



**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 (01443 424110)

Bydd rhithwir cyfarfod o'r **Pwyllgor Cynllunio a Datblygu** yn cael ei gynnal ar **DYDD IAU, 4YDD CHWEFROR, 2021** am **2.00 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](mailto:GWASANAETHAUCYNLLUNIO@RCTCBC.GOV.UK) ERBYN 5PM AR DYDD MAWRTH, 2 CHWEFROR 2021, 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. DATGANIAD BUDDIANT**

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

**Noder:**

1. Mae gofyn i Aelodau ddatgan rhif a phwnc yr agendwm 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 17 Rhagfyr, 2020.

5 - 10

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

### **5. CAIS RHIF: 18/1105/10**

Trosi Capel yn 5 fflat preswyl gyda gwaith cysylltiedig (derbyniwyd cynllun lleoliad diwygiedig a chynllun parcio 22/08/2019).  
**Capel Ebenezer, Stryd Ebenezer, Trecynon, Aberdâr, CF44 8NU.**

11 - 22

### **6. CAIS RHIF: 20/0822/10**

Estyniadau dormer blaen a chefn arfaethedig (derbyniwyd cynlluniau a disgrifiad diwygiedig 29/10/20).  
**7 Heol Coed Isaf, Maes-y-coed, Pontypridd, CF37 1EL.**

23 - 28

### **7. CAIS RHIF: 20/1204/10**

Adeiladu estyniad ochr deulawr, estyniad cefn unllawr, trosi'r llofft yn llofft dormer, ailadeiladu garej ar wahân a chreu llawr caled newydd wrth ochr yr eiddo. (Derbyniwyd cynlluniau diwygiedig 13/12/2020).  
**97 Stryd Meyler, Thomastown, Tonyrefail, Porth, CF39 8DY.**

29 - 36

**8. CAIS RHIF: 20/1219/10**

Adeiladu dwy uned ddiwydiannol (B2) a warws (B8) y mae modd eu cyfuno'n un uned, gyda swyddfeydd ategol (B1), maes parcio cysylltiedig ar gyfer ceir a beiciau, a chreu iard mynediad a gwasanaeth newydd.

**Plot A, Tir ger Dolydd Felindre, Llanharan, Pencoed, CF35 5HY.**

**37 - 52**

**9. CAIS RHIF: 20/1352**

Adeiladu pont droed teithio llesol.

**A4119, Coed-elái, Tonyrefail.**

**53 - 62**

**10. CAIS RHIF: 20/1375/10**

Datblygiad Preswyl Arfaethedig a gwaith cysylltiedig. (Derbyniwyd Adroddiad Ymchwiliad Safle 7 Rhagfyr 2020 a derbyniwyd cynllun wedi'i ddiweddarau 18 Ionawr 2021).

**Tir ger Ystad Ddiwydiannol Abergorchwy, Ynyswen, Treherbert, CF42 6DL.**

**63 - 80**

**CEISIADAU WEDI'U GOHIRIO**

**11. CAIS RHIF: 20/1213/10**

Cadw a chwblhau bloc garej (ailgyflwyno cais 20/0091/10)

**Tir ger Stryd James, Cwmdâr, Aberdâr.**

**81 - 92**

**ADRODDIAD ER GWYBODAETH**

**12. 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 01/2021 – 22/01/2021.

Penderfyniadau Cynllunio a Gorfodi – Apeliadau a Dderbyniwyd.

Penderfyniadau Dirprwyedig – Ceisiadau wedi'u cymeradwyo a'u gwrthod gyda rhesymau.

**93 - 108**

**13. MATERION BRYD**

Trafod unrhyw faterion sydd, yn ôl doethineb y Cadeirydd, yn rhai bryd 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 W Owen,  
Y Cynghorydd R Yeo, Y Cynghorydd D Williams ac Y Cynghorydd S Powderhill

Cyfarwyddwr Gwasanaeth y Gwasanaethau Democrataidd a Chyfathrebu  
Cyfarwyddwr Materion Ffyniant a Datblygu  
Pennaeth Datblygu Mawr a Buddsoddi  
Pennaeth Cynllunio  
Pennaeth y Gwasanaethau Cyfreithiol  
Uwch Beiriannydd

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

Cofnodion o rhithwir gyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd Dydd Iau, 17 Rhagfyr 2020 am 3.00 pm.

**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 W Owen    Y Cyngorydd R Yeo  
Y Cyngorydd D Williams    Y Cyngorydd S Powderhill

**Swyddogion oedd yn bresennol**

Mr S Gale, Cyfarwyddwr Materion Ffyniant a Datblygu  
Mr C Jones, Pennaeth Datblygu Mawr a Buddsoddi  
Mr S Humphreys, Pennaeth y Gwasanaethau Cyfreithiol  
Mr A Rees, Uwch Beiriannydd

**Y Cyngorwyr Bwrdeistref Sirol eraill oedd yn bresennol**

Y Cyngorydd R Bevan

Y Cyngorydd W Lewis

**51      DATGAN BUDDIANT**

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

**52      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.

**53      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.

**54 COFNODION**

**PENDERFYNWYD** cadarnhau'r cofnodion o gyfarfod y Pwyllgor Cynllunio a Datblygu a gynhaliwyd ar 5 Tachwedd, 2020 yn rhai cywir.

**55 NEWID I DREFN YR AGENDA**

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

**56 CAIS RHIF: 20/1076**

**Newid defnydd tir ar gyfer codi strwythur i'w ddefnyddio gan gartiau 'coaster', addasiadau i adeilad presennol yr Ystafell Lampau ynghyd â gwaith cysylltiedig TIR AT FYNYDD Y RHIGOS A HEN SAFLE GLOFA'R TŴR, FFORDD Y RHIGOS, HIRWAUN, ABERDÂR.**

Yn unol â'r gweithdrefnau a gafodd eu mabwysiadu, derbyniodd y Pwyllgor y siaradwyr cyhoeddus canlynol a gafodd bum munud yr un i annerch yr Aelodau ynglŷn â'r cynnig uchod:

- Ms Sioned Edwards (Asiant)
- Mr Sean Taylor (Ymgeisydd)

Cyflwynodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol y cais uchod i'r Pwyllgor. Yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu.

**57 CAIS RHIF: 20/0845**

**Garej (Derbyniwyd cynlluniau diwygiedig ar 06/11/2020 - lled y drws rholer wedi'i ymestyn gan 5 metr). GARDD GOFFA, TERAS Y GELLI, LLANHARAN CF72 9PR**

Yn unol â'r gweithdrefnau a gafodd eu mabwysiadu, derbyniodd y Pwyllgor y siaradwyr cyhoeddus canlynol a gafodd bum munud yr un i annerch yr Aelodau ynglŷn â'r cynnig uchod:

- Mr Leigh Smith, yn cynrychioli Cyngor Cymuned Llanharan (Ymgeisydd)
- Mr Marc Smith (Gwrthwynebydd)
- 

Arferodd yr Ymgeisydd, Mr Leigh Smith, yr hawl i ymateb i sylwadau'r gwrthwynebydd.

Darllenodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol gynnwys datganiad ysgrifenedig gan Mr Stephen Witts yn amlinellu pryderon ynghylch y cais.

Parhaodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol i gyflwyno'r cais i'r Pwyllgor ac ar ôl trafodaeth **PENDERFYNWYD** cymeradwyo'r cais yn ddarostyngedig i'r amodau a amlinellir yn yr adroddiad, a chynnwys amod ychwanegol i gyfyngu ar y defnydd o'r garej i storio offer cynnal a chadw ac nid i

barcio. Mae hyn er mwyn egluro cwmpas y cydsyniad er budd diogelwch y priffyrdd.

(**Nodyn:** Ymatalodd Cynghorwyr y Fwrdeistref Sirol J Williams a S Powderhill o'r bleidlais gan nad oedden nhw'n bresennol ar gyfer yr holl ddadl.)

**58 CAIS RHIF: 20/0719**

**Newid defnydd arfaethedig - o safle rhentu cerbydau i safle gwerthu ceir ail-law. ENTERPRISE RENT A CAR, HEOL CAERDYDD, Y DDRAENEN WEN, PONTYPRIDD, CF37 5BB**

Yn unol â'r gweithdrefnau a gafodd eu mabwysiadu, derbyniodd y Pwyllgor Ms Gwen Thomas (Asiant). Cafodd hi bum munud i gyflwyno'r cais wedi'i nodi uchod i'r Aelodau.

Cyflwynodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol y cais i'r Pwyllgor. Ar ôl trafod y cais, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr Gwasanaeth - Materion Ffyniant a Datblygu, yn ddarostyngedig i ddiwygio Amod 3 fel y ganlyn:

- Rhaid i'r lleoedd parcio a nodir ar y Cynllun Bloc Arfaethedig diwygiedig gael eu gosod ar y safle mewn deunyddiau parhaol, a'u cadw at ddibenion parcio cwsmeriaid a staff yn unig.

**59 CAIS RHIF: 19/0790**

**Estyniad i ystafell ddosbarth (Derbyniwyd cynllun safle diwygiedig ac Aseiad Risg Mwyngloddio Glo ar 28 Hydref 2020). YSGOL GYNRADD GYMUNEDOL GYMRAEG LLANTRISANT, Ffordd Cefn-Yr-Hendy, MEISGYN, PONT-Y-CLUN, CF72 8TL.**

Cyflwynodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol y cais uchod i'r Pwyllgor. Yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu.

**60 CAIS RHIF: 20/0786**

**Newid dosbarth defnydd - o Lysoedd y Gyfraith a llety ategol i: Safle gwasanaethau ariannol a phroffesiynol A2, busnes B1, storio a dosbarthu B8, sefydliadau dibreswyl D1 ac ymgynnull a hamdden D2. YR HEN LYS YNADON, HEOL LLWYNYPIA, LLWYNYPIA, TONYPANDY, CF40 2HZ.**

Cyflwynodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol y cais i'r Pwyllgor.

Siaradodd Cynghorydd y Fwrdeistref Sirol W Lewis, nad yw'n aelod o'r pwyllgor, ar y cais a chyflwynodd ei chefnogaeth mewn perthynas â'r datblygiad arfaethedig, gan nodi'r amodau sydd ynghlwm wrth yr adroddiad sy'n mynd i'r afael â phryderon a godwyd gan drigolion lleol.

Yn dilyn trafodaeth **PENDERFYNODD** y Pwyllgor gymeradwyo'r cais yn unol ag argymhellion y Cyfarwyddwr - Materion Ffyniant a Datblygu.

