the application; first to include two additional car parking spaces within the existing car park (to address concerns and objections initially raised by the Council's Highways and Transportation Section; and, secondly, to reduce the length of the proposed extension.

SITE APPRAISAL

The application site relates to an existing educational building within the residential village of Tonteg. The site is irregular in shape and measures approximately 8217m². The main school building is located fairly centrally within the site with two further educational buildings (previously caretakers and head teacher's houses) being located to the south-west, off Fairmound Place. A car park is located to the north-west of the main building with access off Lansdale Drive.

The surrounding area is predominantly residential in character with the nearest neighbouring properties being located on the main approach to the site in Lansdale Drive, Fairhill Drive and Fairmound Place to the south-west and in Cheriton Grove to the north-west.

PLANNING HISTORY

17/0427	Change of use of former caretakers dwelling (C3) to provide additional educational facility (D1) for Ysgol Ty Coch	Granted 22/06/17
13/0004	Change of use from residential to education. Erection of single storey coffee shop lounge and installation of commercial kitchen. Remodel garden area	Granted 12/03/13
12/1207	Retention of one canopy and the erection of three others to rear of building	Granted 15/01/13
02/0556	Proposed extensions, alterations and refurbishment	Granted 06/06/02
75/1483	Special School	Granted

PUBLICITY

The application has been advertised by means of direct neighbour notification and through the erection of site notices in the vicinity of the site. A total of 5 letters of objection and 1 petition signed by 46 local residents against the proposal have been received. The objections are summarised as follows:

- There is inadequate car parking provision for staff resulting in cars being parked throughout the surrounding streets;
- Parents block roads, park on double yellow lines and park close to corners at drop off/pick up time, obstructing the vision of other road users;
- Residents were given traffic bollards to stop cars parking across driveways;
- Minibuses drive at breakneck speeds between parked cars and create a real safety issue;
- Residents have been told that the school was at capacity and that there would be no extra traffic;
- A further classroom would bring even more misery for residents;
- An extra classroom is not needed but a new location making it safe for both pupils and residents;
- The number of vehicles resulting in the need to transport additional pupils will make an already problematic situation worse;
- The existing car park near the school could be expanded to help relieve some of the pressure on the surrounding roads;
- Vehicles wait with their engines idling for long periods of time thus increasing pollution in the area;
- Vehicles effectively reduce the access road to this part of the estate to a single gauge road;
- The junction at the top of the hill is increasingly dangerous with cars coming up the hill having to drive on the opposite side of the road to pass waiting vehicles and vehicles turning down the hill frequently meet vehicles coming up on the wrong side;
- Any emergency evacuation of the estate would be severely hampered by parked cars;
- Any emergency vehicles trying to access this part of the estate (for school or residents) may be hampered by parked vehicles;
- Any increase in the size of the school should ensure that provision is made to keep the parking/waiting of vehicles associated with the school off the public highway by creating a school car park or making staff cars park at other designated parking areas in the locality and not on the limited width roads immediately around the school;
- Parking is already a problem along the estate roads caused by actual residents – we do not want any additional vehicles blocking our roads;
- Several residents have had near misses with the large number of taxis and minibuses associated with the school;
- School employees and visitors do not use the car park in the school as they should so adding two extra spaces will make no difference whatsoever.

CONSULTATION

Countryside, Ecology and Landscape – No objection

Flood Risk Management – No objection, subject to condition

Highways and Transportation – No objection, subject to condition

Llantwit Fardre Community Council – No comments received

Public Health and Protection – No objection, subject to conditions

Welsh Water – No objection, subject to conditions and advisory notes

Western Power – No objection

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the defined settlement boundary for Tonteg and is not allocated for any specific purpose.

Policy CS2 - sets out criteria for achieving sustainable growth including, promoting and enhancing transport infrastructure services.

Policy AW2 - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

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.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Supplementary Planning Guidance

Design and Placemaking

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 Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations Act in to planning.

It is considered that the current proposals meet the seven wellbeing of future generation's goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as defined by chapter 2 people and places: Achieving Wellbeing through Placemaking of the policy document and that the proposal is also consistent with the following insofar as they relate to the development proposed –

Chapter 2 achieving wellbeing through placemaking
Chapter 3 strategic and spatial choices.
Chapter 4 active and social places
Chapter 6 distinctive and natural places.

Other relevant policy guidance consulted:

PPW Technical Advice Note 11: Noise;
PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;
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 proposal relates to the extension of an existing school that is located within the defined settlement boundary and within a predominantly residential area of Tonteg. The extension would be of a limited scale and would provide much-needed additional classroom space for children that already attend the school.

As such, the principle of the proposal is therefore considered to be acceptable, subject to an assessment of the criteria set out below:

Access and highway safety

It is noted that a number of objections have been received from local residents which raise concern with regard to the impact of the proposal on highway safety in the vicinity of the site. One of the key concerns is that existing car parking provision for the school

is insufficient with vehicles associated with the school being parked on the surrounding residential streets.

Whilst these concerns are acknowledged, the Council's Highways and Transportation Section have not raised any objection to the proposal (subject to condition – condition 3 refers). The consultation response received indicates that the proposal includes the provision of 2 additional car parking spaces within the existing car park which would comply with the requirements set out in the Council's adopted SPG Access, Circulation and Parking. Furthermore, there would be no alterations to the existing means of access off the public highway or to the internal circulation arrangement as a result of the proposal.

It is noted that the provision of 2 additional car parking spaces is unlikely to resolve the existing highway issues in the locality of the site however, the provision of 2 additional spaces is to address the requirement of the additional classroom and not intended to address any pre-existing parking problems associated with the school. The applicant has confirmed that the additional classroom is required to provide improved facilities for existing pupils and that no additional staff members would be employed at the site as a result of the proposal. As such, it is not considered that the proposal would result in any further detriment to highway safety in the vicinity of the site.

As such, the proposal is considered to be acceptable in terms of the impact it would have on highway safety in the vicinity of the site and the application would therefore comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Impact on residential amenity and privacy

It is not considered that the proposed extension would have a detrimental impact on the amenity and privacy of the nearest neighbouring residential properties, which are located in Cheriton Grove to the north of the site. Residential properties in Lansdale Drive, Fairmound Place and Fairhill Drive are located on the opposite side of the school (south-west) and would not be affected by the proposed extension in this regard.

Whilst it is noted that the application site is located at a higher ground level to properties in Cheriton Grove, the extension would be sited well within the site with a distance of approximately 55 metres being maintained between the extension and the rear elevations of the nearest properties. Furthermore, the extension would be of a limited, single-storey scale and would not give rise to any overbearing or overshadowing impact, nor would it result in any loss of outlook. The extension would include a new door and window within the side elevation facing toward Cheriton Grove however, the level of overlooking would not be increased over that which already occurs.

As such, the proposal would comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Impact on the character and appearance of the area

The proposed extension would be sited on the north-east facing elevation of the main school building which is not particularly visible from the surrounding area. Whilst there would be some limited views from the rear elevations of existing properties in Cheriton Grove, the extension is considered to be acceptable in terms of its scale and design. It would be single storey in height with a ridge line that would be set below the ridge line of the part of the school from which it would project. It would therefore be sympathetic and subservient to the scale of the existing building and would not appear to be overly prominent within the wider area. Whilst it would have a more contemporary appearance in comparison to the existing building, it is not considered that this would have an adverse impact upon the character and appearance of the existing building or upon the wider area.

As such, the application would comply with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

Other Issues:

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Drainage

The proposal indicates that the sites surface water would be disposed of via the main sewer system, as per the existing situation for the rest of the school. However, no details have been included to demonstrate discharge rates or controls as part of the sites design to ensure that the risk of flooding from surface water is adequately controlled. As such, the Council's Flood Risk Management Team recommend the imposition of a standard drainage condition on any grant of planning permission in order to secure the submission of full drainage details prior to the commencement of development (condition 4 refers).

Ecology

The application is accompanied by a Preliminary Roost Assessment Report which includes an assessment of 11 schools within RCT. The report concludes that bat potential is negligible in the part of Ysgol Ty Coch where the proposed extension would be constructed and the Council's Ecologist has therefore confirmed that a bat survey would not be required in this instance.

Public Health

The Council's Public Health & Protection Section have raised no objections 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 issues relating to hours of operation, noise, dust and waste can be more efficiently controlled by other legislation and the suggested conditions are not considered necessary. An appropriate informative note is considered to be sufficient in this instance.

It has also been identified that the application site is located within 250m of the former Tonteg Ash Tip and Power Station Hill Landfill and the Public Health and Protection Section therefore consider that there is potential for hazards associated with land contamination to exist on site. However, due to the size and nature of the proposed development, no conditions have been recommended and the issue will be highlighted to the applicant in an advisory note.

Other issues raised by objectors

Whilst comments received in relation to the provision of a dedicated car parking area for staff and visitors of the school are appreciated, this issue is outside the parameters of this application and cannot be taken into consideration. Similarly, comments suggesting that a new location for the entire school be sought rather extending the existing building is not a reason to refuse this application.

Furthermore, any illegal or obstructive parking/driving is a police matter and not a material planning consideration that could be used in the determination of the application. The Council cannot make staff or visitors utilise the parking provision available or prevent them from parking illegally elsewhere.

The applicant has confirmed that the extension would not result in any additional children or members of staff being placed at the school however, it is noted that this cannot be guaranteed. The applicant has confirmed that, as with all special schools, there is not a specific maximum capacity and that children in the wider RCT area are placed in the best possible education setting to support their needs. This could potentially mean that additional pupils are placed at the school in the future however, the extension is not specifically for additional pupils to be placed at the school. In any case, the proposed extension is considered to be of a limited scale and would not be physically large enough to accommodate a significant number of extra pupils, particularly given that many children that attend this school have large, bespoke medical equipment that needs to be moved around with the children.

In relation to comments received regarding increasing pollution in the area as a result of the number of cars associated with the school, as mentioned above, it is not considered that the number of cars would be significantly increased as a result of the proposal.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

The application is considered to comply with the relevant policies of the Local Development Plan in respect of the impact it would have on the character and

appearance of the area, the amenity and privacy currently enjoyed by surrounding residential properties and upon highway safety in the vicinity of the site.

RECOMMENDATION: Grant

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 drawing numbers and documents received by the Local Planning Authority on 20th November 2019 & 17th January 2020, unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Drawing No. 5491_3497_B05: Site Location Plan;
- Drawing No. 5491_3497_B06 (Rev A): Proposed Site Layout Plan;
- Drawing No. 5491_3497_B04 (Rev A): Proposed Elevations;
- Drawing No. 5491_3497_B02 (Rev A): Proposed Floor Plan.
- Drawing No. 5491_3497_B09: Proposed Car Park Layout.

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission.

3. The parking spaces indicated on submitted drawing no. 5491_3497_B09 shall be provided on site in permanent materials prior to beneficial occupation of the extension hereby approved. The parking spaces shall be retained for the purpose of vehicular parking only.

Reason: To ensure vehicles are parked off the public highway, in the interests of highway safety and the free flow of traffic, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall commence until all relevant matters outlined on the attached Planning Requirements Relating to Flood Risk Management including full drainage details have been approved in writing by the Local Planning Authority. These details shall indicate how the development is to comply with the requirements of Section 8.3 of Technical Advice Note 15.

