



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- Council Business Unit, Democratic Services (Ffôn: 01443 424103)**

Bydd cyfarfod o'r **PWYLLGOR CYNLLUNIO** yn cael ei gynnal **AR Y SAFLE** ar **DYDD MERCHER, 24AIN MEHEFIN, 2020** yn unol â'r manylion isod.

AGENDA

DATGANIADAU O FUDDIANNAU – Derbyn datganiadau o fuddiannau personol gan Gynghorwyr, yn unol â gofynion Côd Ymddygiad y Cyngor.

Noder:

Mae gofyn i Aelodau ddatgan rhif a phwnc yr agendwm mae eu buddiant yn ymwneud ag ef a mynegi natur y buddiant personol hwnnw.

Lle bo Aelodau'n ymneilltuo o'r cyfarfod o ganlyniad i ddatgelu buddiant sy'n rhagfarnu, **rhaid** iddyn nhw roi gwybod i'r Cadeirydd pan fyddan nhw'n gadael.

AMSER

LLEOLIAD

PWRPAS

10:00

Tir cyferbyn â 22
Jestyn Street, Porth

CAIS RHIF: 20/0110 - Amrywio diwygiadau Amod 2 mewn perthynas â'r cynlluniau wedi'u cymeradwyo (cais blaenorol 15/1007/10) er mwyn symud y tŷ a'r dreif. (Derbyniwyd yr Asesiad Risg Mwyngloddio ar 7 Mawrth 2020)

AMSER

LLEOLIAD

PWRPAS

11:00 EGLWYS SAESNEG **CAIS RHIF: 19/0829** - Trosi eglwys yn 8 fflat
BEDYDDWYR (derbyniwyd cynllun parcio diwygiedig ar
CALFARI, CLIFF 06/12/2019)
TERRACE,
TREFFOREST,
PONTYPRIDD

AMSER LLEOLIAD PWRPAS

12:00 TIR YN NHERAS **CAIS RHIF: 20/0006** - Adeiladu annedd ar
GLANFFRWD, YNYS- wahân, sawl haen ac iddi dair ystafell wely.
Y-B?L, PONTYPRIDD,
CF37 3LW

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 D Grehan, Y Cynghorydd G Hughes,
Y Cynghorydd P Jarman, Y Cynghorydd W Owen, Y Cynghorydd J Williams,
Y Cynghorydd R Yeo, Y Cynghorydd D Williams and Y Cynghorydd S Powderhill

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

Safle 1

Cynghorydd Lleol nad yw'n aelod o'r pwyllgor – A. G Cox

Safle 3

Cynghorydd Lleol nad yw'n aelod o'r pwyllgor – S. Pickering



PLANNING & DEVELOPMENT COMMITTEE

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 20/0110/15 (GH)
APPLICANT: Mr D James
DEVELOPMENT: Variation of condition 2 amendments to approved plans (previous app 15/1007/10) to reposition house and driveway. (CMRA received 7th March 2020)
LOCATION: LAND ADJACENT 22 JESTYN STREET, PORTH, CF39 0DN
DATE REGISTERED: 07/03/2020
ELECTORAL DIVISION: Porth

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

REASONS:

The revised position of the dwelling, to relocate the vehicular access to its eastern side, would be acceptable and neither detrimental to the character or appearance of the site and surrounding area, to the amenity of nearby residents, or highway safety. The development would therefore be in accordance with Policies AW5, AW6, AW8 and AW10 of the Local Development Plan.

REASON APPLICATION REPORTED TO COMMITTEE

A request has been received from Councillor Julie Williams for the matter to come to Committee for the reason that the revised access to the site will inhibit both the access to other properties and the turning of vehicles in the street.

APPLICATION DETAILS

Permission is sought to vary condition 2 of planning permission 15/1007/10 to enable a revision to the scope of the scheme.

The extant consent permits the construction of a new four bedroom dwelling on a parcel of land at the end of Jestyn Street. The dwelling would have been positioned centrally within the site to enable a crossover and driveway to be laid between its eastern side elevation and the boundary with the neighbouring house no.22.

However, in order to simplify construction and manage the southerly fall in level, the applicant seeks to reposition the house towards the eastern boundary and have the driveway and vehicular access to the west.

The design and dimensions of the house would remain as per the extant approval and have an L-shaped footprint to a width of 9.3m and maximum depth of 10.6m. The house would also be very slightly higher in the plot such that the ridge of the twin-pitch roof, with rear facing gable, would be almost at the same height as no.22.