**61 CAIS RHIF: 20/0984**

**Adeilad newydd arfaethedig ar gyfer boeler biomas 500kw, man storio sglodion coed ynghyd ag estyniad i'r swyddfa a gwaith cysylltiedig. SIXTEENTH AVENUE, YSTAD DDIWYDIANNOL HIRWAUN, HIRWAUN.**

Amlinellodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol fanylion y cais a gofynnodd i'r Aelodau ystyried gohirio'r cais gan nodi bod y cais yn ddarostyngedig i Gyfarwyddyd Erthygl 18, a gyhoeddwyd gan Lywodraeth Cymru. Hysbyswyd yr aelodau hefyd fod Swyddogion yn aros am fanylion pellach a sylwadau gan Gyfoeth Naturiol Cymru mewn perthynas â'r cais.

Yn dilyn trafodaeth, **PENDERFYNWYD** gohirio'r penderfyniad ar y cais i gyfarfod arall o'r Pwyllgor Cynllunio a Datblygu yn y dyfodol, er mwyn galluogi Swyddogion i dderbyn sylwadau terfynol gan Gyfoeth Naturiol Cymru ac aros am ganlyniad Cyfarwyddyd Erthygl 18 gan Lywodraeth Cymru.

**62 CAIS RHIF: 20/1141**

**Newid math o dŷ - o ddau bâr o anheddau pâr i ddau annedd ar wahân. Ffordd y Rhigos, Hirwaun, Aberdâr.**

Cyflwynodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol y cais uchod i'r Pwyllgor. Yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn unol ag argymhelliad y Cyfarwyddwr - Materion Ffyniant a Datblygu.

**63 CAIS RHIF: 20/0464/10**

**Datblygiad Preswyl Arfaethedig a gwaith cysylltiedig. Tir yng Ngholeg y Cymoedd, Heol Cwmdâr, Cwmdâr.**

Cyflwynodd y Pennaeth Materion Datblygu a Buddsoddi Sylweddol y cais, a gafodd ei gyflwyno'n wreiddiol i'r Pwyllgor ar 3 Rhagfyr 2020, pan gymeradwyodd yr Aelodau'r cais yn groes i argymhelliad y Cyfarwyddwr Gwasanaeth - Materion Cynllunio (Cofnod 47).

Trafododd yr Aelodau yr adroddiad pellach, a oedd yn tynnu sylw at y cryfderau a'r gwendidau posibl o ran cymeradwyo cais yn groes i argymhelliad swyddogion, ac yn dilyn trafodaeth, **PENDERFYNWYD** cymeradwyo'r cais yn groes i argymhelliad y Cyfarwyddwr Gwasanaeth - Materion Cynllunio, yn amodol ar Gytundeb Adran 106 i ddarparu:

- Cyfraniad o £2,514 ar gyfer lleoedd ysgolion cynradd; a
- Chyfraniad o £7,000 ar gyfer cyfleusterau chwarae gwell ar y safle cyfagos

Hyn oll yn ogystal â'r Amodau a nodwyd yn yr adroddiad pellach.

**64 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 23/11/2020 – 04/12/2020.

**Daeth y cyfarfod i ben am 4.20 pm**

**Y Cyngorydd S Rees  
Cadeirydd.**

tudalen wag



## PLANNING & DEVELOPMENT COMMITTEE

4 FEBRUARY 2021

### REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

#### PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 18/1105/10 (BJW)  
**APPLICANT:** Mr L Vaida  
**DEVELOPMENT:** Conversion of Ebenezer Chapel into No. 5 residential apartments with associated works (amended location plans and parking layout plan received 22/08/2019)  
**LOCATION:** EBENEZER CHAPEL, EBENEZER STREET, TRECYNON, ABERDARE, CF44 8NU  
**DATE REGISTERED:** 22/08/2019  
**ELECTORAL DIVISION:** Aberdare West/Llwydcoed

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**RECOMMENDATION:** Approve, subject to favourable referral of accompanying Listed Building Consent (LBC) application to Cadw.

**REASONS:** The application proposes the productive use of a currently derelict, disused and vandalised chapel building through internal conversion.

The approach to the proposal has been informed through a thorough evaluation of the heritage asset by way of the revised Heritage Impact Assessment (HIA).

The proposal would retain the character and appearance of the vast majority of the external features as well as an important internal staircase that would be retained and would form an important route through the converted property.

It is considered that the current proposal represents a positive and acceptable opportunity to bring this disused and semi-derelict building into productive use. For this reason it is considered that the alterations would be acceptable.

The use of the property 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. Furthermore, it would not have a detrimental impact on neighbouring properties, the visual amenity of the area or highway safety considerations.

**Consequently, it is considered that the proposal for the conversion of the building would be justified in this instance and a recommendation to approve the application is offered.**

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## **REASON APPLICATION REPORTED TO COMMITTEE**

The application is reported to Committee as the proposal is not covered by determination powers delegated to the Director of Prosperity and Development. It proposes 5 or more residential units.

## **APPLICATION DETAILS**

Full planning permission is sought for the conversion of Ebenezer Chapel, Ebenezer Street, Trecynon, Aberdare into five residential apartments. The proposal would also include the modification of the rear and side cemetery areas to create amenity space, bin and cycle storage and parking provision to serve the proposed development.

Accommodation would consist of five 2-bedroom apartments; two on the ground floor; two on the first floor and one within the roof-space of the building. External works would provide two communal amenity areas for residents; access from Mount Pleasant Street for vehicular traffic; 8 no. parking spaces and 10 no. stands for bicycle storage.

Specifically, the application would propose the following:

### **External works**

- Creation of a side and rear landscaped communal amenity area;
- Installation of a 1:10 ramped vehicular access from Mount Pleasant Street to the rear parking/cycle store/amenity areas;
- Installation of 8 no. vehicular parking spaces;
- Installation of a cycle rack for 10 no. bicycles;
- Installation of a total of 10 no. conservation-style rooflights, 5 no. on the west roof and 5 no. on the east roof;
- Installation of a circular attic window in the rear elevation, of a similar style to the existing window in the front elevation. The window would serve the internal stair access to the first floor and attic apartments;

### **Internal works**

- Conversion of the ground floor chapel area into 2 no. 2-bedroom apartments;
  - The entrance to flats one and two would be from the main front entrance.
  - Flat one would be accessed by a level entrance straight off the main entrance porch.

- Flat two would be accessed up a retained stairwell to the right of the main porch and would be located at first floor level.
- Conversion of the rear ground floor, first floor and attic area to 3 no. 2-bedroom apartments;
  - The apartments would be accessed via an existing side doorway in the western elevation.
  - The doorway would lead onto a shared lobby area.
  - The shared access lobby would provide level access into flat three.
  - A stairwell within the shared access lobby would provide access to flat four at first floor level and flat five within the attic area.
  - A mezzanine floor will also provide two additional living areas, one each for flats two and four (both flats located at first floor level).

This application is accompanied by the following additional information:

- Heritage Impact Assessment (HIA) (updated version 18/09/2020);
- Additional details have been submitted in relation to removal of the ceiling, the reuse of columns, the retention and cleaning of memorial plaques, roof-lights and shared utility apparatus.

Members are advised that a separate application for Listed Building Consent has also been submitted (18/0935/10). However this application is not required to be reported to Committee for final determination. It does however have to be referred to Cadw for consideration prior to determination.

## **SITE APPRAISAL**

The main Chapel building is set back at a splayed angle to Ebenezer Street within the village of Trecynon, Aberdare. The Chapel is one of several Listed Chapel Buildings within the village, and is located between Ebenezer Street to the north and Mount Pleasant Street to the south.

The site is irregularly shaped with the building taking up the majority of the eastern part of the site and the existing graveyard taking up the rear (south) and western side.

## **PLANNING HISTORY**

18/0935	Ebenezer Chapel, Ebenezer Street, Trecynon, Aberdare, CF44 8NU	Conversion of Chapel into 5 No. residential apartments with associated works (amended location plan and parking layout plan received 22/08/2019) (Application for Listed Building Consent)	Pending
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## **PUBLICITY**

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

1. The plans show that there will be walk in access from the main gates at the front of the chapel. This will encourage the occupants to park their cars on Ebenezer Street.
2. This road is one way and very narrow. Parking for the residents can become very difficult at the best of times due to use of the vestry and people from surrounding streets also parking there.
3. I own the house directly opposite the chapel. I have put parking to the side of the property but when cars park opposite the drive and house it is impossible to use the drive as the road is so narrow. Plus, there is a lamppost on the drive so when cars park opposite it makes it totally impossible to get in and out.
4. If residents of the chapel park to the front it will mean my son who often leaves for work at 4am in the morning will not be able to get out and I don't think the residents are going to be happy when he has to wake them up to move their cars.
5. If the lamppost is moved there would not be a problem as it will give enough room to swing a car around to get out and there would be no objection from us to the proposed build. Otherwise we are objecting to the use of the front gates and build.
6. Issues were raised by the owner of the garages to the rear of the site in relation to the access proposed to the rear amenity/parking/cycle store area. The owner of the garages stated that the access was on their land and that they would not consent to its use. The applicant then amended their point of access to be off Mount Pleasant Road, altered their site location boundary, and their land ownership certificate.

## **CONSULTATION**

Transportation Section – no objection, subject to conditions in relation to the laying out of the parking area in accordance with the submitted approved plans, the retention of the parking at the site, the requirement for a vehicular footway crossing and the restriction of surface water drainage to not discharge into the highway drainage system.

Drainage Section – no objection subject to the imposition of a standard drainage condition to specify the drainage arrangements for the proposal.

Public Health and Protection Division – no objection subject to a condition restricting the hours of operations during the construction phase of the development and standard informative notes.

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

Western Power Distribution – no objection. The applicant should be made aware that if they require a new connection or a service alteration, they will need to make a separate application to Western Power Distribution.

Wales and West Utilities – no objection. Wales & West Utilities (WWU) has pipes in the area. Our apparatus may be affected and at risk during construction works. Should the planning application be approved then WWU will require the promoter of these works to contact us directly to discuss our requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

South Wales Fire and Rescue Service – no objection. The developer should consider the need for the provision of adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances.

Glamorgan Gwent Archaeological Trust (GGAT) - GGAT have reviewed the application and identified that the proposal will require archaeological mitigation.