Reason: To ensure that drainage from the proposed development does not cause or exacerbate any adverse condition on the development site, adjoining properties, environment and existing infrastructure arising from inadequate drainage.

tudalen wag

PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO:	20/0046/10	(KL)
APPLICANT:	EE Limited	
DEVELOPMENT:	Installation of a 14.97m Telegraph Pole mast accommodating 3 shrouded antennas and 2x 300mm transmission dishes, installation of 2 equipment cabinets, 1 electrical meter cabinet, 1 generator and 1x 1200mm satellite dish on a 2.6m high pole and boarded fence compound for the EE Emergency Services Network with associated works.	
LOCATION:	RHIGOS ROAD WEST, RHIGOS ROAD, A4061 RHIGOS, HIRWAUN, CF44 9UE	
DATE REGISTERED:	16/01/2020	
ELECTORAL DIVISION:	Rhigos	

RECOMMENDATION: Approve

REASONS: The proposed mast and associated base apparatus would be of a modest scale and an acceptable design and it is not considered that it would have an adverse impact upon the visual amenity of the area, the amenity of the closest residential properties or upon highway safety.

Furthermore, the apparatus would provide an integrated 4G mobile broadband data service for the 3 Emergency Services (3ES) that meets the public safety requirements for functionality, coverage, availability and security. The technology would be based on enhancing a commercial 4G network, configured to give the 3ES priority over other users.

As such, the proposal is considered to comply with the relevant policies of the Rhondda Cynon Taf Local Development Plan and National Policy.

REASON APPLICATION REPORTED TO COMMITTEE

- The proposal is not covered by determination powers delegated to the Director of Prosperity & Development

APPLICATION DETAILS

Full planning permission is sought for the installation of a new base station for EE Emergency Services Communications Network on land at Rhigos Road, Rhigos, Hirwaun.

The proposed base station would be sited on the southern side of the mountain road known as Rhigos Road (A4061), which connects the villages of Rhigos and Treherbert. The proposal includes the installation of a 14.97m Telegraph pole design mast on a concrete base which would accommodate 3 no. shrouded antennas and 2 no. 300mm transmission dishes. It would also include the installation of 2 no. equipment cabinets, 1 no. electrical meter cabinet, 1 no. generator and 1 no. 1200mm satellite dish on a 2.6m high support pole within a compound that would measure 10.20m in width by 8 metres in depth and which would be enclosed by a 1.8 metre high close boarded fence. A 104sqm wide stone layby/parking/access area would be created between the base station and the road.

The applicant has detailed that the equipment is necessary in order to provide an integrated 4G mobile broadband data service for the 3 Emergency Services (3ES) that meets the public safety requirements for functionality, coverage, availability and security. The technology would be based on enhancing a commercial 4G network, configured to give the 3ES priority over other users.

The application is accompanied by an ICNIRP (International Commission on Non-Ionising Radiation Protection) declaration stating that the proposed installation would be in full compliance with the requirements of the radio frequency public exposure guidelines of the ICNIRP, as expressed in EU Council recommendation of 12 July 1999 on the limitation of exposure of the general public to electromagnetic fields.

SITE APPRAISAL

The application site relates to a small parcel of land which is located off Rhigos Road (A4061), the mountain road connecting the villages of Rhigos and Trehebert.

The site slopes gently upwards from the road and is relatively open with an area of forestry being located to the south. Given its location on a mountain-top, the surrounding area is characterised by open space and forestry with the area immediately adjacent to and including the application site forming marshy grassland.

PLANNING HISTORY

None recorded

PUBLICITY

The application has been advertised through the erection of site notices in the vicinity of the site. No letters of objection or representation have been received.

CONSULTATION

Countryside, Landscape, Ecology – No objection subject to condition

Flood Risk Management – No comments received at the time of writing this report

Highways and Transportation – No objection, subject to conditions

Natural Resources Wales – No objection

Public Health and Protection – No objection or condition suggested

Wales and West Utilities – No comments received at the time of writing this report

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

Policy CS1 – emphasis on building strong, sustainable communities

Policy AW2 - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

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.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Supplementary Planning Guidance

Design and Placemaking

Nature Conservation

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 Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations Act in to planning.

It is considered that the current proposals meet the seven wellbeing of future generation's goals inasmuch as they relate to the proposed development and the site is being brought forward in a manner consistent with the five ways of working.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking as defined by chapter 2 people and places: Achieving Wellbeing through Placemaking of the policy document and that the proposal is also consistent with the following insofar as they relate to the development proposed –

Chapter 1 managing new development.
Chapter 2 achieving wellbeing through placemaking
Chapter 3 strategic and spatial choices.
Chapter 6 distinctive and natural places.

Other relevant policy guidance consulted:

PPW Technical Advice Note 12: Design;
PPW Technical Advice Note 18: Transport;
PPW Technical Advice Note 19: Telecommunications;
PPW Technical Advice Note 23: Economic Development.

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 seeks full planning permission for the installation of a telecommunications base station on the mountainside, above the village of Rhigos. The site is located outside of the defined settlement boundary however, developments of this nature are commonly found in such locations in order to provide mobile coverage to a wider area. The infrastructure would provide an integrated 4G mobile broadband service for the 3 Emergency Services (3ES) that meets the public safety requirements for functionality, coverage, availability and security. The technology would be based on

enhancing a commercial 4G network, configured to give the 3ES priority over other users.

The principle of the proposal is therefore considered to be acceptable subject to an assessment of the following criteria.

Impact on the character and appearance of the area

The proposal is considered to be of minor nature and acceptable both in terms of its scale and design. It is considered that the use of a telegraph pole mast at this site is appropriate in that it would blend effectively with the backdrop of the surrounding mountainside and, as such, it is not considered that it would have an adverse impact on the character and appearance of the area.

Impact on residential amenity and privacy

The proposed mast is located a significant distance away from the nearest neighbouring residential properties (approx. 2.5km) and it is not considered that it would have any detrimental impact upon the amenity of neighbouring properties.

Whilst it is acknowledged that proposals for telecommunication masts are very often subject to health and safety concerns, the application is accompanied by a signed declaration which certifies that the proposed apparatus complies with the relevant requirements of the ICNIRP published guidelines as expressed in the EU Council Recommendation of 1999 which cover the exposure of the general public to electromagnetic fields. It is also noted that the Council's Public Health and Protection division have raised no objection to the proposal in this regard.

In light of the above, the application is considered to be acceptable in terms of the impact it would have on the residential amenity of the closest neighbouring properties.

Access and highway safety

The application has been subject to consultation with the Council's Transportation Section and no objection has been raised in this regard. The comments received indicates that there is some concern that the proposed vehicular crossover would result in stone being dragged onto the public highway (A4061) which is a risk to flow of traffic and highway safety. However, this could be mitigated by providing 5 metres of permanent material from the existing public highway, which can be controlled by condition.

Other Issues:

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Ecology

The application site is an area of marshy grassland, on the edge of the NRW forestry plantation. It is in a SINC but the area affected is small and the Council's Ecologist does not consider that the proposal would have an undue ecological impact. The comments received indicate that the potential for nesting bird issues look minimal and although there might be some residual reptile potential, the small area of the application site reduces the concern. There is, however, a need for the works to be controlled and for impacts to be minimised by good working practice, and in this location, it is necessary to ensure that excavations don't affect any of the many very small issues and watercourses that run off the mountainside. As such, a condition is recommended to secure the submission of an Environmental Construction Management Plan.

Consultation with Natural Resources Wales has also been undertaken and no adverse comments have been received. It is noted that the site is located approximately 254 metres from the Craig y Llwyn Site of Scientific Interest (SSSI) however, given the scale and nature of the proposal, it is unlikely to have an adverse impact on the SSSI.

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

Whilst it is acknowledged the new equipment would inevitably form a visible feature in the immediate locality, the general design and appearance of the apparatus are considered acceptable and typical of the design of many modern telecommunications masts that are commonly found throughout the Borough.

It is also noted that the development would comply with the relevant requirements of the ICNIRP published guidelines as expressed in the EU Council Recommendation of 1999 which cover the exposure of the general public to electromagnetic fields. As such it is not considered there would be any undue impact upon the amenity or health and safety of local residents.

As such, the application is considered to comply with the relevant policies of the Local Development Plan and is acceptable, subject to the conditions detailed below.

RECOMMENDATION: Grant

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 plans and documents received by the Local Planning Authority on 14th January 2010, unless otherwise to be approved and superseded by details required by any other condition attached to this consent:

- Drawing No. ESN7109/100: Site Location Maps;
- Drawing No. ESN7109/102: Proposed Site Plan;
- Drawing No. ESN7109/104: Proposed Site Elevation and Antenna Plan;

Reason: To ensure compliance with the approved plans and documents and to clearly define the scope of the permission documents and to clearly define the scope of the permission.

3. 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 and in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. Notwithstanding the details shown on the submitted plans, development shall not commence until details of the permanent surfacing for the first 5 metres have been submitted to and approved in writing by the Local Planning Authority. The approved detail shall implemented prior to beneficial use.

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

5. No development shall take place, including, any works of site clearance, until an Environmental Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority which:
- a) Identifies the construction area and the fencing to define that;
 - b) Considers any water pollution measures that might be required;
 - c) Includes a method statement/precautionary approach regarding nesting birds and reptiles;
 - d) Includes proposals for restoration of any adjacent ground disturbed during construction.

The works shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of maintaining biodiversity in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. 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 details.

Reason: To ensure adequate disposal of foul and surface water drainage in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.



PLANNING & DEVELOPMENT COMMITTEE

13 MARCH 2020

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/1214/10 (GS)
APPLICANT: Mr P Stanton
DEVELOPMENT: Rear first floor extension.
LOCATION: 16 LLEWELLYN STREET, HENDREFORGAN,
GILFACH GOCH, PORTH, CF39 8UA
DATE REGISTERED: 02/01/2020
ELECTORAL DIVISION: Gilfach Goch

RECOMMENDATION: Refuse

REASONS:

It is considered that the proposed extension, by virtue of its scale, massing and siting, would have a detrimental impact upon the character and appearance of the host dwelling and surrounding locality. The proposal would also have a detrimental impact upon the residential amenities of adjoining occupiers by resulting in a loss of privacy and increase in overlooking, whilst also having an overbearing impact. The proposal is therefore contrary to the relevant policies of the Local Development Plan (AW5 and AW6) and Supplementary Planning Guidance contained within the 'Design Guide for Householder Development (2011)'.

REASON APPLICATION REPORTED TO COMMITTEE

The application is reported to Committee by the request of the Local Member, Councillor A. Roberts, in order to assess the potential impact of the proposed development upon the character and appearance of the locality and the amenity and privacy of surrounding residents.

APPLICATION DETAILS

The application relates to a first floor rear extension. The proposal would be sited atop the existing ground floor rear projection and feature an 'L-shaped' profile.

The proposal would be between 5.8 and 2.7 metres in depth and between 5.2 and 2.9 metres in width. The rear most projection would feature a small gable-end roofing profile 6.3 metres high to the ridge. The larger part of the addition would feature a similar gable-end roofing profile at 7.1 metres high to the ridge. Both roofing forms would run perpendicular to the host dwelling and feature a similar eaves height to the existing property.

Materials and finishes would be in a style to match existing. Two rear facing windows would be present to the northern elevations at first floor level. A new first floor window is proposed within the western facing side elevation of the host dwelling.