Furthermore, on account of the driveway being located to the opposite side, the repositioning of the house towards the east would result in a gap of 1.2m being left between the side of the new dwelling and the boundary. The front boundary wall, of natural stone, with stone piers and topped with railings, would therefore extend across the front of the house since there would be no need to leave space for pedestrian or vehicular access at this point.

The accommodation would be arranged over two floors and comprise a lounge, kitchen/diner, study and utility to the ground floor, with four bedrooms, a bathroom and en-suite above. In addition to a small garden area and two off-street parking spaces, the previously approved retaining wall to the rear would be unaltered.

In respect of external finishes the principal elevation would be of reconstituted stonework, with render to the sides and rear. Further detail would include stone cills and brick reveals, whilst the roof would be enclosed by tiles of reconstituted slate.

The application has been accompanied by a Coal Mining Risk Assessment.

SITE APPRAISAL

The application site is a vacant, almost square, plot located within the settlement boundary to the northern side of Porth.

The site is set on the northern side of Jestyn Street, on land that previously accommodated a terrace of Victorian dwellings, most of which were demolished some time in the later 20th century.

It was noted during the site visit that the topography of the site is steep, and the significant drop in level from the north-west to the south-east is evidenced by a fall of almost 9m across the site from the rear to the front.

Most of the neighbouring properties are located on the southern side of Jestyn Street and at Troedyrhiw Road to the north, and comprise older terraces, although there is a more recently-built large detached house, Tŷ Ni, at the western end of Jestyn Street.

PLANNING HISTORY

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

19/1241/15: Variation of condition 2 of planning consent 15/1007/10 to reposition house within plot. Decision: 10/12/2019, Withdrawn by Applicant

- 19/0274/38:** Discharge of conditions: 3 (Materials), 4 (Boundary Treatment), 5 (Drainage), 6 (Structural Calculations), 8 (Traffic Management & Wheel Washing), 10 (Wildlife Protection Plan) of planning consent 15/1007/10. Decision: 16/05/2019, Grant.
- 15/1007/10:** Erection of a detached dwelling with off street parking. Decision: 16/08/2016, Grant.
- 07/1859/10:** 3 No detached houses, site access road and provision of turning facility. Decision: 11/02/2008, Refuse.

PUBLICITY

The application has been advertised by direct notification to thirteen neighbouring properties and notices were erected on site.

No written objections or letters of representation have been received.

CONSULTATION

Public Health and Protection

No objections

Highways

No objection, subject to a conditions and informative notes.

Coal Authority

The response of the Coal Authority will be reported to Members at the Committee meeting.

Countryside - Ecologist

There may be some reptile habitat left on the site, so the condition from the previous consent should be carried over.

Dwr Cymru Welsh Water

No objection to and it is asked that any drainage conditions on the original consent are brought forward.

Western Power Distribution

If a new connection or a service alteration is required they will need to make a separate application to WPD.

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

POLICY CONTEXT

Rhondda Cynon Taf Local Development Plan

The application site lies outside of the settlement boundary for Porth

Policy CS1 - promotes developments which will support principal towns and key settlements

Policy AW1 - sets out the criteria for new housing proposals

Policy AW2 - promotes development in sustainable locations

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

Policy AW10 - does not support development where unmitigated environmental, public health or amenity risks are present.

Policy NSA2 - sets out the criteria for development within the Key Settlement of Porth.

Policy NSA12 - supports housing development within and adjacent to defined settlement boundaries

Supplementary Planning Guidance:

Design and Placemaking

Access, Circulation & 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 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 1 (Managing New Development)
Chapter 2 (Maximising Well-Being and Sustainable Places through Placemaking)
Chapter 4 (Active and Social Places)

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:

Principle of the proposed development

The main consideration in the determination of the previous application was whether the principle of residential development would be acceptable upon the site, noting that the proposed dwelling would be constructed on a parcel of land that is located inside the defined settlement boundary for Porth and was previously developed.

It was determined that the proposed dwelling would comply with Local Development Plan Policy AW1, which establishes that the delivery of new housing may be supplied, in part, by the use of unallocated sites within the defined settlement boundary; and would also comply with Policy NSA12 which presumes in favour of development within settlement boundaries, subject to certain criteria.

The principle of the development remains acceptable, since the material considerations with regard to the national and local policy framework have not changed. However, the proposed revisions, in terms of the street scene, the amenity of neighbouring occupiers and the site access, are discussed within the body of the report below.