In order to preserve this structure by record in its current form, GGAT strongly recommend that a building survey is made prior to demolition. GGAT would recommend that this takes the form of a Level 3 survey as set out in “Understanding Historic Buildings: A Guide to Good Recording Practice”, Historic England, 2016. To ensure that work is carried out in a suitable manner, GGAT therefore suggest that a condition worded in a manner similar to model condition 73 given in Welsh Government Circular 016/2014 is attached to any consent that is granted in response to the current application. This condition is worded:

*No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.*

The justification for the imposition of the condition would therefore be:

*Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.*

## **POLICY CONTEXT**

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

The property is within the defined settlement boundary and is unallocated. The chapel building itself is a Grade II Listed Building.

**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 AW7** – refers to the protection and enhancement of the built environment. This policy states that development which impacts upon sites of architectural and historic merit will only be permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

**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.

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

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

### **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.

### **Technical Advice Note (TAN) 24: The Historic Environment (2017)**

Provides guidance on how the planning system should consider the historic environment during development plan preparation and decision making on planning and Listed Building applications.



## **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 Listed chapel within its own, fairly sizable grounds and within the village of Trecynon, itself a suburb of Aberdare Town. The Chapel has ceased being in use for a considerable period of time with the case officer's first contact with the then owner being approximately 1999-2000.

At that time Council Officers and a Cadw Inspector were called and attended the site due to concerns that the interior was about to be "asset stripped" by the owner. The owner was cautioned at that time and no further action was deemed necessary.

In the intervening period the property has been neglected and vandalised and has passed through a series of different owners leading up to the current planning and Listed Building Consent applications.

The current owner has proposed an ambitious re-development of the property that would affect minimal external alterations to the property. In stark contrast, much of the fire damaged internal details will be lost, although the existing gallery stairs will be retained to form the access to apartment two and the four memorial plaques will be retained in situ as features of apartment three.

While it is acknowledged that this is not ideal, it is clear that extensive vandalism has diminished the remaining internal features within the property to such an extent that they now have very little evidential, historical, aesthetic or communal value.

The retention of the features that it is possible to retain does, however, provide an, albeit limited, evidential link to the original use of the building while allowing the successful conversion of the property to its new use.

While the loss of the remaining details are regrettable, the prolonged disuse of the building and its continued deterioration require urgent action to maintain the viability of the premises within its setting. In this regard it is considered that the situation for

the property is sufficiently advanced that the current proposal is warranted in this instance.

The current proposal would secure the long-term future of the building so that its external façade and features would be almost entirely preserved. In this instance, it is considered that this represents an acceptable compromise position.

### **Impact on neighbouring properties**

The application property is located in a prominent location within the village of Trecynon and in close proximity to existing residential properties in Ebenezer Street and Mount Pleasant Street.

It is considered that due to the relationship with existing, neighbouring properties and subject to appropriately worded conditions, that the proposed converted use of the property would not have an adverse impact on the privacy or amenity of those neighbouring properties.

### **Visual amenity**

The application is largely for the internal alteration of the property and external alterations have been kept to an absolute minimum. It is considered that what alterations are proposed would be acceptable, or would be capable of being made so by the imposition of appropriately worded conditions.

Consequently, it is considered that the proposal is acceptable in this regard.

### **Highway safety**

The application has been subject to negotiation and additional consultation with the Council's Transportation Section. Following these negotiations the Transportation Section have raised no objection to the application, subject to the imposition of conditions requiring the laying out of the parking area in accordance with the submitted approved plans, the retention of the parking at the site, the requirement for a vehicular footway crossing and the restriction on surface water drainage to not discharge into the highway drainage system.

It is considered that these conditions would be reasonable and necessary in order to maintain adequate parking facilities at the site and to safeguard highway safety in the surrounding area. It is also acknowledged that the provision of the parking facilities would require the modification of the existing graveyard at the site. This is beyond the scope of this application and is not a planning matter. The developer will be required to undertake the necessary steps to secure an affect this alteration and an appropriate advisory note should be included to address this issue.

Consequently, it is considered that the proposal is acceptable in this respect.

## **Other issues**

The comments of the neighbouring properties are acknowledged and the following comments are offered thereon:

1. The application contains sufficient parking provision for a development of this nature. Should residents park in a manner that would cause an obstruction within the area, this would be a matter regulated by the Police or Local Highway Authority.
2. The narrow and one-way nature of the road is acknowledged. However, this has been evaluated by the Transportation Section who have raised no objection to the amended access and parking arrangements.
3. Similarly, should parking within the street hinder the use of an existing resident's parking facilities, this would be a matter for the Police or Local Highway Authority to address.
4. Please see 2 and 3 above.
5. The removal of the lamppost would not be necessary due to the amended parking facilities to the rear of the site.
6. The amended plans now indicate that access would be gained to the rear of the site by an alternative route that would not affect or utilise any of the land of the adjacent commercial garage.

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.

## **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. Therefore no CIL would be payable.

## **Conclusion**

The application proposes the beneficial re-use of an attractive and prominent Listed Building within a residential setting. The building has, unfortunately, been neglected and vandalised over the last twenty years to the point that its current condition is poor and clearly worsening.

While the loss of features to any Listed Building is always regrettable and should be a last resort of any decision to grant planning permission / Listed Building Consent, in this case, it is considered that even the loss of the large amount of the internal features would be an acceptable compromise in order to retain what features can be incorporated into the internal conversion of the property, while also preserving the majority of the external façade of the property.

It is therefore considered the proposal would represent an acceptable and sustainable alternative use for the property that would serve to protect and maintain the façade and what limited internal features that would be incorporated into the conversion. Furthermore, as set out above, what external alterations that are proposed, such as rooflights and column supports, could be mitigated through the imposition of appropriately worded conditions.

Consequently, subject to satisfactory recording of the property, it is considered that the proposal to convert the Listed chapel would be acceptable.

**RECOMMENDATION: Approve, subject to a favourable referral of the associated Listed Building Consent to Cadw.**

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 following approved plans/drawings:

- Site location plan Revision P2, dated 22/08/2019
- Proposed site plan, Drawing 1714-02, Revision P2
- Existing/proposed ground floor plan, Drawing 1714-03, Revision P3
- Existing/proposed first floor plan, Drawing 1714-04, Revision P1
- Proposed First Floor Mezzanine, Drawing 1714-05, Revision P2
- Existing/proposed attic floor plan, Drawing 1714-06, Revision P1
- Existing/proposed roof plan, Drawing 1714-07, Revision P1
- Section A-A and B-B, Drawing 1714-10, Revision P1
- Section C-C, Drawing 1714-08, Revision P3
- Section D-D, Drawing 1714-09, Revision P3
- Detail A, Drawing 1714-15, Revision P1

Unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

Reason: In order to define the extent of the permission hereby granted and in order to ensure that the development is carried out in accordance with the approved plans.

3. Notwithstanding the details on the approved plans, prior to any development commencing on site, the design and details of the following shall be submitted to and approved in writing by the Local Planning Authority:

- window repairs and replacements;
- rainwater goods;
- soffits and fascias;
- boundary treatments;
- roof lights;
- new attic window;

The works shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the Listed Building; in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

4. No works shall commence on site until copies of plans and/or a photographic record of Ebenezer Chapel is deposited by the applicant in the Royal Commissions archive.

Reason: To retain a record of the building to accord with para. 6.5.17 Chapter 6 of Planning Policy Wales.

5. All disturbed fabric shall be made good to match the existing building.

Reason: To ensure that the appearance of the proposed works will be in keeping with the special architectural and historic character of the Listed Building, in accordance with Policy AW7 of the Rhondda Cynon Taf Local Development Plan.

6. No development works shall commence on site until full site drainage arrangements have been submitted to and approved in writing by the Local Planning Authority. The residential units hereby approved shall not be brought into to beneficial occupation until the drainage works have been completed in accordance with the approved plans.

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

7. Prior to the first unit being brought into beneficial occupation, the means of access, together with the parking and turning facilities, shall be laid out in accordance with the submitted plan 1714-02 REV P2 and approved by the Local Planning Authority. The Off-street car parking provision shall remain for the parking of vehicles only 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.

8. Prior to the first unit being brought into beneficial occupation, a vehicular footway crossing shall be provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to any development commencing on site.

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

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

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

10. No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.



## **PLANNING & DEVELOPMENT COMMITTEE**

**4 FEBRUARY 2021**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/0822/10 (JE)  
**APPLICANT:** Mr Hill  
**DEVELOPMENT:** Proposed front and rear dormer extensions (Amended Plans and Description Received 29/10/20)  
**LOCATION:** 7 COED ISAF ROAD, MAESYCOED, PONTYPRIDD, CF37 1EL  
**DATE REGISTERED:** 29/10/2020  
**ELECTORAL DIVISION:** Rhondda

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

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

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

- Three or more letters of objection have been received from occupiers of neighbouring properties.

#### **APPLICATION DETAILS**

Full planning permission is sought for the construction of front and rear dormer extensions at 7 Coed Isaf Road, Maesycod, Pontypridd.

The proposed front dormer would be located towards the south side elevation of the property and would measure a width of 6.1 metres and would project outwards to a depth of 2.7 metres. The proposed dormer would have flat roof design measuring a maximum height of 2 metres and would be set back from the eaves level by 0.8 metres and would be set 0.2 metres below the ridge level.

The proposed rear dormer would be larger in scale measuring a width of 8.5 metres and would be located centrally within the roof. The proposed rear dormer would project outwards to a maximum depth of 2.7 metres and would measure a height of 2 metres with a flat roof design. The dormer would be set back from the eaves level by 0.8 metres and would be set 0.2 metres below the ridge level of the dwelling.

The proposed dormer extensions would facilitate a loft conversion at the property and would create 2no. bedrooms, study and a bathroom on first floor level.

## **SITE APPRAISAL**

The application property is a single storey semi-detached bungalow located within a residential area of Maesycoed, Pontypridd. The property is attached on its south side elevation and is set back and elevated from the highway at Coed Isaf Road with steps providing access to the dwelling. To the rear of the property is an enclosed linear shaped amenity space bounded on both side elevations by neighbouring properties and the highway at Coed Isaf Road to the rear. The property benefits from vehicular access to the rear with an existing detached garage and hardstanding providing off street parking. The nature of the area slopes from W-E with the level of the amenity space increasing away from the dwelling.

The immediate area is characterised by similar semi-detached bungalows towards the front of Coed Isaf Road many of which benefit from existing dormer extensions to the front and rear. To the east of the site is the main area of Maesycoed which is characterised by traditional terraced properties.