SITE APPRAISAL

The site is located towards the northern side of Llewellyn Street and contains a two-storey, semi-detached dwellinghouse. The property currently benefits from a ground floor rear extension, similar in appearance and scale to adjacent and adjoining dwellings. The site is abutted to the north by allotments, to the south by the highway and to the west and east by the residential curtilages of 18 and 14 Llewellyn Street respectively. Site levels rise sharply from west to east, so that the dwellings off Llewellyn Street are generally substantially elevated from their neighbours to the west.

PLANNING HISTORY

The most recent, relevant application related to the site is listed below:

19/0849/10: First floor rear extension. **Decision:** 01/10/2019, Refuse

PUBLICITY

The application has been advertised by direct notification to 4 neighbouring properties.

No letters of objection or representation have been received.

CONSULTATION

None undertaken

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies within the settlement boundary for Gilfach Goch but 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

A Design Guide for Householder Development

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 Edition 10 sets out the Welsh Government's current position on planning policy, which incorporates the objectives of the Wellbeing of Future Generations (Wales) Act in to planning.

It is considered that the current proposals fail to meet the seven wellbeing of future generation's goals and, as a result, the proposed development is also inconsistent with the five ways of working.

It is also considered that the proposed development is inconsistent with the key principles and requirements for placemaking as defined by Chapter 2 People and Places: Achieving Wellbeing through Placemaking of the policy document; with the proposal also being contrary to the following insofar as they relate to the development proposed –

Chapter 3 (good design and better places, promoting healthier places, sustainable management of natural resources)

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 an extension to an existing residential dwelling; this type of development could therefore be considered acceptable in principle. However, in this case and on balance, the works are considered to have an unacceptable impact upon the character and appearance of the host property and wider street scene, as well as the residential amenity of surrounding occupiers. The reasons for this recommendation are set out in detail below.

Impact on the character and appearance of the area

Policy AW 5 of the RCT Local Development Plan reminds that proposals within the County Borough will only be recommended for approval where “The scale, form and design of the development would have no unacceptable effect on the character and appearance of the site and the surrounding area”.

Policy AW 6 reinforces this by stating development will only be supported where:

- They are of a high standard of design, which reinforces attractive qualities and local distinctiveness and improves areas of poor design and layout;
- They are appropriate to the local context in terms of siting, appearance, scale, height, massing, elevational treatment, materials and detailing;
- In the case of extensions to buildings, they reflect, complement or enhance the form, siting, materials, details and character of the original building, its curtilage and the wider area.

The proposal displays certain aspects of appropriate design, being set down from the ridge, and with various features that would echo the character of the host dwelling. The extension would be contained entirely to the rear of the host dwelling and feature no views from the street scene of Llewellyn Street. However, due to the open aspect to the rear and the allotments to the north of the site, the proposal would be visible from the majority of Holly Street.

The proposal, even in isolation, would result in considerable impact on the massing and appearance of the host dwelling. An addition of nearly 6 metres in depth, when visible, will always materially alter the character and visual aesthetic of a small dwelling. Given the prominent views of this addition that are prevalent from the north and the reasoning above, on balance, the proposal, by virtue of its scale, massing and siting, is considered to have a detrimental impact upon the character and appearance of the host dwelling and wider area. The proposal is therefore considered to be contrary to the relevant policies of the Local Development Plan (AW5 and AW6) and Supplementary Planning Guidance.

Impact on residential amenity and privacy

Dwellings to the north and south of the site are either shielded from the proposal entirely or situated too far away from the proposal to be impacted in terms of residential amenity.

The proposal would be sited away from the boundary of the neighbouring dwelling to the west, no.18. The current difference in site levels mean that the proposal would appear slightly larger than the dimensions suggest; however, given the proposals limited depth along this boundary and the fact that the roof pitches away from this dwelling's rear facing openings, it is considered that this neighbour would not be unduly affected by this aspect of the addition.

The Council's SPG relating to Householder Development advises that "Extensions and conservatories should not be overbearing to your neighbours. As a general rule lengthy two-storey extensions should not be positioned very close to the boundary adjacent to the garden of a neighbour's property and positioning any two-storey extension adjacent to a neighbour's boundary should be avoided where possible." In this case, the proposed extension would be positioned on the adjoining boundary with the adjacent property, No.14.

No.14 has an existing, adjoining ground floor rear addition that would prevent any impact from the proposal at this level. The proposed extension, however, would be positioned along the boundary between dwellings at first floor, and in close proximity to rear facing openings that service habitable rooms. Since the proposal would extend to a depth of almost 6 metres beyond this neighbouring property's rear elevation, it is considered that there would inevitably be a harmful impact to the residential amenity of this neighbour. The increase in bulk along the boundary between the two dwellings would mean a loss of outlook would occur, together with a sense of enclosure. Therefore, on balance, the result would be an overbearing addition to the detriment of the occupiers at no.14.

During the course of the application, the applicant has indicated that they believe comparable extensions exist within the locality. Whilst it is accepted that there are a number of two storey extensions in the locality, they each have a lesser depth than that proposed. Therefore, these examples are not considered to justify the erection of an extension of the depth proposed.

Fenestrations proposed to the rear elevation would have no greater impact in terms of loss of privacy or overlooking than the existing situation. The new first floor window within the eastern elevation of the host dwelling would however look directly out to no.18 and its rear amenity space. This is considered, on balance, unacceptable.

For the reasons listed above, it is, on balance, considered that the proposal would have a detrimental impact upon the residential amenity of the adjoining and adjacent neighbouring properties of 14 & 18 Llewellyn Street. The application is therefore considered unacceptable and would not comply with the relevant policies of the Local Development Plan (AW5 and AW6).

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 not CIL liable under the CIL Regulations 2010 (as amended).

Conclusion

It is considered that the proposed extension, by virtue of its scale, massing and siting, would have a detrimental impact upon the character and appearance of the host dwelling and surrounding locality. The proposal would also have a detrimental impact upon the residential amenities of adjoining occupiers by resulting in a loss of privacy and increase in overlooking, whilst also having an overbearing impact. The proposal is therefore contrary to the relevant policies of the Local Development Plan (AW5 and AW6) and Supplementary Planning Guidance contained within the 'Design Guide for Householder Development (2011)'.

RECOMMENDATION: REFUSE

1. It is considered that the proposed extension, by virtue of its scale, massing and siting, would have a detrimental impact upon the character and appearance of the host dwelling and surrounding locality. The proposal would also have a detrimental impact upon the residential amenities of adjoining occupiers by resulting in a loss of privacy and increase in overlooking, whilst also having an overbearing impact. The proposal is therefore contrary to the relevant policies of the Local Development Plan (AW5 and AW6) and Supplementary Planning Guidance contained within the 'Design Guide for Householder Development (2011)'.



PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 19/1272/10 (GH)
APPLICANT: Miss D Jones
DEVELOPMENT: Retention of change of land from vacant to a one family traveller site. (retrospective resubmission)
LOCATION: ROSE ROW, PENDERYN ROAD, HIRWAUN, ABERDARE, CF44 9SQ
DATE REGISTERED: 06/01/2020
ELECTORAL DIVISION: Rhigos

RECOMMENDATION: REFUSE

REASONS:

The proposed development would intensify the use of a substandard lane that lacks adequate vision splays, a turning area, suitable carriageway width, passing bays and adequate structural integrity, which would be to the detriment of highway safety and the free flow of traffic on the A4059. Consequently, it is considered that the application does not comply with Policies AW5 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

The Local Planning Authority has balanced this against other material considerations that would weigh in favour of the proposal, including the lack of available alternative sites, the personal circumstances of the Applicant and legislation pertaining to equality, human rights and the best interests of the child. However, the LPA maintains its view that the threat to public safety, by virtue of the identified highway safety concerns, represents a significant wider risk and is not outweighed by such matters.

REASON APPLICATION REPORTED TO COMMITTEE

The Director of Prosperity and Development considers that the nature of the proposal warrants the involvement of the Planning and Development Committee.

APPLICATION DETAILS

Full retrospective planning consent is sought for the change of use of a field to a Traveller site for one family, at Rose Row Caravan, Penderyn Road, Hirwaun.

The development consists of the siting of a touring caravan, a mobile home and a timber structure to provide toilet facilities and a dayroom. In addition, a septic tank has been installed and all of the ground within the fenced enclosure has been laid with hard core for the purposes of parking.

A separate timber boundary fence has been constructed to the southern and western boundary, upon which a series of external lights have been attached above ground level. The site is gated and has access from a track leading to Penderyn Road.

The application is accompanied by a planning statement which outlines the Applicant's background as a Traveller in addition to discussing the merits of the case and the planning policy background.

Members will recall that this matter was previously determined at Committee in March 2019 as planning application 18/1388/10, where it was resolved to refuse the development. Subsequently, the decision of the Authority was appealed and a hearing took place last July.

During the hearing it became apparent that the Appellant had submitted a site location plan different to that which accompanied application 18/1388/10, which omitted to include the access lane within the red line boundary. Furthermore the hearing was advised that the Appellant did not own the lane, although Certificate A of the application form had been completed.

The validity of the application and appeal were therefore questioned and the Inspector advised that although the hearing would progress to its conclusion, several hours having already passed, he would have to take advice on whether the Planning Inspectorate would be able to issue a decision. However, prior to any decision or view from the Inspectorate, the appeal was withdrawn by the Appellant in August 2019.

The application has now been resubmitted with no change to the scope of the development for which consent is sought. In addition the Applicant's representative has completed Certificate D and provided details of the press notice which was published in the Western Mail on 16th December 2019.

This meets the requirements of the Development Management Procedure (Wales) Order 2012, as amended, since the ownership of the lane could not be established. The current application therefore became valid as of 6th January 2020.

SITE APPRAISAL

The application property is an enclosed field, located outside the settlement boundary to the north of Hirwaun, and comprises a surface area of approximately 880m².

There is a single access track to the site, which is gained from the A4059 Penderyn Road to the west, and which provides an access to adjoining fields. At the end of the track the route becomes a bridleway HIR/38/1 and continues past Bryn Maerdy Barn to the north-west.

Previously gated and enclosed by a wire fence, hedge and mature vegetation, the field has been laid with hardcore and partly laid out as described above, such that at the time of the initial site visit it accommodated two caravans and a day block. A separate timber fence has been erected inside the western and southern boundary.

Although the field has been previously described as being used for stabling horses or storage, aerial photography, available from 2001 onwards, demonstrates that the site appeared to be mostly unmaintained and overgrown until approximately 2017.

However, as its name would suggest the site once accommodated a row of cottages and the Rose Arms public house. Correspondence relating to a previous application both refused by the LPA and dismissed on appeal (02/1110/13), suggests that the cottages were occupied until circa 1947. Subsequently, all buildings were demolished.

The closest neighbouring properties are located 81m to the west, 61m to the south and 127m to the north-east.

PLANNING HISTORY

The most recent or relevant applications on record with this site are as follows:

- 18/1388/10:** Retention to change use of land from storage yard to a one family traveller site including stationing of one mobile home, one touring caravan, toilet block/dayroom, foul drainage and parking/lighting. Decision: Refused, 11/03/2019
- 02/1110/13:** Outline permission for bungalow and garage. Decision: Refused, 06/09/2002
- 51/87/0383:** Proposed Bungalow. Decision: Refused, 03/09/1987
- 51/84/0112:** Proposed Bungalow. Decision: Refused, 17/10/1984
- 51/79/0026:** Residential Development. Decision: Refused, 08/06/1979

Furthermore the adjoining land to the south, between the site and the railway line and sharing the same access was subject to the following application:

14/0077/10: Detached dwelling house. Decision: Refused, 18/03/2014

PUBLICITY

The application has been advertised by direct notification to twenty-seven individual properties and notices were erected on site.