Character and appearance of the area

The application site is located in a residential street which has a single point of access and thus is not a through route. The southern side of the street is characterised by traditional Victorian terraced dwellings, whereas the northern side, where some previous development has long since been demolished, accommodates two detached and a pair of semi-detached dwellings.

The proposed new property, for which consent already exists and the variation is now sought, would have a simple two-storey design with decorative brick detailing around

the reveals. It would be elevated above the street in a similar position to the neighbouring house which is located next to the eastern boundary of the site.

In this case although it is considered that the property is of an acceptable design and scale in terms of its street frontage and is sympathetic in form to the surrounding development, the matter at hand is whether the proposed repositioning would be harmful to the street scene.

Having taken account of the small degree of change, and comparing the layout of the site both as permitted and as proposed, no harm can be identified from the change. Therefore it is considered that there would be no adverse impact to the street scene.

Impact on neighbouring occupiers

In relation to residential amenity, it is not considered that relocation of the dwelling would have any additional impact over and above that which would be caused by the existing planning permission.

Although the new dwelling would be much closer to no.22, it would not project beyond the principal or rear elevation of the neighbouring house, and it was noted during the site visit that there are no windows or doors in the side elevation facing the development site.

In respect of other dwellings in Jestyn Street, the new property would have the same relationship with the terraced houses on the opposite side of the road, and would be further away from Tŷ Ni to the west.

Accordingly, the variation of condition would not affect the amenity of neighbouring residents to any greater degree than that of development already approved.

Highway safety and access

The Highways and Transportation Section has noted that Jestyn Street is sub-standard in terms of its highway geometry and there is no turning facility to enable emergency service and delivery vehicles to turn and access/egress in forward gear, which is of concern.

However, the proposal is for one dwelling which will slightly increase the traffic volumes using Jestyn Street by an estimated ten trips per day. This it is not considered to be so significant to insist on a turning area for all vehicles to be able to enter and leave Jestyn Street in forward gear, particularly since the developer is not in control of the land required to provide this.

Similarly, although there is a right angled bend at the entrance to Jestyn Street the traffic generated by one dwelling would not warrant a highway objection, and the continuous 2m wide pedestrian links leading to the site are satisfactory for safe access.

With regard to off-street parking provision, the Council's SPG for Access, Circulation & Parking 2011 identifies a maximum of three parking spaces would be required. The

proposal provides for two off-street spaces which are acceptable given the sustainable location close to local amenities and bus stops located on Cemetery Road.

Due to the close proximity of the comprehensive school and the sub-standard nature of Jestyn Street and absence of turning area, a condition has been suggested limiting delivery times by construction traffic to that when street space is at its most available and outside the peak hours of residents using Jestyn Street.

Consequently, whilst concerns remain regarding the sub-standard highway, lack of turning area and the 90° bend accessing Jestyn Street, the limited traffic generated by one dwelling and the extant permission 15/1007/10 has been taken into account and on balance the proposal is considered acceptable.

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 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

Having taken account of all of the issues outlined above and in light of the planning history of the site, the application proposal is considered acceptable. Therefore, the proposal is recommended for approval, subject to the conditions specified.

RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW:

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 hdw/ph/dj.001b, hdw/ph/dj.002a and hdw/ph/dj.003a, and documents received by the Local Planning Authority on 31st January 2020, 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 development shall be carried out in accordance with the details previously submitted, and approved, in respect of the discharge of Conditions 3 (Materials), 5 (Drainage), 6 (Structural Calculations), 8 (Traffic

Management & Wheel Washing) and 10 (Wildlife Protection Plan) of planning consent 15/1007/10.

Reason: In the interests of visual amenity, ecology, highway and public safety, in accordance with Policies AW5, AW6, AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

4. Before the development is brought into beneficial use the means of access, together with the parking and turning facilities, shall be laid out in accordance with the submitted plan hdw/ph/dj.002a as approved by the Local Planning Authority. The approved details shall be implemented prior to beneficial occupation of the dwelling and remain in perpetuity for the parking and turning of vehicles thereafter.

Reason: In the interests of highway safety and to ensure vehicles are parked off the highway in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

5. HGV's used as part of the construction phase shall be restricted to 09:30am to 16:30pm weekdays, with no deliveries on Weekends and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

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

6. Before the development is brought into use the en-suite and bathroom windows in the first floor eastern (side) elevation shall be fitted with obscure glass to an industry standard of privacy level three or above. The windows shall be retained as such thereafter.

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

7. Before the development is brought into use the drainage works shall be completed in accordance with the approved plans.

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

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 obscurity 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

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 Ynysybwll 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 Ynysybwll. 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