## **PLANNING HISTORY**

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

## **PUBLICITY**

The application has been advertised by direct notification to 7 neighbouring properties.

4 Letters of objection have been received following consultation with neighbouring occupiers. The comments have been summarised below:

- Loss of Privacy
- Loss of View
- Overshadowing from proposed front extension
- Out of keeping with character and appearance of the area.
- Garage would create highway safety concerns
- Impact upon property values

Members should note that these objections were received during the initial consultation period for this application which proposed a larger development of a two-storey front extension, raised terrace and garage. No representations have been



received following the second consultation and the receipt of the amended plans and description.

## **CONSULTATION**

No consultation has been undertaken.

## **POLICY CONTEXT**

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

The application site lies within the settlement boundary for Pontypridd and isn't allocated for a specific purpose.

**Policy AW5** - sets out criteria for new development in relation to amenity and accessibility.

**Policy AW6** - requires development to involve a high quality design and to make a positive contribution to place making, including landscaping.

### **Supplementary Planning Guidance**

- Design and Placemaking
- A Design Guide for Householder Development

### **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 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

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 application relates to front and rear dormer extensions at an existing residential dwelling. The principle of development is therefore acceptable subject to 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:

Whilst a visible addition to the property, the proposed dormers are not considered to cause detriment to the overall appearance of the dwelling. Furthermore, with a large number of existing front and rear dormers of a varying scale and design visible at neighbouring properties within vicinity at Coed Isaf Road, the proposed development is not considered to form a dominant addition which would adversely impact upon the character and appearance of the area.

In addition to the above, the proposed dormer extensions would be finished in materials to match the existing property. As such, it is considered that the proposals will not detract from the character or appearance of the area.

#### **Impact on residential amenity and privacy**

The proposed dormer extensions are not considered to have a significant overshadowing or overbearing impact upon the surrounding neighbouring properties for the following reasons:

With 30 metres separating the dwellings to the front of the property and 15 metres separating those to the rear, the proposed dormer extensions are not considered to result in any undue impact upon residential amenity and privacy on these elevations. As such, any impact would be greatest upon no.5 and no.9 Coed Isaf Road given their

proximity to the proposed development. However, when considering the scale of the dormers and the fact they are set back within the roof of the property, any impact is considered to be minimal.

In relation to loss of privacy, whilst some additional overlooking would occur to the adjoining bungalow due to the addition of the rear dormer in particular, existing levels of mutual overlooking are well established in the locality and it is not considered that the proposal would result in overlooking that would be above and beyond these levels.

Taking the above into consideration, the application is considered acceptable in terms of the impact on the amenity and privacy of neighbouring residents.

### **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**

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):

- AL(0)02 – Received 29/10/20
- AL(0)03 – Received 29/10/20

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.





## PLANNING & DEVELOPMENT COMMITTEE

4 FEBRUARY 2021

### REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

#### PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/1204/10 (JE)  
**APPLICANT:** Mr S Sanigar  
**DEVELOPMENT:** Construction of two storey side extension, single storey rear extension, dormer loft conversion, rebuild of detached garage and creation of new hardstanding to side of property. (Amended Plans received 13/12/20)  
**LOCATION:** 97 MEYLER STREET, THOMASTOWN, TONYREFAIL, PORTH, CF39 8DY  
**DATE REGISTERED:** 03/11/2020  
**ELECTORAL DIVISION:** Tonyrefail West

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#### **RECOMMENDATION: GRANT SUBJECT TO THE BELOW 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 upon highway safety in the vicinity of the site.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

- Three or more letters of objection have been received from occupiers of neighbouring properties.

#### **APPLICATION DETAILS**

Full planning permission is sought for the construction of a two storey side extension, single storey rear extension, dormer loft conversion, rebuild of detached garage and creation of a new hardstanding to the side of the application property.

The proposed two storey extension would be located to the southern side elevation of the dwelling. It would be set back from the front elevation by 1.2 metres and would measure a width of 4.4 metres by a depth of 6.3 metres. The proposed extension

would have a dual pitched roof design with gable end to its southern side elevation, measuring a maximum height of 7.9 metres, sloping to 6.2 metres at the eaves.

The proposed single storey extension would be located to the rear of the proposed two storey extension and the rear of the existing dwelling, wrapping around an existing two storey rear projection. The proposed extension would project outwards to a maximum depth of 4.1 metres and would incorporate a mono pitched roof design measuring a maximum height of 3.8 metres, sloping to 2.5 metres at the eaves.

It is proposed an additional bedroom be created in the roof space which would see the construction of a dormer roof extension to the rear of the property. The proposed dormer would measure a width of 5.3 metres and would project outwards to a maximum depth of 3.2 metres. It would incorporate a flat roof design measuring a maximum height of 2 metres, extending to the ridge level of the existing dwelling.

The proposed detached garage would be located towards the rear boundary of the property at the site of an existing detached garage which would be demolished. The proposed garage would measure a width of 6.3 metres by a depth of 6.1 metres. It would incorporate a mono pitched roof design measuring a maximum height of 3.4 metres, sloping to 2.8 metres at the eaves. Access would be gained from the service lane to the rear.

In addition to the above, the application proposes the creation of a hardstanding to the southern side of the property with access gained from Meyler Street to the front. The area would measure a maximum width of 7.2 metres by a depth of 5.5 metres and would accommodate 2no. off-street vehicle spaces. The hardstand would be constructed with permeable paving with fencing to the rear, separating it from the rear amenity space. It would be created at existing ground level.

## **SITE APPRAISAL**

The application property is a traditional end of terrace dwelling located within a residential area of Thomastown, Tonyrefail. The property directly fronts the pavement at Meyler Street and is attached on its northern side by a comparable terraced dwelling. An area of amenity space is located to its southern side beyond which is the start of the next terraced row. An enclosed garden area is located to the rear which narrows towards the back and is bound on both sides by the garden areas of the neighbouring dwellings. There is a service lane to the rear of the site which serves properties along Meyler Street and Francis Street to the north.

Surrounding development at Meyler Street is characterised mainly by traditional terraced dwellings of a comparable design and scale. However, directly apposite the application site is a more recently constructed detached property which has been constructed within a gap in the terrace. There is also a group of modern detached dwellings located to the north west of the application site accessed via Meyler Street.

## **PLANNING HISTORY**

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

## **PUBLICITY**

The application has been advertised by direct notification to 9 neighbouring properties.

6 Letters of objection have been received following consultation with neighbouring occupiers. The comments have been summarised below:

- Loss of light;
- Loss of privacy;
- Highway safety concerns associated with access to/from the proposed hardstanding given the narrow highway width and location of the proposed access on a corner;
- The hardstand would remove on street parking from Meyler Street which is in high demand.

A response was also received from Tonyrefail Community Council stating that they have no objection to the proposal providing officers consider there would be no adverse impact upon the amenities of the neighbouring properties or highway safety.

## **CONSULTATION**

**Transportation Section:** No objection subject to conditions.

## **POLICY CONTEXT**

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

The application site lies within the settlement boundary for Tonyrefail 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 be of high quality design and to make a positive contribution to placemaking, including landscaping.

### **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 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Other policy guidance considered:

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.

### **Main Issues:**

#### **Principle of the proposed development**

The application relates to an extension and works within the curtilage of an existing residential dwelling. 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:



Given their design and dimensions, both the proposed two storey side and signal storey rear extensions are considered to form sympathetic and subservient additions to the application property. In addition, the proposed side extension would appear as a continuation of the existing terrace at Meyler Street. As such it is not considered they would adversely impact upon the character and appearance of the host property or surrounding area.

With regard to the proposed garage, as this structure would replace an existing garage at the rear of the property of a similar design and scale, it is not considered it would have any further impact upon the character and appearance of the application property or wider locality in comparison to the current situation. Furthermore, there are a number of existing garages of varying scale and design to the rear of neighbouring properties at Meyler Street and Francis Street; therefore, this type of development is typical of the area.

In relation to the construction of the new hardstanding, this proposes no major engineering works or changes in ground level, simply the resurfacing of the existing amenity space. As such it is not considered there would be any impact upon the character and appearance of the street scene.

In addition to the above, the proposed works would each be finished with appropriate materials to match those of the main property to ensure they are in-keeping with its current character and appearance.

Subsequently, it is not considered that the proposals would form overly prominent additions or result in any undue impact to the character and appearance of the host property or the surrounding locality. The application is therefore considered to be acceptable in respect of its potential visual impact.

### **Impact on residential amenity and privacy**

It is acknowledged that the two storey side extension does propose new fenestration at first floor level which could provide additional opportunities for overlooking, as mentioned by the objector. However, when considering the terraced nature of the street and the existing levels of mutual overlooking that have already been established between existing neighbouring properties, it is not considered the proposed development would exacerbate existing levels of overlooking to a degree that would warrant refusal of the application.

Furthermore, given the relationship the two storey addition would have with neighbouring properties and its dimensions, it is not considered it would result in any undue overbearing or overshadowing impacts.

Whilst the proposed single storey extension would be visible from the rear amenity space of no. 99, given its minor scale and design it is not considered it would have any detrimental impact upon the neighbour.

With regard to the proposed detached garage, this structure would largely replace an existing garage at the site. Additionally, given its single storey nature measuring only a maximum height 3.4m, it is not considered it would result in any adverse impact to the amenities of surrounding residents.

Taking the above into consideration, the proposed development is considered acceptable in terms of the potential impact it would have upon the amenity and privacy of neighbouring residents.

### **Highway Safety and Parking Provision**

Whilst the objectors raised a number of concerns in relation to the proposed hardstanding, it is noted that no objection has been raised by the Council's Transportation Section following consultation.

In their assessment of the scheme the Council's Transportation Section commented that the application property is served off Meyler Street which has a carriageway width of 7.5 metres, a footway width of 2 metres on the side of the development and a footway width of 1.5 metres opposite the development which is considered acceptable.

The proposed development would provide off-street parking spaces to the front and rear of the property meaning it will be accessed via Meyler Street and the service lane to the rear. The lane to the rear has a width of 4 metres, however, the width of the garage door would be sufficient to assist vehicles entering or leaving the garage. However there is some concern that the foundations of the garage, the eaves and up and over doors would encroach beneath or into the publicly maintained lane, but there is sufficient space within the garden area to set the structure back by 0.5m which would overcome these concerns. As such a condition to this affect is suggested.