Sixteen letters of objection have been received raising concerns which can be summarised as follows:

Highway safety

- The vehicular access to the site from the main road has always been considered unsuitable which has resulted in various applications being rejected.
- There is virtually no available parking space in the immediate area and no room for visitors.
- The A4059 Penderyn Road is very busy and dangerous and will get busier, especially if the cemetery expands.
- The access is very dangerous to both users of the lane and the traffic on Penderyn Road.
- Visibility around the site is poor due to the hump in the railway bridge, which should concern the safety of the five children living on the site.
- The lane is a public right of way and has not been used as a regular lorry access to the farm, as previously stated, since the gate leads onto a field.
- The right of way was not used by the farmer to get to his fields as there is a further access a couple of hundred yards away which is easier to use.
- Vehicles do not observe the speed limits in the vicinity of the site.
- There have been two serious accidents on that section of road, one of which was a vehicle turning into the lane from the A4059. The vehicle was hit with such force that it ended up in the ditch at the side of the road.

Scope of the application

- Although the application is for a one family Traveller site, there are currently three caravans and a large building occupying the site, together with a commercial vehicle with a ladder in its rear.
- Prior to the arrival of the commercial vehicle there were four caravans on the site, which raises the question of how many people constitute a family.
- Recently four caravans have been on site.
- There have been more caravans on the site than the application is for.
- The Traveller site would probably grow in size.
- At the time of writing there are four caravans on site and have been for some months. There is considerable traffic to and from the site and a number of commercial type

vehicles are frequently parked on the site, or in the lane obstructing the right of way and bridleway.

- There must be more than one family living on the site as there appear to be four or five caravans there.
- In recent weeks there have been additional vehicles and caravans on site, which may be an indication of things to come if planning permission is granted

Residential amenity

- In the summer loud music can be heard coming from the site which, if the wind is in the right direction, is so loud that the words can be made out.
- The presence of the site has already caused noise nuisance from loud music and generators, and air pollution to neighbours due to the burning of materials on site.
- There has been burning of waste materials during the evening causing nasty smells.

Visual Impact

- The site is an eyesore and has a negative impact on the natural beauty that the local community and visitors enjoy.
- A Traveller site in full view of the road detracts from the tourism generated by visitors to the Brecon Beacons National Park.
- The site is not in keeping with the surrounding environment and is unsightly.

Other issues

- It would be reasonable to expect further planning applications to expand the site onto the surrounding land.
- There seem to be different rules for some, where planning requires specific materials to be used, yet this site can be set up in the countryside before a planning application is made.
- If we were to consider moving house the value of our property would be affected and there are other properties even closer.
- Users of the right of way are faced with barking dogs, and the smaller dogs get under the fence to run at you, especially if you have a dog of your own.
- There is no evidence to suggest that any traveller family has historically resided on the site.
- The application seems to be based on the fact that children's human rights outweigh any policy considerations, for access to education and healthcare facilities. These rights could be met by an existing site at Beddau or a site inside settlement limits with safe highway access. Alternatively the children's needs could be met by applying for housing association accommodation within Hirwaun if there are strong links to the area.

Six further letters of comments or support, including one each from the Applicant and her Father, have been received highlighting the following matters:

- Current need for Gypsy and Traveller pitches in Wales outstrips provision.
- Miss Jones' need appears not to have been acknowledged despite the Council stating that its Gypsy and Traveller Accommodation Assessment (GTAA) would be regularly reviewed.
- Despite the duty for Local Authorities to provide pitches under the Housing Act (Wales) 2014, private sites are coming forward, at no cost to Councils, which are often the preferred choice, although land availability is limited.
- The Council has a positive duty to work with families to develop sites and overcome obstacles. So far as the objection from Highways is concerned it has been suggested that this could be addressed by a reduction in speed limit, appropriate signage, or white lining to prevent overtaking.
- Other material considerations, such as the rights of the family, children's rights and equalities legislation should be taken into account. In this case the five children are settled and two attend a local school. If they were forced to leave the site and adopt a roadside existence it would be extremely detrimental to their wellbeing.
- The Applicant's family have previously used the access lane, as well as the individual who kept horses, for 25 years, and have stayed in the lane on numerous occasions.
- If the Applicant and her children had to go back on the road, without sanitation, water and electricity, it would put them in danger.*
- Miss Jones is a regular customer, is well-mannered and respectful. Her children are well-behaved and cause no community problems.
- The Applicant and her family do no harm to the village and the children are settled and attend school. As a single parent with 5 children she should be allowed to remain.
- The tradition of Traveller families living on Penderyn Road should be maintained.
- Any safety issues could be resolved if there was a genuine will to do so.
- Life can be difficult enough without being further complicated by intransigence or intolerance.
- The traveller site, between Rhigos Road and Penderyn Road existed from the earlier part of the 20th Century, until it was closed in the 1970s.
- Highways improvements could be made to improve safety, which would also make access to the Cemetery safer.

*In this respect additional personal information, regarding medical matters, has been provided to the LPA to justify the application and signify that a travelling life would not be appropriate.

These matters are considered within the body of the report below.

CONSULTATION

Highways and Transportation

An objection is raised on highway safety grounds.

Dwr Cymru Welsh Water

No objection since a septic tank facility is proposed.

Drainage

The location of the site has not been identified as an area of known surface water flooding and as such, any drainage would come under Building Regulations Part H. From a flood risk perspective, there are no objections.

National Grid – Cadent

There are gas and electricity transmission lines in the vicinity of the site.

Natural Resources Wales

No objection - the applicant is responsible for securing a permit and consent for the septic tank.

Public Health and Protection

No objection.

South Wales Police

Consideration should be given to the implementation of a management plan, to include the storage and collection of refuse; and that any consent is conditioned to limit the size of the site to one mobile home, one touring caravan, two associated vehicles and non-habitable trailers

Western Power Distribution

A service connection or alteration will require the consent of WPD

Countryside – Public Rights of Way Officer

Any consent should be conditioned to ensure access to Bridleway No.38 is protected and maintained at all times.

RCT Waste Services

The bin collection point should be on the main road, there being no alternatives.

RCT Housing Strategy

The Common Housing Register is where Gypsy & Traveller applications are recorded as awaiting to be housed. None of the current listed applications require pitches in the Hirwaun area and the Register identifies demand solely in Beddau.

There is one vacant pitch at the Beddau site currently under refurbishment. There is no current knowledge of pitches available on private sites as the owners are under no obligation to keep the Council informed.

At present there are three applications waiting for pitches, but with plot 4 at Beddau being made available shortly, this will reduce the shortfall to two.

No other consultation responses have been received within the statutory period.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies outside the settlement boundary for Hirwaun

Policy CS1 - in the northern strategy area the emphasis will be on promoting residential development in locations, which support and reinforce the Principal Towns and Key Settlements.

Policy AW2 - the policy stipulates that development proposals will only be permitted in sustainable locations

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.

Policy AW10 - supports development proposals which are not detrimental to public health or the environment.

Policy AW15 - proposals for the use of land for the stationing of caravans occupied by Gypsies, Travellers and Travelling Show People will be permitted where it can be demonstrated that the proposed development:

1. Cannot be accommodated on the site allocated by Policy SSA 26.
2. Is reasonably related to local services.
3. Where possible, is located on previously developed land.
4. Includes sufficient space for parking and manoeuvring of all vehicles associated with the occupiers of the site curtilage.
5. Is provided with adequate on-site services for water supply; power; drainage; sewage disposal; and waste disposal facilities.
6. Does not adversely affect surface or ground water resources.

Policy NSA12 – development in the Northern Strategy Area will be permitted within the defined settlement boundaries where it can be demonstrated that it would not adversely affect the highway network.

Policy SSA26 - land is allocated at Beddau Caravan Park for the provision of Gypsy and Traveller accommodation for the whole of the County Borough

Supplementary Planning Guidance

- Design and Placemaking
- Access, Circulation and Parking Requirements

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.

The Welsh Government published Planning Policy Wales 10 on 5th December 2018, and the document aims to incorporate the objectives of the Well-being of Future Generations (Wales) Act into Town & Country Planning.

It is considered that although the proposal for the site has been brought forward in a manner consistent with the five ways of working, it does not meet all seven well-being of future generations goals, where this can be related to the highway safety aspect of the proposed development. For example, the goal for *A Wales of cohesive communities* aims to achieve safe and well-connected communities. Similarly, the goal for *A healthier Wales* emphasises choices that benefit future health.

PPW10 also requires development proposals to be assessed against national sustainable placemaking outcomes and in this regard the proposed development is considered to be partly consistent with the key principles and requirements set down in Chapter 2 People and Places: Achieving Well-being Through Placemaking.

Nevertheless, it is also recognised that the development is one where the guidance within Welsh Government Circular 005/2018 – Planning for Gypsy, Traveller and Showpeople Sites is of specific relevance, particularly in respect of site sustainability and wider material considerations. Hence these matters are considered further below.

Other policy guidance considered:

- PPW Technical Advice Note 12: Design
- PPW Technical Advice Note 18: Transport
- Manual for Streets
- Welsh Government Circular 005/2018 Planning for Gypsy, Traveller and Showpeople Sites June 2018
- Welsh Government Enabling Gypsies, Roma and Travellers Plan June 2018

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 proposal seeks consent for a mobile home and touring caravan, with a toilet block/dayroom and other ancillary works, on a parcel of undesignated, brownfield land, just outside the defined settlement boundary.

The site once accommodated a small terrace of cottages and a public house, and is in close proximity to the Key Settlement of Hirwaun, which is a sustainable location as defined by LDP Policy AW2.

Within the centre of Hirwaun there are a number of facilities and amenities, although the safeguarded routes for the rail line to Tower Colliery (Policy NSA 22.1) and the cycle route to Hirwaun Industrial Estate (Policy NSA 23.3) run between the settlement boundary and the proposed site.

In addition to the national planning policy requirements set out in Planning Policy Wales and applicable Technical Advice Notes that may be relevant to the consideration of a new dwelling in the countryside, Welsh Government Circular 005/2018 – Planning for Gypsy, Traveller and Showpeople Sites - requires the LPA to give due regard to additional criteria.

Firstly, paragraph 12 of the Circular considers that approved private sites have the potential to release pitches on local authority sites for those Gypsies and Travellers most in need of public provision; thus local authority pitches are available to those who are unable to buy and develop their own sites.

In relation to LDP Policy AW15, which is the criteria based policy for the use of land for the stationing of caravans occupied by Gypsies and Travellers, the matter of private ownership outweighs criteria 1. Otherwise the applicant would be required to evidence why the development could not be accommodated at the Beddau site identified by Policy SSA26; although the Applicant's supporting statement has previously justified this.

The proposal is also compliant with the other requirements of Policy AW15 in respect of its proximity to local services and due to the fact that the site is brownfield land. There is also sufficient space on site for parking and manoeuvring of associated vehicles, and the site can be provided with adequate on site services for water, power and waste disposal. There would therefore be no objection in relation to Policy AW15.

Secondly, paragraph 39 of the Circular states that sites in the countryside, away from existing settlements, can be considered for Gypsy and Traveller sites if there is a lack of suitable sustainable locations within or adjacent to existing settlement boundaries. In

assessing the suitability of such sites, local authorities should be realistic about the availability, or likely availability, of alternatives to the car in accessing local services.