With respect to parking, the existing 3-bed dwelling requires up to a maximum of 3 off-street car parking spaces in accordance with this Council's SPG: Access, Circulation & Parking, with none provided. The proposal will require the same parking requirement of 3 off-street spaces with 3 proposed, 2 to the front of the property accessed via a vehicle crossover and 1 within the new garage. The development would therefore provide off-street parking in accordance with the requirements of the SPG where there is currently none, which would result in an improvement to highway and pedestrian safety, and therefore is considered acceptable.

Taking the above comments into account, the application is considered acceptable with regard to its potential impact upon highway safety, subject to the conditions set out below.

### **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 not considered the proposal would have a significant impact upon the character and appearance of the locality, the residential amenity of the surrounding neighbouring properties, or upon highway safety within the vicinity. The application is therefore considered to comply with the relevant policies of the Local Development Plan (AW5 and AW6).

## **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 plan(s) no(s):

- PLA04a – Received 13/12/20
- PLA05a – Received 13/12/20
- PLA06a – Received 13/12/20
- PLA07a – Received 13/12/20

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

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

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

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

5. The garage shall be set back not less than 0.5 metres from the site boundary to ensure ease of use with no detrimental impact on the publicly maintained lane.

Reason: To prevent obstruction to the public highway, in the interests of highway safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

6. Prior to works commencing on site design and detail of the garage entrance apron and tie in with the adopted lane shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the LPA prior to beneficial occupation of the garage.

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



## **PLANNING & DEVELOPMENT COMMITTEE**

**4 FEBRUARY 2021**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/1219/10 (GH)  
**APPLICANT:** Deeside Regeneration Limited  
**DEVELOPMENT:** The construction of two industrial (B2) and warehouse (B8) units capable of being combined into a single unit, with ancillary offices (B1), associated car and cycle parking, and the creation of a new access and service yard. (Revised Ecology Report received 18th November 2020)  
**LOCATION:** PLOT A, LAND ADJACENT TO FELINDRE MEADOWS, LLANHARAN, PENCOED  
**DATE REGISTERED:** 18/11/2020  
**ELECTORAL DIVISION:** Brynna

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**RECOMMENDATION: GRANT, SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT**

**REASONS:** The Pencoed Technology Park is an established employment site, where the construction of further industrial units, of a similar style and scale, would be compatible with the existing neighbouring land uses and consistent with the character of the site.

Furthermore, the proposal represents a significant investment within the County Borough, offering flexible floor space which would support economic growth and the potential for the creation of employment opportunities during both construction and thereafter.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

The proposal is not covered by determination powers delegated to the Director of Prosperity & Development because it constitutes new-build industrial development.

## **APPLICATION DETAILS**

Full planning consent is sought to construct 2 no. large industrial units for use within Classes B1, B2 and B8 along with associated access, parking and landscaping at Pencoed Technology Park, Felindre Meadows, Pencoed.

The submitted details demonstrate that the units would adjoin one another and be located towards the north-eastern corner of the site with the associated parking and delivery areas to the front.

The units would be of a large, modern design and scale each having a gross floor area of approximately 2200m<sup>2</sup>. Most of the floor space would comprise warehouse area, together with a reception area, office and staff facilities, although the application clarifies that the units would be capable of being combined into a single larger unit if considered necessary in the future.

In respect of external dimensions and finishes, the elevations would be of grey cladding with each unit incorporating a glazed entrance to the front elevation and three delivery bays. The whole structure would have a width of 87m, a depth of 47m, with the twin pitch and hipped roof reaching a maximum height of 15.8m.

Within the curtilage of the property areas of landscaping and ecological mitigation would be sited the rear of the unit and at the western extent of the site. Existing hedgerows enclosing the site would be retained and a drainage swale and attenuation pond would be installed to the rear and western side of the development.

The existing access from Felindre Meadows at the south-eastern corner of the plot would be used together with a second, new access off the highway to be created a little further to the west. An additional existing access at the south-western corner of the plot would not be used.

In addition to the plans and elevation drawings accompanying the application, the following supporting documents have been submitted:

- Ecological Assessment and Summary
- Drainage, Flooding and Highways Technical Note
- Design and Access Statement
- Air Quality Report
- Landscape Strategy
- Pre-Application Consultation Report

## **SITE APPRAISAL**

Pencoed Technology Park, Felindre Meadows, is located immediately to the north of Junction 35 of the M4 Motorway. It is a sizeable and roughly triangular area of land which is occupied by large-scale commercial/industrial units of varying design and a number of vacant, undeveloped plots.

The application site is located at the most western end of Pencoed Technology Park at Felindre Meadows and comprises a reasonably level plot of grassland extending to a surface area of approximately 1.7ha.

On its southern side the boundary of the plot is adjacent to the business park feeder road, beyond which lies a thick bank of trees and the M4 embankment. On its other boundaries the site is enclosed by vegetation or mature hedgerows. A further mature hedgerow is located within the site, approximately 40m from the plot's western boundary, which divides the land into two separate parcels, each of which currently has a separate access.

The Ewenni Fach River is located directly to the north of the application site beyond which there is small area of woodland separating the site from the former Sony factory premises 140m to the north. The other closest properties to the site are a petrol filling station 215m to the north-west, and a Premier Inn and restaurant 235m to the west.

## **PLANNING HISTORY**

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

- 20/5051/41:** Pre-Application Enquiry.  
Decision: 10/07/2020, Raise Objections.
- 06/0427/15:** Variation of condition to require permanent stopping up of highways prior the first occupation of the first building on the site; not prior to works commencing on site (as required by condition 11 imposed on outline planning permission 02/1850, dated 26th March 2004).  
Decision: 24/05/2006, Withdrawn by Applicant.
- 05/1885/15:** Deletion of Condition 12 (implementation of highway signalisation works at Felindre Road/A473 roundabout) and Condition 33 (implementation of highway signalisation works at M4 Junction 35) as imposed on Outline Planning Permission 02/1850, dated 26 March 2004.  
Decision: 27/04/2006, Granted.
- 05/1884/15:** Variation of Condition 1a (submission of reserved matters) as imposed on Outline Planning Permission 02/1850, dated 26 March 2004.  
Decision: 20/04/2006, Granted.
- 02/1850/13:** Erection of building for uses within Classes B1 and B2 of the Town and Country Planning (Use Classes) Order 1987, together with associated engineering and building operations and landscaping works.

Decision: 26/03/2004, Granted.

## **PUBLICITY**

The application has been advertised by the display of notices on site and, in accordance with the Development Management Procedure Order (Wales), the relevant press notice was published identifying that the proposal constitutes 'major development'.

No letters of objection or representation have been received.

## **CONSULTATION**

### Highways and Transportation

No objection, subject to conditions and informative notes in respect of access, parking, construction method statement and electric vehicle charging.

### Flood Risk Management

No objection or recommendation for condition in relation to surface water flood risk for this application since this will be adequately managed by both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010.

### Natural Resources Wales

NRW recommends that planning permission should only be granted if its suggested conditions are attached to the permission. Otherwise, NRW would object to this planning application.

### Welsh Government – Department for Economy and Infrastructure

The Welsh Government, as Highway Authority for the M4 Trunk Road, does not issue a direction in respect of this application.

### Dwr Cymru Welsh Water

DCWW confirms that foul water flows can be accommodated in the public sewer system and acknowledges that the intention is to discharge the surface water via sustainable drainage methods to the adjacent watercourse.

### Western Power Distribution

A new connection or service alteration will require a separate application to WPD.



## Countryside – Ecologist

No objection subject to a condition and a Section 106 Agreement to secure a 25 year habitat management plan to deliver biodiversity enhancement on adjoining land.

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

## **POLICY CONTEXT**

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

The application site lies outside settlement limits but is within the extents of the established Pencoed Technology Park.

**Policy CS2** - The policy emphasis in the Southern Strategy Area (SSA) is on sustainable growth that protects the culture and identity of communities by focusing development within defined settlement boundaries. Emphasis will also be on protecting the cultural identity of the strategy area by protecting the natural environment.

**Policy CS10** - outlines that the Council will seek to protect mineral resources in order to contribute to the local, regional and national demand for a continuous supply, without compromising environmental and social issues.

**Policy AW2** - The policy provides for development in sustainable locations which are within the settlement boundary; would not unacceptably conflict with surrounding uses; and have good accessibility by a range of sustainable transport options.

**Policy AW4** – details the criteria for planning obligations including Section 106 Agreements and the Community Infrastructure Levy (CIL).

**Policy AW5** – The policy identifies the appropriate amenity and accessibility criteria for new development proposals. It expressly states that the scale, form and design of the development should have no unacceptable effect on the character and appearance of the site and the surrounding area. Additionally, the development would require safe access to the highway network and provide parking in accordance with the Council's SPG.

**Policy AW6** - The policy supports development proposals that are of a high standard of design that reinforce attractive qualities and local distinctiveness. Furthermore, proposals must be designed to protect and enhance landscape and biodiversity.

**Policy AW8** - Seeks to protect and enhance the natural environment from inappropriate development.

**Policy AW10** - Development proposals must overcome any harm to public health, the environment or local amenity.

**Policy AW 14** - safeguards minerals from development that would sterilise them or hinder their extraction.

## **Supplementary Planning Guidance**

- Design and Place-making

- Access, Circulation and Parking Requirements
- Employment Skills
- Planning Obligations
- 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.

Planning Policy Wales Edition 10 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Other relevant national policy guidance consulted:

PPW Technical Advice Note 5: Nature Conservation and Planning;  
PPW Technical Advice Note 11: Noise;  
PPW Technical Advice Note 12: Design;  
PPW Technical Advice Note 18: Transport;  
PPW Technical Advice Note 23: Economic Development;

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 site is located within the boundary of the established Pencoed Technology Park. This Park has been operating for nearly twenty years, having gained permission for the principle of employment use by virtue of planning application 02/1850/13, which was submitted by the former Welsh Development Agency.

Consequently, although it is not within the defined settlement boundary, the use of the site for employment purposes has already been established and the original consent implemented. The proposal does not, therefore, constitute a departure from the Local Development Plan. TAN 23 also advises that local planning authorities should guide economic development to the most appropriate locations, rather than prevent or discourage such proposals.

Furthermore, the proposal would make use of a vacant plot within the Technology Park, which would have significant economic benefits for the wider estate and the County Borough as a whole. It would also be complimentary to the character and uses of other industrial buildings nearby.

The development would also accord with many of the National Sustainable Placemaking Outcomes contained within Chapter 2 of PPW 10, against which developments should be assessed. The creation of employment, potential for regeneration, the fostering of economic activity and the accessibility of the site are particularly relevant to those placemaking aims.

In light of the above, it is considered that the proposal would not conflict with surrounding land uses and would, therefore, be generally acceptable in principle, subject to consideration of the other relevant material matters set out below.

## **Impact on the character and appearance of the area**

Since this plot has yet to be developed it is clear that the proposed construction would markedly alter the character and appearance of the site, and result in a building of considerable scale.

However, the Park already accommodates other large industrial units of differing design, scale and height, namely the Ortho Clinical Diagnostics premises at the entrance to the Park and the South Wales Police building. The latter is of more recent construction and by way of comparison is a similar height to the proposed development.

Consequently, it is not considered the redevelopment of the site for industrial use and the construction of industrial style buildings would be out of character with its surroundings. Furthermore, the application site is considered capable of accommodating the proposed units whilst leaving adequate space around it. In this

regard, the western part of the plot would be used for an attenuation pond and the land to the rear used to deliver the sustainable drainage strategy and biodiversity enhancement.

Noting how well-screened the site is, i.e. the woodland to the north and wooded M4 embankment to the south, it is therefore considered that the proposed units would be in-keeping with the character and appearance of the Park and would have no undue impact upon the character of the surrounding setting.

### **Impact on neighbouring occupiers**

It is acknowledged that the proposed B1, B2 and B8 uses could attract a wide range of potential businesses within the new units, including industrial and manufacturing processes, or distribution/storage.

In this regard, the context of the setting is pertinent and, as noted above, the application site is located within a long established industrial estate, where the neighbouring properties and those within the vicinity of the site are all industrial/commercial in character.

Nonetheless, given the siting of the business park and the nature and variety of surrounding uses, it not considered any of the potential uses would result a significant impact upon the amenities or operation of the surrounding buildings.

In addition, with there being no residential properties located in close proximity of the site, it is not considered that any detriment would be caused to the nearest residents.

### **Access and highway safety**

#### Access

The application site is accessed from Felindre Meadows approach road which is subject to a Section 38 road agreement. The approach road has been designed and built to an adoptable standard in compliance with the standards and specification as set out in the Council's Design Guide for Residential, Industrial and Commercial Estate Roads.

The proposed Industrial units would be served from an existing access point stub provided as part of the Felindre Meadows industrial development and an additional new access point. Both would provide safe and satisfactory access.

However, the other existing access stub, which is not proposed to be used, should be reinstated to full footway construction and these matters are subject to a recommended condition.

#### Parking

The site is remote from public transport and would rely heavily on the use of private motor vehicles. The parking provision must therefore be strictly in compliance with the requirements as set out in the Council's Supplementary Planning Guidance to ensure that over-spill does not take place on the Industrial Estate Roads, which would otherwise be detrimental to the safety of all highway users and the free flow of traffic.

Noting the application description which indicates that the office space will be ancillary to the main unit uses, the off-street car parking for all use classes applied for has been calculated as follows:

Use Class	SPG 1 space per m <sup>2</sup>	Proposed	Required SPG
B1 Business / Office	320 / 22.5m <sup>2</sup>	72	14 spaces
B2 Gen Industrial	4395 / 80m <sup>2</sup>	72	55 spaces
B8 Warehouse	4395/ 80m <sup>2</sup>	72	55 spaces

The submitted plans indicate potential for 320m<sup>2</sup> of office space which would require 14 spaces. The requirement for both units, whether B2 & B8 use, would be 55 spaces.

Therefore, since the 72 spaces proposed would be just in excess of the 69 stipulated by the SPG, the proposed parking provision is acceptable. However, 10% of the car parking provision should incorporate ULEV charging points to promote sustainable modes of travel in accordance with PPW 10, for which a condition is recommended.

#### Other Parking

Secure cycle parking should be provided in accordance with the Council's SPG to promote sustainable modes of travel. The applicant has proposed 20 secure cycle stands, in addition to 4 motorcycle parking spaces, both of which are acceptable.

#### **Water Management**

The site location plan provided identifies that the existing site is a Greenfield site with a surface area of approximately 1.7ha. The applicant has provided a general site layout and plans and elevations of the development, together with a technical note in relation the sustainable drainage of the site.

Considering the sites surface water flood risk alongside Paragraph 8 of TAN 15, the Council's Flood Risk Management Team has utilised Natural Resources Wales Surface Water Flood Risk Maps to review the current risk of flooding. The summary of the review has identified a small area of low surface water flood risk on the northern side of the site with medium to high risk along the northern boundary. However, the topography suggests that this water will run from the south to the north-west away from the site, thus not increasing risk of flooding.

## **Ecology**

NRW welcomes the recommendations made in Section 6 of the ecological assessment: 'Pencoed Technology Park, Pencoed, Ecological Assessment', Version 2, dated November 2020, by David Clements Ecology Ltd.

Providing the recommendations in the report are implemented, NRW requests that this document (specifically Section 6) is included within the condition identifying approved plans and documents on the decision notice.

There is the potential for pollutants to enter the water environment during construction and this issue can be addressed through appropriate pollution prevention measures employed as part of a Construction Environmental Management Plan (CEMP).

In addition, NRW notes a review of two historic boreholes located approximately 150m from the proposed development site revealed no made ground. However, these boreholes are not on the proposed development site and conditions relating to piling/foundation design and unsuspected contamination are recommended.

The Council's Ecologist has reviewed the Applicant's ecology report, landscape, biodiversity and amenity plan, and planting plan, which have been submitted to mitigate for the direct impact caused by the development unit. The ecology assessment has included vegetation and protected species (great crested newt, dormouse, bat, otter and badger) survey work, plus a data search. The survey work is to an appropriate standard and the details of the proposed mitigation should be subject to a condition.

Furthermore, the Ecologist has advised that any planning permission must include a requirement for a long-term Habitat Management Plan, to be secured through a S106 Agreement, for the inclusion of the adjacent floodplain area, as outlined on the submitted plans.

This is necessary since when the wider industrial estate, of which this application is part, originally gained outline consent, it was subject to an agreement that adjacent areas of the Ewenny Fach floodplain would be brought into long term management as part of any associated future development.

## **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).

## **Section 106 Contributions / Planning Obligations**

Section 106 of the Town and Country Planning Act (as amended) enables Local Planning Authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

1. necessary to make the development acceptable in planning terms;
2. directly related to the development; and,
3. fairly and reasonably related in scale and kind to the development.

Welsh Office Circular 13/97 Planning Obligations provides procedural guidance on the role of planning obligations in mitigating the site-specific impacts of unacceptable development to make it acceptable in planning terms. The Welsh Government Development Management Manual also advises planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition and when it meets the three tests above. Further guidance regarding what types of obligations developers may be expected to contribute towards is also contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is intended to form the only basis of negotiations between all parties.

### **The Section 106 requirements in this case**

In this case the proposed development would provide new industrial premises at an established business park with a GFA of circa 4400m<sup>2</sup>.

The Council's SPG for Employment Skills states that both industrial developments providing GFA of 2,000m<sup>2</sup> or above, and warehouse/distribution developments providing GFA of 4,000m<sup>2</sup> or above, must be supported by an Employment and Skills Plan secured by a S106 Agreement.

In addition, a S106 Agreement will be required to agree the principles of a Habitat Management Plan to provide biodiversity mitigation on land adjacent to the boundary of the site, to comprise the following matters:

- (i) a plan showing the location of the Habitat Management Area;
- (ii) details of a 25 year management, restoration, creation and monitoring programme for key species and habitat (including measures for conservation cattle grazing and 'cut and collect' grassland management);
- (iii) the costing of each element;

- (iv) details of site management, access and interpretation measures and infrastructure;
- (v) establishment of a Management Committee (to include invitations to the Council) and the decision making roles and powers of the Committee;
- (vi) details of the process and procedure of reviewing and updating the Habitat Management Plan during the 25 year management period;
- (vii) public access and safety provisions;
- (viii) litter and rubbish treatment;
- (ix) invasive plant treatment and eradication;
- (x) boundary treatment aftercare;
- (xi) path and access management;
- (xii) light pollution control measures;
- (xiii) tree and hedgerow management;
- (xiv) preparation of a work schedule (including a 5 year project register, an annual work plan and the means by which the plan will be rolled forward annually);
- (xv) personnel responsible for implementation of the Habitat Management Plan and the details and confirmation of provision of an Environmental Liaison Officer position and post;
- (xvi) monitoring and remedial measures triggered by monitoring (including annual monitoring and update reports to the Management Committee); and
- (xvii) details of any species licensing requirements from the Welsh Government.

The Habitat Management Plan should be implemented for a period of 25 years from the commencement of development.

## **Conclusion**

Being located within an existing, established business park, the proposed development would be compatible with the surrounding commercial land uses or of a sufficient distance to prevent harm to amenity. Furthermore, it is considered the proposal would not have a significant impact upon the character and appearance of the site or immediate locality, and in addition to the acceptable access and circulation space, it would benefit the local economy and provide opportunities for employment. The application is therefore considered to comply with LDP Policies CS2, SSA13, AW2, AW5, AW6, AW8 and AW10.

## **RECOMMENDATION: GRANT SUBJECT TO THE CONDITIONS BELOW AND SECTION 106 AGREEMENT ABOVE**

### **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 drawings:

- PL-1 Proposed Floor Plans
- PL-2 Proposed Elevations
- PL-3 Proposed Site Plan
- PL-4 Proposed Roofplan
- Drawing no. 498.01 Rev. A - Landscape, Biodiversity & Amenity Strategy
- Drawing no. 498.02 - Planting Plan
- 19063-100 – Proposed Drainage Principles General Layout
- 19063-103 – Proposed Surfacing Layout
- 'Pencoed Technology Park, Pencoed, Ecological Assessment', Version 2, dated November 2020 by David Clements Ecology Ltd,
- DCE1095 Pencoed Technology Park: Ecology Summary,
- 'Design & Access Statement. J35 Pencoed, Bridgend, South Wales. Proposed Industrial Development.' (October 2020 by Chapter 3 Architects)

and documents received by the Local Planning Authority on 30<sup>th</sup> October 2020 and 18<sup>th</sup> November 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. No development shall commence until full engineering design and details of the following have been submitted to and approved in writing by the Local Planning Authority:

- i) the proposed new access including sections; street lighting details and surface-water drainage;
- ii) the reinstatement of the access to be abandoned, to include full footway construction and surface-water drainage.