Furthermore, the Circular notes that over-rigid application of national or development plan policies that seek a reduction in car borne travel, in order to effectively block proposals for any Gypsy and Traveller Site in a countryside location, would be inappropriate. Sites should be considered in context and in relation to the local infrastructure, population size and density to ensure they are in proportion to local settled communities.

Given that no alternative sites have been identified within the settlement boundary, interpretation of the Circular indicates that an objection based upon the requirements of LDP Policy AW2, which stipulate the criteria for a sustainable location, should be afforded minimal material weight.

Nonetheless, whilst the development is considered to be in general accordance with both Policies AW15 and AW2, Policy NSA12, against which residential proposals within or adjacent to settlement boundaries should be considered, requires development not to adversely affect the highway network. As noted further below, an objection has been received from the Highways and Transportation Section, on the basis of detriment to highway safety.

Previous planning applications at this and a neighbouring site, both proposing use of the same site access onto Penderyn Road as the current application, have been refused. The reasons for refusal, which included unacceptable harm to highway safety, have been twice upheld at appeal.

Consequently, whilst concerns in respect of the sustainability and location of the site may be put to one side, the inadequate highway access means the proposal would be contrary to criteria 2 of Policy NSA12.

Therefore whilst the *principle* of the development may be compliant with Welsh Government guidance and planning policy in all other respects, on balance and in light of the highway safety issue, the development is considered to be unacceptable.

Impact on the character and appearance of the area

The consultation response from the Brecon Beacons National Park Authority to the previous application noted that due to the nature of the surrounding topography and the location of the development, the Authority did not consider that there would be any detriment to the special qualities of the National Park landscape; albeit that this did not represent an assessment of the potential visual impact on the countryside outside of the National Park boundary

In this regard there is some concern about the visibility of the site from the highway and its visual impact; and on account of its location in open countryside and outside the settlement boundary the LPA gives greater weight to this matter.

Google street view images from 2011 show the site as undeveloped and devoid of any structures other than what appears to be a stock-proof fence and field gate, whilst similar images from 2017 capture the timber fence that was erected before any caravans or habitable structures were developed.

Although the site still benefits from some natural cover, by way of vegetation and mature trees, this was not sufficient, particularly at the time of the two midwinter site visits, to effectively screen the development. In addition, much of this screening is outside of the site boundary and therefore not within the control of the Applicant.

The reason that this is considered to be important is demonstrated by the change in appearance since 2011 and that the character of the land north of the railway line varies strongly compared with that within the settlement boundary to the south. There is a degree of visual intrusion caused by the fence, lighting, formal gate and cluster of caravans and vehicles, which, being of a domestic rather than agricultural quality, create a noticeable, discordant contrast.

However, note has been taken of Annex B to Circular 005/2018 which states that "Landscaping and planting with appropriate trees and shrubs can help sites blend into their surroundings, give structure and privacy, and maintain visual amenity. Enclosing a site with too much hard landscaping, high walls or fences can not only give the impression of deliberately isolating the site and its occupants from the rest of the community but could also be visually intrusive – both situations should be avoided."

Although this advice is given in the context of the development and design of new site by a local authority, the principles are still relevant. Furthermore, during a site visit to Rose Row during the summer, following the formal part of the hearing, it was noted that the remaining vegetation helped to limit the visual impact of the site.

For this reason it is considered that any detriment to the character and appearance of the local area is not sufficient to warrant a recommendation of refusal on these grounds. However, if the application were recommended for approval it is likely that a condition requiring the submission of a landscaping scheme, including measures to soften the impact of the boundary fence, would have been suggested in order for the scheme to comply with the aims of LDP Policy AW6.

Impact on neighbouring occupiers

The benefit of the application site being located within open countryside is that its distance from most other dwellings prevents there being any direct or immediate consequences for the amenity of other residents, either in respect of privacy or harm to outlook.

A number of the objectors highlighted issues of what they considered to be inconsiderate behaviour, such as generator noise, frequent and unacceptably loud music during the summer months and the regular burning of waste on site.

However these matters are not considered to be material considerations for this type of application, in that residential use of the site ought to be compatible with any neighbouring residential uses. Furthermore, the issues are ones that can be controlled by existing public health legislation.

Therefore no objections are raised in this regard.

Highways and accessibility

The Highways and Transportation Section has noted that retrospective planning permission is sought to change the use of land from vacant to a one family Traveller site, consisting primarily of a caravan, a mobile home and a timber dayroom and ablutions structure.

During a site inspection on 7th January 2020 the Section recorded that there were four caravans present, which was of concern given the increase in vehicular movements along the substandard access and that a vehicle towing a slow-moving caravan would likely require both carriageway lanes to access/egress the plot.

In respect of the previous site history it is noted that an outline planning application (02/1110/13) was refused on highway and planning grounds and a subsequent appeal dismissed. A further application for a single dwelling on an adjacent site sharing the same access was also refused on appeal for the same reasons.

Nonetheless, it is noted that the planning statement and later correspondence make reference to a number of suggested improvements, such as signage, speed limit reduction and white lining that would help to mitigate any concerns about the access point.

It is proposed that the site would be served from the same sub-standard lane as those earlier applications, which is also a Public Right of Way (Bridleway No.38) and where vehicular traffic could conflict with pedestrian use, although it is accepted that there are continuous pedestrian links to the site which are satisfactory for safe pedestrian access.

The lane was not designed and built to a standard that would facilitate the type and volume of traffic generated by the proposed development. It is not surfaced and its use would therefore result in vehicles tracking mud and debris onto the A4059 to the detriment of highway safety.

The lane is approximately 3.2m wide with no turning facility to enable all vehicles to enter and leave in forward gear. Therefore its use by emergency service and delivery vehicles would result in vehicular reversing movements onto the A4059 to the detriment of highway safety and free flow of traffic.

The lane forms a substandard junction with Penderyn Road (A4059), which has a speed limit of 50mph. The junction should have minimum radii of 6m with vision splays of 2.4m by 160m. The achievable vision splay to the left is 2.4m by 70m which is well below the standard

required. Any improvements to the vision splays would require third party land and re-profiling of the A4059, which includes that where a humped road bridge spans a railway line.

The Council's Highways and Transportation Section considers that since the proposed caravan site would generate a similar amount of vehicular trips as a residential dwelling, the proposal would intensify the use of a substandard lane lacking adequate vision splays, turning area, carriageway width, passing bays and structural integrity. Consequently the development would be detrimental to the safety of all highway users and the free flow of traffic and contrary to LDP Policy AW5.

Further material considerations

Notwithstanding the matters above, it is incumbent upon the Planning Authority to consider whether there are any other material considerations that should apply in this case, that might outweigh the identified harm to highway safety.

Welsh Government Circular 005/2018 explains that the Housing (Wales) Act (2014) places a legal duty upon local authorities to ensure the accommodation needs of Gypsies and Travellers are assessed and that the identified need for pitches is met. Although the Housing Act is not planning legislation it is relevant to this application since the unavailability of pitches to cope with identified need becomes a material planning concern.

In this regard the Council produced a Gypsy and Traveller Accommodation Assessment 2015-2020. The assessment determined that within this five year period there would be a shortfall of four residential pitches, although the great fluidity of such demand is recognised and could be lesser or greater at the time of enquiry.

Currently, as the response from the Council's Housing Strategy Team notes, there are three Gypsy and Traveller applications on the Common Housing Register, for pitches at Beddau, of which one is expected to be accommodated shortly.

A further example of the fluctuation in demand is where the Council had previously sought to expand the Beddau site. This was to meet a need identified at the time, where there was an expectation of an extended family and new household generation. However, the accommodation needs were met elsewhere and the scheme did not progress.

In this case it is noted that although the Council has no record of representation from the Applicant, identifying an accommodation need for her and her family, it is appreciated that a refusal of consent for the Rose Row site could ultimately result in the family having to leave – either to find an alternative location or become transient.

The Circular also advises that the Human Rights Act 1998 (HRA) and the Public Sector Equality Duty (PSED), established by Section 149 of the Equality Act (2010) are germane. The former requires that decisions taken must respect private and family life and the home, and peaceful enjoyment of their possessions. The PSED is relevant because of the protected characteristics of the Applicant.

A further factor, is that the requirements set out within of Article 3 of the United Nations Convention on the Rights of the Child (UNCRC) must be considered. The Article states that the best interests of children must be a primary consideration in making decisions that may affect them. All relevant adults should do what is best for children and when decisions are made, the impact on the child must be considered.

Article 3 applies in this case and it is evident that if the application did not gain consent the outcome would undoubtedly be disruptive to family life and in particular that of the two children who have been supported in their attendance at a local school.

Although, as a national treaty, the UNCRC has not been incorporated directly into domestic law, it has been recognised at Parliamentary level that its principles often guide practice and are often referred to by the courts when interpreting human rights.

Cognizant of these additional material matters, the courts have held that the identified harm to the public interest, i.e. the detriment to highway safety, must be balanced against the rights and personal circumstances of the Applicant. Article 8 of the European Convention on Human Rights states that “Everyone has the right to respect for his private and family life, his home and his correspondence”.

Article 8 also instructs that “There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.”

In this regard, the LPA and Highway Authority have consistently adopted a position that the site access is inherently unsafe, and this has been well-established via the refusal of planning consent for earlier residential development proposals. Furthermore two such proposals were dismissed at appeal (1099112 and 2224824) partly on the grounds of their effect on highway safety.

No evidence has been presented to establish that the use of the land for a one family Traveller site would generate any fewer vehicular movements than for a dwellinghouse, particularly in catering for the needs of five children and visitors. Indeed, it might be considered that the aforementioned medical conditions, referred to within the supporting statement and correspondence, would require additional help. The representations from objectors note several vehicles being present at the site, and three vehicles were seen within its curtilage at the time the site notices were erected.

Consequently the recommendation to Members, on fine balance, is that the threat to public safety, by virtue of the identified highway safety concerns, should not be outweighed by the personal circumstances of the Applicant and her family; the lack of available alternative sites; or any of the other aforementioned material considerations.

Other matters

The public consultation brought forward further matters, including the scope of the planning application. It is acknowledged that there have been more caravans occupying the site than for which retrospective consent is sought.

Nonetheless, the application has been considered on the basis of what has been submitted, and were it being recommended for approval, a condition would have been put forward, limiting the development to that applied for.

Similarly, there was a concern that granting consent for the current application would result in further applications coming forward, that could lead to an expansion of the site. In addition, it was suggested that the development would affect property values. However, these are not material planning concerns and no weight was apportioned to them in determining the recommendation for refusal.

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

It is acknowledged that a location outside of the settlement boundary may be justified for the retention of this development. However, the detriment to highway safety means that the proposal is considered to be unacceptable and contrary to LDP Policies AW5 and NSA12.

The LPA considers that that the degree of harm is such that it should not be outweighed by other material matters.

RECOMMENDATION: REFUSE DUE TO THE FOLLOWING:

1. The proposed development would intensify the use of a substandard lane that lacks adequate vision splays, a turning area, suitable carriageway width, passing bays and adequate structural integrity, which would be to the detriment of highway safety and the free flow of traffic on the A4059. Consequently, it is considered that the application does not comply with Policies AW5 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

tudalen wag



PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

REPORT OF THE SERVICE DIRECTOR, PLANNING

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 20/0006/10 (RP)
APPLICANT: Mr I Randell
DEVELOPMENT: Construction of a detached split level three bedroom dwelling.
LOCATION: LAND AT GLANFFRWD TERRACE, YNYSYBWL, PONTYPRIDD, CF37 3LW
DATE REGISTERED: 03/01/2020
ELECTORAL DIVISION: Ynysybwl

RECOMMENDATION: Refuse

REASONS:

- 1) The proposed dwelling and associated engineering works by virtue of their siting, scale and design on this steeply sloping site, would result in a detrimental visual impact on the character and appearance of the area. As such, the development would be contrary to Policies AW5, AW6 and NSA12 of the Rhondda Cynon Taf Local Development Plan.
- 2) The proposed dwelling and associated engineering works by virtue of their siting and scale on this steeply sloping site, would be detrimental to the amenity and privacy of occupiers of residential properties in Clydach Road. As such, the development would be contrary to Policies AW5 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

- A request has been received from Councillor Sue Pickering for the matter to come to Committee to give all parties the opportunity to put forward their case, for or against the development.

APPLICATION DETAILS

Full planning consent is sought for the construction of one detached dwelling on land at Glanffrwd Terrace, Ynysybwl.

The parcel of land upon which the dwelling would be situated would measure approximately 670m². The application is accompanied by floor plans, elevation plans and a block plan which detail the dwelling being located towards the east of the plot, with new access and parking being provided to the northern boundary adjacent to Glanffrwd Terrace.

The plans indicate a split level dwelling is proposed, being single storey facing towards Glanffrwd Terrace and two storeys as viewed from the rear lane that serves those properties at Clydach Road. This would require the sloping land to be cut into and retaining structures utilised. At the rear, the retaining walls would take the form of four separate terraces, ranging from 2 metres to 1 metre in height. To the east of the plot, the retaining wall would return toward the rear boundary, reducing in height in increments of 0.9 metres, capped with 0.6m high fence panels.

With regard to its dimensions, the dwelling would measure 13.4 metres in width and 10 meters in depth. Of hipped roof design, the dwelling would rise to 4.8m in height as viewed at street level from Glanffrwd Terrace, and would be 7.6m in height at the rear.

At ground floor level, the dwelling would encompass an open plan family room, dining and kitchen area, and a large en-suite bedroom also incorporating a dressing room. The lower level of the dwelling would provide an additional lounge for its occupants, two en-suite bedrooms, a separate bathroom and utility room. To its eastern and western side elevations two sets of patio doors would lead to an outside terrace at the rear of the dwelling, with stepped access to the three other terraces below.

With regard to external finishes, these would consist of Bradstone masonry block walling to the front elevation of the dwelling, painted render to the rear and both side elevations, grey coloured UPVC windows and doors and slate tiles to its roof.

SITE APPRAISAL

The application site forms part of an open and overgrown area of land located within the residential area of Ynysybwl. The site is level with Glanffrwd Terrace to the south, and slopes steeply to the north where a lane that serves properties at Clydach Road is located, which is also classed as a Public Right of Way (YCC/32/1).

Neighbouring dwellings consist of detached and semi-detached units situated at a lower level than the application site at Clydach Road to the north, and semi-detached and link dwellings situated above road level to the south at Glanffrwd Terrace. To the east, on the same parcel of land, are two recently constructed dwellings.

PLANNING HISTORY

The following planning history relates to adjacent plots and is considered of relevance.

19/1286	Land opposite 1 Glanffrwd Terrace, Ynysybwl	Outline application for a residential dwelling with access and scale considered	Refused 29/01/2020
14/0343	Land at Glanffrwd Terrace, Ynysybwl	Outline application for the construction of 2 detached, 4 bedroom houses	Refused 10/06/2014 Dismissed at Appeal 04/12/2014

PUBLICITY

The application has been advertised by direct notification to neighbouring properties. The erection of three site notices within the vicinity of the site was also undertaken on the 15/01/2020.

Six letters have been received from neighbouring residents, three objecting to the application, and three in support. Their comments, for and against the proposed development, are summarised below:

Object

- The property access would be situated on a blind bend (designated as a bus route) which has been the subject of a few car collisions over previous years.
- Wildlife habitat that would be destroyed by the development would be significant. Buzzards and green woodpeckers frequent the trees here.
- The property would overlook the rear gardens of neighbouring properties on Clydach Road.
- The application may lead to further development along this piece of land.
- The development would overlook properties located at Clydach Road.
- The development would result in loss of light and overshadowing towards properties at Clydach Road, and would lead to unacceptable levels of noise and disturbance, smells and mess.
- Previous outline planning applications on this land were turned down 5/6 years ago, and were subsequently dismissed at appeal.
- Rain water constantly runs down the rear lane/right of way. I am concerned that locating a dwelling on this land will lead to drainage issues in the area, as the ground is struggling to manage natural volumes at present.

Support

- The land in question is waste land, of which is used as a dumping site.
- The land is an eye sore and not environmentally friendly, building a house on the land will improve the area.

CONSULTATION

- Highways and Transportation – No objection subject to conditions.
- Public Health and Protection – No objection subject to conditions.
- Countryside – No objection subject to condition.

- Dwr Cymru Welsh Water – No objection subject to condition.
- Flood Risk Management – No objection subject to condition.

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies outside but adjacent to the settlement boundary for Ynysybwl.

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 CS4 – identifies new housing requirements for Rhondda Cynon Taf.

Policy AW1 - supports new housing inside the settlement boundaries and allocated sites.

Policy AW2 - advises that development proposals on non-allocated sites will only be supported in sustainable locations.

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.

Policy AW 8 – seeks to protect distinctive natural heritage by preserving and enhancing it from inappropriate development. Development proposals would only be permitted where they would not cause harm to a Site of Importance for Nature Conservation (SINC) or upon the features of importance to landscape, nature conservation, ecological networks, and the quality of natural resources such as air, water and soil.

Policy AW10 - development proposals must overcome any harm to public health, the environment or local amenity as a result of flooding.

Policy NSA 12 – details criteria for development within and adjacent to settlement boundaries.

Supplementary Planning Guidance:

- Access Circulation and Parking
- Design and Placemaking
- Nature Conservation

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.

The Welsh Government published Planning Policy Wales 10 on 5th December 2018, and the document aims to incorporate the objectives of the Well-being of Future Generations (Wales) Act 2015 into Town & Country Planning.

For the reasons set out below, it is not considered that this proposal meets the seven goals set out within the Well-Being of Future Generations (Wales) Act or the aims of PPW 10. The following chapters of PPW 10 are relevant to this application: Chapter 2 People and Places: Achieving Well-being Through Placemaking, Chapter 3 (good design and better places, promoting healthier places, sustainable management of natural resources), Chapter 4 (moving within and between places, transport, living in place, housing), Chapter 6 (green infrastructure, landscape, biodiversity and ecological network, water and flood risk, air quality and soundscape, lighting)

Other policy guidance considered:

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:

The application proposes the construction of a single residential dwelling with associated vehicular access and parking areas on a parcel of land that is located outside the defined settlement limits. 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 to this, it will also be necessary to consider whether the site is capable of accommodating the dwelling, associated means of access and parking facilities, without resulting in a detrimental impact upon both the amenity and privacy of neighbouring dwellings and the character and appearance of the surrounding area. The implications of the development upon highway safety in the vicinity of the site are a further consideration.

Principle of the proposed development

The application site is located outside the defined settlement boundary as identified on the Rhondda Cynon Taf Local Development Plan and is unallocated. However, Policy NSA 12 of the Local Development Plan is supportive of some residential development subject to a number of criteria. As the site adjoins the settlement boundary on at least one side the principle of development could therefore be viewed as acceptable, subject to other material planning considerations which are assessed below:

Impact on the character and appearance of the area

The site forms part of a linear area of open land (located outside the settlement boundary) which extends into a built up area. Roads and dwellings are situated either side of the site, with the surrounding dwellings being mainly detached or semi-detached and, in design terms, do not have a particularly strong sense of uniformity.

The plans detail the dwelling being single storey as seen from Glanffrwd Terrace. As a result the dwellings impact on this elevation would not be significant.

The main visual impact of the development would be from the rear and both side elevations as viewed from Glanffrwd Terrace and the Public Right of Way. As the site is steeply sloping, significant engineering works would be required to construct the dwelling itself, and to create the retaining walls and parking area being proposed, and it is likely that most of the existing vegetation would be lost as a result.

The rear elevation of the proposed dwelling would be two-storeys in height, and the height to the ridge would be 7.6 metres from ground level and 12.9 metres from the Public Right of Way due to the steeply sloping topography of the site. In addition to the Public Right of Way, the development would be highly visible from the rear elevations of dwellings situated on Clydach Road.

There are no other similar large scale structures in close proximity and in general the surrounding dwellings are built on more level plateau either side of the site. Whilst it is acknowledged there are recently built dwellings on the same parcel of land to the east of the proposal, they occupy wider sites and have more restrictive views due to their location and screening by vegetation and mature trees which are the subject of a Tree Preservation Order (TPO 97). They are also distinguishable from this proposal as they follow the settlement pattern of Tai Newydd to the east, and are bordered by Ynysybwl Cemetery to the south.

It is therefore considered as a result of its siting, design and scale the proposed dwelling would result in an incongruous structure which would be at odds with the character of the area. It is also considered that the siting of a dwelling, and any subsequent dwellings on this parcel of land, would adversely impact the relative open environment of this part of Ynysybwl. As a result, it is considered the proposed scheme would have an unacceptable visual impact on the character and appearance of the area, contrary to policies AW5, AW6 and NSA 12 of the Local Development Plan.

Impact on residential amenity and privacy

Firstly, with regard to those dwellings situated at Glanffrwd Terrace to the south of the site, it is considered that as these dwellings are set back and occupy an elevated position above the highway any adverse impact the dwelling may present in terms of amenity and privacy would be limited as a result. Similarly, it is considered that there is sufficient separation distance between the proposed development and dwellings located at Clydach Road so as it would not result in a significant overshadowing or overbearing impact upon these dwellings.

Based on the plans submitted with the proposal, there would be a separation distance of around 30m between the proposed dwelling and existing dwellings at Clydach Road, and this is considered acceptable to ensure that there would not be a significant loss of privacy to the dwellings themselves. However, the proposed dwelling would overlook the rear garden areas of properties at Clydach Road, and due to the topography of the area it would be difficult to screen those views to acceptable levels.

Whilst it is acknowledged this is an urban area and some degree of overlooking is inevitable, it is considered that in this case, the degree of overlooking, and perception of being overlooked and looked down upon, of existing private garden areas that would be caused by the topography of the area and nature of the proposed development would be unacceptable.

It is noted that a previous planning application located on the same parcel of land (to the west of this site) was refused and subsequently dismissed at appeal (APP/L6940/A/14/2223492) due to issues relating to the impact of development on the character of the area, and its effect on the living conditions of the occupiers of adjoining residential properties with particular reference to privacy and outlook. Furthermore, and more recently, a separate planning application for one residential dwelling on a plot of land immediately to the east of the site has been refused planning permission for the same reasons set out above.

It is therefore considered that the development would result in a detrimental impact on the amenity of surrounding dwellings located at Clydach Road, contrary to policies AW5 and NSA12 of the Local Development Plan.