The development shall be carried out in accordance with the approved details prior to beneficial use.

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.

4. No development shall commence, 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:
- a) the means of access into the site for all construction traffic,
  - b) the parking of vehicles of site operatives and visitors,
  - c) the management of vehicular and pedestrian traffic,
  - d) loading and unloading of plant and materials,
  - e) storage of plant and materials used in constructing the development,
  - f) wheel cleansing facilities,
  - g) the sheeting of lorries leaving the site.

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

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

5. No development shall commence until details of piling or any other foundation designs using penetrative methods, sufficient to demonstrate that there is no unacceptable risk to groundwater, have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details.

Reason: To ensure there is no unacceptable risk to groundwater during construction, in accordance with Policies AW8 and AW10 of the Rhondda Cynon Taf Local Development Plan.

6. No development, including any site clearance, shall commence until a site wide or phase Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include but not be limited to:
- a) General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containment areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, wheel wash facilities, concrete mixing and washing areas) and any watercourse or surface drain.
  - b) Soil Management: details of topsoil strip, storage and amelioration for re-use.
  - c) Pollution Prevention: demonstration of how relevant guidelines for pollution prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan, and self-reporting of any breaches of the CEMP or pollutions that happen during construction to NRW.

- d) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- e) CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- f) Resource Management: details of fuel and chemical storage and containment; details of materials; details of waste generation and its management; details of water consumption, wastewater and energy use.
- g) Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures.

The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To protect water quality and ensure protection of the natural environment during construction, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

7. No development shall commence on site until all details of habitat, species and landscape mitigation, as identified in Section 6 of 'Ecological Assessment Version 2' (David Clements Ecology Ltd - November 2020) and drawing no. 498.01 Rev. A - Landscape, Biodiversity & Amenity Strategy (Catherine Etchells Associates - July 20), have been submitted to and approved in writing by the Local Planning Authority.

In addition, these details shall include a cut and collect management plan for all grassland and attenuation features, wildlife sensitive hedgerow habitats and ecologically acceptable landscape plantings within the development boundary.

The development shall be carried out in accordance with the approved details.

Reason: To protect and enhance the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

8. Before the development is brought into beneficial use the means of access, together with the vision splays, parking and turning facilities, shall be laid out in accordance with the submitted plan PL-3 REV 6. The off-street parking facilities shall remain for the parking 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.

9. Before the development is brought into beneficial use a minimum of 10% of the car/vehicle parking spaces shall provide for the charging of ULEV vehicles. The charging points shall remain fully operational thereafter.

Reason: To comply with the requirements of PPW 10 and improve environmental and cultural wellbeing of the people and communities.

10. Surface water run-off from the proposed development shall not discharge onto the public highway or be connected to any highway drainage system.

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

11. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out in accordance with the approved details.

Reason: To minimise the risks to public health of future users of the land and neighbouring land, in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.



## **PLANNING & DEVELOPMENT COMMITTEE**

**4 FEBRUARY 2021**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/1352/08 (GD)  
**APPLICANT:** Rhondda Cynon Taf CBC  
**DEVELOPMENT:** As part of the dual carriageway upgrade works on the A4119 at Coed Ely, the adjacent footpath is being upgraded to an Active Travel route. As part of the upgrade a new footbridge is required over the A4119 to allow the Active Travel route to cross to the east of Coed Ely roundabout.  
**LOCATION:** **NEW FOOTBRIDGE OVER THE A4119, COEDEL, TONYREFAIL**  
**DATE REGISTERED:** 30/11/2020  
**ELECTORAL DIVISION:** Tonyrefail East

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**RECOMMENDATION:** Approve

**REASONS:** The principle of the proposed development is acceptable in terms of planning policy. Further the proposed development is acceptable in terms of all other material planning considerations. Additionally, the proposals present the opportunity to improve active travel opportunities within the area as well as deliver a key element for the redevelopment of the former colliery and coke works site.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

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

The current proposal seeks permission to erect an active travel standard footbridge across the A4119 at a location immediately south of the Coedely roundabout. The main span will be set at 90 degrees to the road with ramped access and egress to both sides linking with established footpaths. The span will sit 5.7m above the carriageway. For the most part the ramps will be built into the earthworks that will result from the dualing process

The bridge will be of steel construction with a green painted finish with a non-slip waterproofed footplate. The bridge and ramps will have a path width of 3.8m, the span will be 29.8m across the proposed road with 3.8m x 3.8m landings at either end. The bridge and ramps will have 1.4 m high parapets to either side, though the shallow profiled steel arch of the crossing will project above on the traverse.

The application is accompanied by the following:

- Planning Statement;

## **SITE APPRAISAL**

The application site in this instance spans the existing A4119 immediately south of the Coedely roundabout. The site spans the busy road and lies in open countryside south of Coedely itself. The surrounding land is largely agricultural in nature comprising fields with mature hedgerows to the east with smaller fields and woodland to the west where the land falls away to the River Ely. Though to all intent and purposes open countryside there is a small cluster of houses approximately 180m south east of the proposed bridge crossing. Immediately north of the roundabout is the village of Coedely and the former colliery and coke works site currently the subject of ongoing redevelopment and renewal.

## **PLANNING HISTORY**

None

## **PUBLICITY**

The proposals have been advertised by means of site notice and neighbour notification letters and one objection has been received raising the following issues –

- There is no mention of compulsory purchase orders within the planning application despite such an order having been served.
- The footbridge is located in the wrong place and appears to have little value in its intent in providing access to an active travel route. Linking Coedely with the Royal Glamorgan Hospital. Many users of the cycle path heading south east tend to park haphazardly around the entrance to the former colliery site which

will continue as the project does not provide parking. Either people will be denied use of the cycle path or alternatively park haphazardly either within the redeveloped coedely site or the residential areas of Coedely causing further unintended choke points to the detriment of all.

- There is no proposal to provide a footbridge to cross the dual carriageway approximately a mile south east of the current site which would be a better location as it would open it to public access from the Llantrisant industrial estate, Llantrisant common, Royal Glamorgan Hospital and Llantrisant itself, which would be in greater alignment with the objective of the Local Development Plan to improve public access to those areas.
- The proposed development would significantly impact the amenity and privacy of surrounding land and local area by providing a dominant viewing point over it affording a commanding surveillance over the home and garden of the objector and the adjoining land.
- The proposed development would adversely affect the occupiers of Pantglas Farm as a result of increased disturbance, stress and resultant lack of privacy. No Meaningful consultation with regard to the detrimental and costly impact to quality of life and property value has been made by any Council official.
- The proposals carry a personal financial impact in the depreciation in value of the farmhouse and remaining land to a greater value than under any CPO this is a direct anticipated result of injurious affection that will be caused as a result of the scheme and current advice is that depreciation in excess of £100K will be incurred as a result of the footbridge and associated works along with the rest of the dualling project.
- The creation of the bridge will inevitably lead to increased littering in the area reducing the quality of life and will impact the natural environment even further.
- Two public consultation exercises were undertaken on the dual carriageway in 2019 and neither mentioned the proposed footbridge, or creation of active travel routes. It has been reported by the Council that the majority who attended expressed support and in favour of the proposals. The plans have though changed considerably since then to the detriment of the objector and his property resulting in injurious affection as a consequence of severance. Is a further public consultation planned to provide further transparency and clarity in the planning process?
- Alternative options such as dedicated pedestrian controlled crossings need to be considered as an alternative to this footbridge, as they could also save on costs and alleviate the visual impact of such a bridge.
- No parking is planned to service the needs of those from outside the area who would use the active travel route for recreational purposes.
- Section 11 of the planning application indicates that the proposal is not within 20 metres of a watercourse however, there is a small watercourse under the road and into the adjacent field which appears to be within 20m south east of the proposed footbridge.

## **CONSULTATION**

Transportation Section – no objections

Flood Risk Management – offer no objections or recommendation of conditions in respect of the proposals as the surface water flood risk of the proposed development will be adequately managed by the building regulations and Schedule 3 of the Flood & Water Management Act 2010

Public Health & Protection – No objections subject to conditions.

Countryside Section – are of the opinion that with suitable mitigation the application will prove acceptable in terms of planning policy requirements relating to the protecting of the natural environment

South Wales Police – No response received as the time of preparing this report.

Natural Resources Wales – Have expressed some concern at the potential impacts of the proposed development on the habitat of protected species but ultimately raise no objection to the proposals as long as appropriate conditions are applied to any permission that might be granted.

Dwr Cymru Welsh Water – raise no objections subject to conditions preventing drainage being directed towards the public sewerage system, they also advise with regard to the location of their apparatus in the vicinity of the application site.

Tonyrefail Community Council – No objection as it will provide a safe crossing route and improve opportunities for active travel within the community.

## **POLICY CONTEXT**

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

**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 AW8** – aims to protect and enhance the distinctive natural environment of Rhondda Cynon Taf.

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

**Policy SSA21(6)** – promotes the extension and improvement of the cycle network between Pontypridd and Tonyrefail via Llantrisant.

## **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 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Other relevant policy guidance consulted:

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:**

The key considerations in the determination of this planning application are the principle of development itself, the impact of the proposals on the character and appearance of the area, impact on privacy and residential amenity, and the impact on access and highway safety.

## **Principle of the proposed development**

Planning policy at the local and national level is supportive of the proposed development, as despite the location outside of defined settlement limits, it will promote sustainable modes of transport in the locality as per the requirement of policy CS2 of the Local Development Plan. Whilst policy AW2 only promotes development in sustainable locations, in this instance the objective of the proposal is to improve sustainability in the transport network and as such there is no contradiction with the policy objective. The ecology of the site and the impact of the development has been appropriately considered and the outcomes are regarded as acceptable and as such the proposals are considered acceptable in terms of the requirements of Local Development Plan policy AW8. The site falls in part within zone B of the development advice maps in respect of flooding and as transport infrastructure is a form of less vulnerable development, as such there is no contradiction with the requirements of the relevant Technical Advice Note or Local Development Plan policy AW10 referenced above. Other relevant policy considerations are addressed below.

## **Impact on the character and appearance of the area**

The design of the proposed bridge is driven by the proposals for road improvements on the A4119, and the siting scale, height, massing, finish materials and detailing represent the minimum required to achieve a suitably located active travel crossing. The built form of the proposed bridge is to a suitable standard of design which through the creative use of levels and embankments will have a minimal impact on the public realm. Furthermore, the bridge will improve connectivity in the area. As such the impacts on the character and appearance of the area have been reduced to the minimum achievable for a development of the kind proposed and the improvements in connectivity are a clear benefit to the character and appearance of the area. As such the proposals are considered compliant with the requirements of Local Development Plan policies AW5 and AW6 insofar as they relate to this issue.