Access and highway safety

Following consultation with the Council's Transportation Section, no objections have been raised subject to a number of conditions. It was commented that there are continuous pedestrian links on the opposite side to the proposed development with no footways on the development side. Therefore, a condition has been suggested to set the site boundary back 2.0m from the edge of carriageway in accordance with Active Travel Wales 2013 to provide for safe and satisfactory pedestrian access.

It was also commented that an existing bus stop is located a short walk from the proposal, which would promote sustainable modes of travel with less reliance on

private motor vehicles. However, the existing stop does not promote use by less able bodied pedestrians with low height kerbs. In accordance with Planning Policy Wales 10th Edition and Active Travel Wales a condition has been suggested to provide for raised border kerbing as part of the footway works proposed to promote sustainable transport.

The proposed 3 bedroom dwelling require 3 off-street car parking spaces in accordance with the SPG Access, Circulation & Parking 2011 with 4 spaces provided.

There is slight concern that the proposal would result in reversing movements to and from the highway. However, taking into account there are a number of dwellings on Glanffrwd Terrace that already reverse to and from the highway, and taking into account the limited traffic using Glanffrwd Terrace, the proposal is considered acceptable.

Other Issues:

The following other material considerations have been taken into account in considering the application, though were not the key determining factors in reaching the recommendation.

Public Health and Protection

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

Dwr Cymru Welsh Water

DCWW have raised no objection to the proposal subject to a condition relating to no surface water and/or land drainage being allowed to connect directly or indirectly with the public sewerage network.

Other Issues raised by Neighbouring Residents:

With regard to the issues raised by objectors, in addition to the points addressed above, whilst the objectors concerns regarding wildlife are appreciated, the site is not within an area designated for its ecological value. Whilst a number of trees and shrubs would be removed to cater for the proposal, no objection to the development has been raised by the Council's Ecologist subject to a condition for a Wildlife Protection Plan including such measures such as site clearance being conducted outside of the bird nesting season, being submitted prior to commencement of the development.

In respect of the concerns shown in relation to drainage issues in the area, if the Council were minded to grant approval for the development, a separate Sustainable Drainage Systems (SUDS) application, addressing surface water drainage at the site would need to be applied for. The Council's Flood Risk Management department, whilst not raising objection to the proposal, request that a condition be attached to any consent outlining how the development is to comply with the requirements of section 8.3 of Technical Advice Note 15 prior to commencement of the development.

The comments raised by the neighbouring residents in relation to the land being used as a dumping site carry no material planning weight, and cannot be taken into account when determining the application.

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 charge under the CIL Regulations 2010 as amended. The application site lies within Zone 1 of Rhondda Cynon Taf's Residential Charging Zones, where a nil charge is applicable and therefore no CIL is payable.

Conclusion

It is considered the proposal would have a significant impact on the character and appearance of the locality and upon the residential amenity of the surrounding neighbouring properties. The application is therefore considered to be contrary to the policies AW5, AW6 and NSA 12 of the Rhondda Cynon Taf Local Development Plan.

RECOMMENDATION: Refuse

1. The proposed dwelling and associated engineering works by virtue of their siting, scale and design on this steeply sloping site, would result in a detrimental visual impact on the character and appearance of the area. As such, the development would be contrary to Policies AW5, AW6 and NSA12 of the Rhondda Cynon Taf Local Development Plan.
2. The proposed dwelling and associated engineering works by virtue of their siting and scale on this steeply sloping site, would be detrimental to the amenity and privacy of occupiers of residential properties in Clydach Road. As such, the development would be contrary to Policies AW5 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

tudalen wag



PLANNING & DEVELOPMENT COMMITTEE

5 MARCH 2020

INFORMATION FOR MEMBERS, PERTAINING TO ACTION TAKEN

UNDER DELEGATED POWERS

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

1. PURPOSE OF THE REPORT

To inform Members of the following, for the period 27/01/2020 and 21/02/2020.

Delegated Decisions Approvals and Refusals with reasons.

.

2. RECOMMENDATION

That Members note the information.

APPEAL DECISIONS RECEIVED

APPLICATION NO: 19/0599
APPEAL REF: A/19/3240923
APPLICANT: Mr A Sadiq
DEVELOPMENT: UNIT 1 SHOPPING PRECINCT, CARDIGAN CLOSE,
TONTEG, PONTYPRIDD, CF38 1LD
LOCATION: Installation of cooking systems within the existing general
store for the preparation and sale of hot pizza products
(change of use of part of unit from A1 to A3)
DECIDED: 11/09/2019
DECISION: Refused
APPEAL RECEIVED: 11/11/2019
APPEAL DECIDED: 26/02/2020
APPEAL DECISION: Dismissed

APPLICATION NO: 19/0995
APPEAL REF: D/19/3242674
APPLICANT: Mr L Perry
DEVELOPMENT: 22 TUDOR STREET, RHYDYFELIN, PONTYPRIDD, CF37
5LB
LOCATION: Two storey rear extension.
DECIDED: 04/12/2019
DECISION: Refused
APPEAL RECEIVED: 06/12/2019
APPEAL DECIDED: 11/02/2019
APPEAL DECISION: Dismissed

LOCAL GOVERNMENT ACT 1972

as amended by

LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

LIST OF BACKGROUND PAPERS

PLANNING & DEVELOPMENT COMMITTEE

DATE

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

REPORT

**INFORMATION FOR MEMBERS,
PERTAINING TO ACTION TAKEN
UNDER DELEGATED POWERS**

OFFICER TO CONTACT

**Mr. J. Bailey
(Tel: 01443 281132)**

See Relevant Application File

tudalen wag

Aberdare West/Llwydcoed

19/0739/10

Decision Date: 23/01/2020

Proposal: Proposed new detached rural enterprise dwelling.

Location: TIR MAWR FARM, CWMYNYSMINTON ROAD, LLWYDCOED, ABERDARE, CF44 0DX

Reason: 1 The proposal would represent unjustified development outside the settlement boundary in an unsustainable location, effectively representing a proposal to erect a second agricultural workers dwelling at the site where such a need has not been sufficiently proven. The proposed development is therefore contrary to policies AW2 and NSA12 of the Rhondda Cynon Taf Local Development Plan and guidance contained in Planning Policy Wales: Technical Advice Note 6 - Planning for Sustainable Rural Communities.

Additionally, whilst it is considered that the site is physically large enough to accommodate a dwelling of the scale proposed, along with associated access, parking and amenity space, it is considered that any development at the application site would be insensitive and harmful to the rural character of the site and surrounding Special Landscape Area and the proposal would therefore be contrary to Policies AW5, AW6 and NSA25 in respect of its potential visual impact.

Report for Development Control Planning Committee

Mountain Ash West

19/1049/10

Decision Date: 27/01/2020

Proposal: Construction of 51 bedroom nursing care home together with associated access, landscaping and infrastructure.

Location: LAND AT FORMER NIXONS WORKINGMENS CLUB, OXFORD STREET, MOUNTAIN ASH, CF45 3HE

Reason: 1 The proposed development would have a detrimental impact upon pedestrian and highway safety in the vicinity of the site, contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan, for the following reasons:

The red line boundary of the main care home site does not include the Nixon's Workingmen's Club access road or car park to ensure right of access to the proposed car parking resulting in the potential loss of 11 no. spaces to the detriment of safety of all highway users;

The car parking as proposed at the main care home site reduces the available car parking for the existing Nixon's Workingmen's Club leading to indiscriminate on-street car parking to the detriment of safety of all highway users and free flow of traffic;

The proposed main care home access road width of 4.1m is sub-standard for a standard vehicle and delivery vehicle to pass one another resulting in potential reversing movements to Oxford Street with sub-standard vision to the detriment of safety of all highway users;

The main care home site access as proposed has sub-standard vision to Oxford Street to the detriment of safety of all highway users;

The ambulance swept path analysis submitted indicates a vehicle would not access the space safely without impacting on the public footway and proposed building porch area to the detriment of safety of all highway users;

The ancillary overflow car park would result in multiple vehicular movements potentially in reverse gear at the heart of town centre which is heavily congested with vehicular and pedestrian traffic increasing hazards and impacting on the free flow of traffic to the detriment of safety of all highway users.

Reason: 2 The proposed development of a care home building of the scale, design and resulting overall mass proposed would not be appropriate in this location. It would result in an incongruous and dominant feature in the street scene, and an unacceptable detrimental impact upon the visual amenity of the immediate locality and more traditional character and appearance of the wider town centre. The proposal is therefore contrary to Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan in respect of its potential visual impact.

Reason: 3 Insufficient information has been submitted to demonstrate that the proposed development would not result in a detrimental impact upon ecology on the site. As such the proposal is contrary to the provisions of Policy AW8 of the Rhondda Cynon Taf Local Development Plan

Reason: 4 Insufficient information has been submitted to demonstrate that the proposed development would not result in a detrimental impact upon future residents of the proposed care home by way of noise/disturbance and poor air quality. As such the proposal is contrary to the provisions of Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

Ynysybwl

19/1286/13

Decision Date: 29/01/2020

Proposal: Outline application for a residential dwelling with access and scale considered.

Location: LAND OPPOSITE 1 GLANFFRWD TERRACE, YNYSYBWL, PONTYPRIDD

Reason: 1 The proposed dwelling and associated engineering works by virtue of their siting, scale and design on this steeply sloping site, would result in a detrimental visual impact on the character and appearance of the area. As such, the development would be contrary to Policies AW5, AW6 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Reason: 2 The proposed dwelling and associated engineering works by virtue of their siting and scale on this steeply sloping site, would be detrimental to the amenity and privacy of occupiers of residential properties in Clydach Road. As such, the development would be contrary to Policies AW5 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Report for Development Control Planning Committee

Treherbert

19/0560/10 Decision Date: 07/02/2020

Proposal: Proposed conversion of shop to residential.

Location: 140 BUTE STREET, TREHERBERT, TREORCHY, CF42 5PD

Reason: 1 Insufficient evidence has been submitted to demonstrate that the retention of the existing retail premises for retail purposes has been fully explored without success by the way of marketing for appropriate retail purposes at reasonable market rates for a minimum of 12 months. As such, there is no justification for allowing the loss of a retail unit in the Town's retail centre. The proposal is therefore contrary to Policy AW11 of the Rhondda Cynon Taf Local Development Plan.

Tylorstown

19/1269/15 Decision Date: 24/01/2020

Proposal: Variation of conditions 3 and 4 of application 54/82/0776 to allow the sale of hot food for takeaway purposes and to extend the hours of operation from 09.00am to 10.30pm daily.

Location: 17 EAST ROAD, TYLORSTOWN, FERNDALE, CF43 3HF

Reason: 1 The use of the premises as a hot food takeaway would be contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan for the following reason:

The proposed hot food takeaway at this location would give rise to a greater intensity of short-term on-stree parking along East Road (A4233) in close proximity to the signalised crossing point and affect the safety and free flow of traffic to the detriment of highway and pedestrian safety.

Town (Llantrisant)

19/1279/10 Decision Date: 03/02/2020

Proposal: Change of use from A1 (toy shop) to C3(a) (two bedroom domestic dwelling)

Location: TRADITIONAL TOYS, 6 BULLRING, LLANTRISANT, PONTYCLUN, CF72 8EB

Reason: 1 Insufficient evidence has been submitted to demonstrate that the retention of the existing retail premises for retail purposes has been fully explored without success by the way of marketing for appropriate retail purpose at reasonable market rates for a minimum of 12 months. As such, there is no justification for allowing the loss of a retail unit in the Town's retail centre. The proposal is therefore contrary to Policy AW11 of the Rhondda Cynon Taf Local Development Plan.

Total Number of Delegated decisions is 6

Report for Development Control Planning Committee

Hirwaun

- 19/0408/10** Decision Date: 21/02/2020
Proposal: Change of use from former public house to hairdressers and retail shop. (Parking Layout Received 28/05/19)
(Amended Plans and Description received 11/12/19)
Location: 54 HIGH STREET, HIRWAUN, ABERDARE, CF44 9SW
-

- 19/1239/10** Decision Date: 29/01/2020
Proposal: Provision of a side extension, new cement render finish to all elevations and replacement of windows and doors.
Location: CORNELLY BUNGALOW, SWANSEA ROAD, HIRWAUN, ABERDARE, CF44 9PF
-

Aberdare West/Llwydcoed

- 19/1320/10** Decision Date: 17/02/2020
Proposal: Two storey side extension and refurbishment of dwelling.
Location: HAZELMERE, LLWYDCOED ROAD, LLWYDCOED, ABERDARE, CF44 0TW
-

- 19/1324/10** Decision Date: 05/02/2020
Proposal: Domestic external alterations including, rebuilding garage raising the floor and extending garage roof to provide covered area in front of garage and regrading part of the drive, glazed canopy to rear and side privacy
Location: 16 BIRCHGROVE, CWMDARE, ABERDARE, CF44 8DD
-

Aberdare East

- 19/1295/10** Decision Date: 31/01/2020
Proposal: Single storey annexe to side elevation.
Location: 13 HARLECH PLACE, ABERDARE, CF44 7PR
-

Mountain Ash East

- 19/1301/10** Decision Date: 10/02/2020
Proposal: Construction of new porch and canopy to front and side of property and single storey rear extension
Location: 12 ABER-FFRWD ROAD, ABERPENNAR, CF45 4AR
-

- 19/1303/10** Decision Date: 27/01/2020
Proposal: Double garage.
Location: 76 CARDIFF ROAD, MOUNTAIN ASH, CF45 4HD
-

Penrhiwceiber

- 19/1222/10** Decision Date: 28/01/2020
Proposal: Proposed drive, retaining wall and raised patio level to front of house (retrospective).
Location: 68 GLAMORGAN STREET, PERTHCELYN, MOUNTAIN ASH, CF45 3RJ
-

Report for Development Control Planning Committee

Ynysybwl

19/0970/10 Decision Date: 29/01/2020

Proposal: Detached Outbuilding.

Location: CARREG BARN, MILL ROAD, YNYSYBWL, PONTYPRIDD, CF37 3LS

19/1297/10 Decision Date: 07/02/2020

Proposal: Demolition of existing garage, construction of rear/side extension, installation of rooflights & construction of driveway to front of property.

Location: 10 BRYN AWEL, YNYSYBWL, PONTYPRIDD, CF37 3DH

Aberaman South

19/1013/12 Decision Date: 11/02/2020

Proposal: The development of a listed building into 5 residential dwellings

Location: FORMER STABLES, HEOL TY ABERAMAN, ABERAMAN, ABERDARE

Report for Development Control Planning Committee

Treherbert

19/0600/10 Decision Date: 14/02/2020
Proposal: Proposed construction of a dwelling. (Resubmission)

Location: LAND AT TYNEWYDD FARM, MOUNTAIN VIEW, TYNEWYDD, TREHERBERT, TREORCHY, CF42 5LU

19/1176/10 Decision Date: 29/01/2020
Proposal: Roller shutter door to shop front.

Location: 160 BUTE STREET, TREHERBERT, TREORCHY, CF42 5PE

Treorchy

19/1231/10 Decision Date: 31/01/2020
Proposal: Two storey rear extension.

Location: 24 HIGH STREET, TREORCHY, CF42 6NR

Llwynypia

19/1201/10 Decision Date: 28/01/2020
Proposal: Two-storey rear extension.

Location: 21 HOLYROOD TERRACE, LLWYN-Y-PIA, TONYPANDY, CF40 2HP

Tonypandy

19/1276/10 Decision Date: 14/02/2020
Proposal: Change of use from A2 to A3, minor refurbishment alterations to the inside of the building with the addition of a kitchen and a disabled toilet to facilitate the use of a coffee shop.

Location: 121 DUNRAVEN STREET, TONYPANDY, CF40 1AS

Ferndale

19/1157/10 Decision Date: 29/01/2020
Proposal: External lighting/bin store/secure buggy store.

Location: FERNDAL COURT, FERNDAL, CF43 4NB

Report for Development Control Planning Committee

Cilfynydd

19/1212/10 Decision Date: 03/02/2020
Proposal: Two storey extension.
Location: 16 OAKLAND TERRACE, CILFYNYDD, PONTYPRIDD, CF37 4HB

Glyncoch

19/1140/10 Decision Date: 14/02/2020
Proposal: Dwelling with basement garage. (Amended Plans Received 22/01/2020)
Location: 1 ORCHARD DRIVE, GLYNCOCH, PONTYPRIDD, CF37 3BB

Town (Pontypridd)

19/1166/10 Decision Date: 19/02/2020
Proposal: Single storey extension (amended plans received 06/01/2020).
Location: 35 WHITEROCK DRIVE, GRAIGWEN, PONTYPRIDD, CF37 2HA

Trallwn

19/1130/10 Decision Date: 31/01/2020
Proposal: Single storey extension to rear and side (amended plans received 12/12/2019).
Location: 28 MACKINTOSH ROAD, PONTYPRIDD, CF37 4AG

Rhondda

19/0537/13 Decision Date: 14/02/2020
Proposal: Proposed 2 bedroom detached dwelling (Outline all matters reserved) (Amended site location plan received 09/07/19) (Amended Flood Consequences Assessment Received 15/01/2020)
Location: 89 TREHAFOD ROAD, TREHAFOD, PONTYPRIDD, CF37 2LY

Treforest

19/1133/10 Decision Date: 10/02/2020
Proposal: Detached bungalow, shed and new pedestrian access (Amended Location Plan and Site Plan 09/12/2019).
Location: 26 RAYMOND TERRACE, TREFOREST, PONTYPRIDD, CF37 1ST

Hawthorn

19/1287/10 Decision Date: 05/02/2020
Proposal: Ground floor side/rear extension
Location: 79 YNYSLYN ROAD, RHYDYFELIN, PONTYPRIDD, CF37 5AR

Report for Development Control Planning Committee

Ffynon Taf

19/1259/10 Decision Date: 29/01/2020
Proposal: Rear single storey extension (Amended plans received 13/01/2020).
Location: 7 MOY ROAD, TAFFS WELL, CARDIFF, CF15 7PW

19/1281/10 Decision Date: 11/02/2020
Proposal: Change of use from clothes shop to a nail salon.
Location: 28 CARDIFF ROAD, TAFFS WELL, CARDIFF, CF15 7RF

19/1307/08 Decision Date: 13/02/2020
Proposal: The construction of two temporary classroom blocks and yard.
Location: FFYNNON TAF PRIMARY SCHOOL, CARDIFF ROAD, TAFFS WELL, CARDIFF, CF15 7PR

Llantwit Fardre

19/1273/10 Decision Date: 29/01/2020
Proposal: Proposed garage conversion and porch.
Location: 17 CLOS DYFODWIG, LLANTWIT FARDRE, PONTYPRIDD, CF38 2TP

19/1292/19 Decision Date: 05/02/2020
Proposal: Proposed pruning of oak tree (T3) to include removal of deadwood of diameter >50mm. Undertake 3m overall crown reduction to remaining live crown, pruning back to suitable growing points.
Location: HAZELWOOD HOUSE, HEOL-Y-PARC, EFAIL ISAF, PONTYPRIDD, CF38 1AN

Tonteg

19/1260/10 Decision Date: 27/01/2020
Proposal: First floor extension above existing garage. (Amended Plans Received 14/01/20)
Location: 35 TOWYN WAY, TONTEG, PONTYPRIDD, CF38 1NB

19/1283/10 Decision Date: 05/02/2020
Proposal: Single storey rear extension, ground and first floor side extensions.
Location: 48 THE RIDINGS, TONTEG, PONTYPRIDD, CF38 1PL

Gilfach Goch

19/1271/10 Decision Date: 28/01/2020
Proposal: First floor rear extension, window to side elevation and front porch addition
Location: 62 THOMAS STREET, HENDREFORGAN, GILFACH GOCH, PORTH, CF39 8TU

Report for Development Control Planning Committee

Tonyrefail East

19/1103/10 Decision Date: 05/02/2020
Proposal: Ground floor front extension (as amended 31/01/2020)
Location: 39 PARKLAND CRESCENT, TONYREFAIL, PORTH, CF39 8PF

Beddau

19/1266/10 Decision Date: 29/01/2020
Proposal: Conversion of garage, construction of two storey rear extension (Resubmission).
Location: 120 BRYNTEG GREEN, BEDDAU, PONTYPRIDD, CF38 2PT

19/1325/10 Decision Date: 10/02/2020
Proposal: Single storey extension to front & side.
Location: 53 CYNAN CLOSE, BEDDAU, PONTYPRIDD, CF38 2TL

Town (Llantrisant)

19/1036/10 Decision Date: 29/01/2020
Proposal: Proposed 2 bed bungalow.
Location: 71 SOUTHGATE AVENUE, LLANTRISANT, PONTYCLUN, CF72 8DR

Talbot Green

19/1077/10 Decision Date: 28/01/2020
Proposal: Two-storey side extension
Location: 12 HEOL JOHNSON, TALBOT GREEN, PONTYCLUN, CF72 8HR

19/1183/10 Decision Date: 05/02/2020
Proposal: Two-storey side extension, ground floor rear 'wraparound' extension and loft conversion
Location: 19 DANYGRAIG DRIVE, TALBOT GREEN, PONTYCLUN, CF72 8AQ

19/1207/10 Decision Date: 04/02/2020
Proposal: First floor extension and internal alterations.
Location: SANDS PRIVATE HEALTH CLINIC, 67 TALBOT ROAD, TALBOT GREEN, PONTYCLUN, CF72 8AE

19/1293/10 Decision Date: 05/02/2020
Proposal: Proposed single story rear extension (as amended 30/01/2020)
Location: 4 FIRBANKS WAY, TALBOT GREEN, PONTYCLUN, CF72 8LB

Report for Development Control Planning Committee

Pontyclun

19/1209/10

Decision Date: 27/01/2020

Proposal:

Demolition of existing garage and construction of single storey side / rear extension.

Location:

AMBLECOTE, 13 PARK CRESCENT, PONTYCLUN, CF72 9BR

Brynna

19/0531/10

Decision Date: 28/01/2020

Proposal:

Construction of storage unit to replace steel containers (description amended 03/12/19).

Location:

CAE BACH, FELINDRE ROAD, LLANHARAN, BRIDGEND, CF35 5BF

19/0969/10

Decision Date: 03/02/2020

Proposal:

Extension of garden curtilage.

Location:

28 ST ILID'S MEADOW, LLANHARAN, PONTYCLUN, CF72 9FX

19/1083/10

Decision Date: 28/01/2020

Proposal:

Two-storey side and ground floor rear 'wraparound' extension, front porch and alterations to parking arrangements

Location:

255 MEADOW RISE, BRYNNA, PONTYCLUN, CF72 9TQ

Total Number of Delegated decisions is 44

tudalen wag