## **Impact on residential amenity and privacy**

The impact of the proposed bridge on the character and appearance of the site and surrounding area is considered acceptable for the reasons outlined above. Consideration also needs to be given to the potential impact of the proposed bridge on the privacy and amenity of residential property roundabout. As mentioned above, the span of the bridge would be approximately 180 metres from the nearest residential property. The approach ramps and steps to the southern side of the bridge would though be closer. However it is considered that even though the provision of the bridge along with the necessary alterations to provide the road might leave established residential properties more exposed to public views there remains sufficient distance between the bridge structure and the established homes for the proposed arrangements to be acceptable in planning terms. As such the proposal is considered compliant with the requirements of Local Development Plan policy AW5 insofar as it relates to these issues.

## **Access and highway safety**

Members should first note that the transportation Section have not objected to the proposed development and they have not requested any conditions be attached to any consent. The comments of the objector in respect of a lack of parking are noted however regardless of the bridge being built to an active travel standard there is no requirement that it should provide additional car parking, indeed such an approach would be counter intuitive if the purpose of providing the bridge is to encourage active travel in the first instance.

## **Other issues**

The application has been assessed by the Council's Public Health and Protection division who have recommended a number of conditions in relation to hours of operation, noise, dust and waste. Whilst these recommendations are noted, the issues outlined above are better dealt with by separate Environmental Health legislation and it is not considered necessary to duplicate these issues in planning conditions.

The objector complains that the description of the development (on site notices or otherwise) does not mention that the provision of the bridge makes no reference to the fact that compulsory purchase orders have been served to facilitate its construction. The purpose of the description of development is just that and it accurately describes what is proposed. There are various land ownerships known and unknown that will be affected by the proposed development and that has been appropriately dealt with by the certification that accompanies the proposed development.

The objector makes reference in a number of places to the term "injurious affection". This is a legal term that relates to the impact of land acquisition by public bodies on the persons from whom the land is acquired and is specific to that purpose. The issues it is used in connection with for planning purposes, are addressed above under the section relating to residential amenity and privacy.

The objector claims that the bridge is being proposed in the wrong place and that a better alternative would be for it to be installed approximately one mile further south. However, the application falls to be judged on its own merit in the location proposed rather than where the objector would prefer it to be. The Local Development Plan is as supportive of the proposed development at this location as it is if it were to be sited elsewhere.

The objector references a loss of value to his property. While there appears to be conflation of the effect of the dualling of the road and the building of the footbridge, ultimately, the loss of property value is not a material planning consideration.

The objector offers no evidence for the assertion that the construction of the bridge would lead to increased littering locally.

The public consultation events referred to by the objector were undertaken to inform local people of the Council's intention to dual the road and to seek their opinion in respect of it. The road improvements, it has been determined, do not require the benefit of formal planning permission, but the proposed footbridge does. The proposed bridge can only be determined on the basis of the merit of the case, and the decision cannot be influenced by any subsequent alterations that might have been made to the proposals for the road itself. The matter of a further public consultation exercise in respect of any revised road plans rests with the Transportation Section. This application has been advertised in accordance with statutory requirements for public consultation on planning applications providing the required clarity and transparency in the planning process.

The objector sets out alternative options such as the suggested pedestrian controlled crossings mentioned above. Notwithstanding that the provision of such alternatives would have an impact on the traffic flow itself, the application has to be determined on the basis of its individual merit.

The objector claims that the proposed development would in part at least be built within 20m of a watercourse this has been checked by the applicant and at its closest the bridge and its associated features would be 20.2m from the watercourse. In any event, the relative distance in this case though a material consideration, is not determinative in any way.

### **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 insofar as they relate to the type of development proposed. Furthermore, the proposed bridge is considered acceptable in terms of all other material planning considerations. The proposals also present an opportunity to improve connectivity and sustainability in the provision of the active travel bridge and as such a positive recommendation is offered.

### **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. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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.

3. Prior to their removal of any trees identified in the Richard Green Ecology Survey reports as having moderate bat potential, details of precautionary pre removal surveys shall have been submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interest of maintaining and enhancing biodiversity in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

4. Prior to the commencement of works details of the implementation of tree mounted bat box provision as set out by Richard Green Ecology, "Tree Climbing Potential Roost Features (PRF) survey A4119 Dualing (05/01/21) and nesting bird boxes shall be submitted to the Local Planning Authority. The agreed details shall be implemented prior to the completion of works.

Reason: In the interest of maintaining and enhancing biodiversity in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

5. Prior to the commencement of works on site details of precautionary clearance measures and method statements for nesting birds shall be submitted to and agreed in writing by the Local Planning Authority. All works shall be undertaken in accordance with the approved scheme

Reason: In the interest of maintaining and enhancing biodiversity in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

6. No development, including any works of site clearance, shall commence until a dormouse habitat method statement has been submitted to and agreed in writing by the Local Planning Authority. The method statement should include:

- A plan showing habitat to be lost; the plan will identify the extent and location at an appropriate scale.

- Details of timing, phasing and duration of construction activities and conservation measures.
- Persons responsible for implementing the works
- Details of measures to prevent or reduce incidental capture or killing , including details of any directional habitat clearance proposed.

The method statement shall be carried out in accordance with the approved details.

Reason: In the interest of maintaining and enhancing biodiversity in accordance with policy AW8 of the Rhondda Cynon Taf Local Development Plan.

7. The consent hereby granted relate to the following plans –

- Site location plan GC 3371-RED-61-XX-DR-S-0104 Rev P02
- Preliminary general arrangement (1 of 2) GC 3371-RED-61-XX-DR-S-0105 Rev P02
- Preliminary general arrangement (2 of 2) GC 3371-RED-61-XX-DR-S-0106 Rev P02
- Ecology summary drawing GC 3371-RED-61-XX-DR-S-0107 Rev P02

Reason: for the avoidance of doubt as to the approved plans.



## PLANNING & DEVELOPMENT COMMITTEE

4 FEBRUARY 2021

### REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/1375/10 (GH)  
**APPLICANT:** Cynon Taf Community Housing Group  
**DEVELOPMENT:** Residential development and associated works. (Site Investigation Report received 8th December 2020 and updated layout plan received 18th January 2021).  
**LOCATION:** LAND ADJACENT TO ABERGORKI INDUSTRIAL ESTATE, TREORCHY, CF42 6DL  
**DATE REGISTERED:** 18/01/2021  
**ELECTORAL DIVISION:** Treorchy

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#### **RECOMMENDATION: GRANT SUBJECT TO CONDITIONS AND A SECTION 106 AGREEMENT**

**REASONS:** The application site is located within the settlement boundary and benefits from an existing live consent for a comparable residential scheme. The principle of residential development would therefore be acceptable and accord with Policies CS1, AW1, AW2, NSA2 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Furthermore, the proposed housing development has been designed for and in accordance with a registered social landlord and will provide beneficial and much needed additional affordable housing, of an appropriate size and tenure to meet local housing demand.

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#### **REASON APPLICATION REPORTED TO COMMITTEE**

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

#### **APPLICATION DETAILS**

Full planning consent is sought for the construction of thirteen dwellings at land adjacent to Abergorki Industrial Estate.

The application is made on behalf of Cynon Taf Community Housing Group and the development would provide 100% affordable homes for social rent.

It is proposed that the affordable dwellings would be built on vacant land at the southern end of the Industrial Estate, located between the railway line and the Rhondda River and would provide the following accommodation:

Block one: 2 x ground floor wheelchair adapted apartments  
3 x one-bed apartments  
1 x staff unit (office and amenity area)

Block two: 3 x two-bed houses arranged as a terrace

Block three: 4 x two-bed houses also arranged as a short terrace

Access to the site would be from the existing turning head, leading to a communal parking area containing eighteen block-paved parking spaces. The area to the front of the dwellings would comprise landscaping and numerous street trees, much of which would form part of the sustainable drainage strategy.

Amenity space would be provided to the rear of each of the houses, including a drying area, terrace and shed; whilst the apartments would have a shared garden with a bin and cycle store adjacent to Crichton Street.

All properties would be constructed from the same external materials, although the designs are less traditional, and the external finishes avoid the use of render in favour of brickwork. The elevations would include corbelled brickwork to the ground floor, larch panelling or soldier-course brick cills and heads around fenestration, and fibre cement cladding to the projecting bay windows.

In addition to the plans and elevation drawings accompanying the application, the following supporting documents have been submitted:

- Drainage Strategy
- Design and Access Statement
- Tree Survey
- Tree Constraints Plan
- Site Investigation Report
- Ecology Report
- Noise Assessment
- Planning Statement
- Pre-Application Consultation (PAC) Report

Furthermore, it has been confirmed that this housing scheme, for 100% social rent, has been designed by Cynon Taf Community Housing Group in dialogue with the



Council's Housing Strategy Team to help address the need for additional affordable housing within Treorchy. The unit mix and tenure proposed accord with the Local Housing Market Assessment 2017/18.

Lastly, an amended site layout plan was submitted following discussions with the Council's Highways and Transportation Section. These minor revisions relate to the 'squaring up' of splayed parking bays; the reallocation of two spaces from plots 7 & 8 allocated to the flats; and an increase in the extent of the adopted road.

## **SITE APPRAISAL**

The application site is an irregularly shaped piece of land located to the southern end of Abergorki Industrial Estate. Comprising a surface area of approximately 0.22 hectares, the land is accessed from the existing estate distributor road.

The site is reasonably flat and is covered with scrub with some trees to the north-eastern side. The adjoining land to the south east, as well as that adjacent to the river bank, is not included in the development area, but is within the same ownership.

Other than the aforementioned north-eastern boundary with the river, the edge of which comprises part of a Site of Importance for Nature Conservation (SINC), the boundaries of the site are formed by a public right of way to the south-east, the railway line to the south-west, and the existing highway to the north-west. The former is used as a walking route to Treorchy Comprehensive School since part of the estate road is used as a school bus drop off/pick up point.

Neighbouring properties include a mix of commercial uses and dwellings. Other than one property to the south, on the opposite side of the railway, the closest residential properties are at least 30m away at River Terrace.

## **PLANNING HISTORY**

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

**18/1422/10:** New Residential Development of 4no. 1 bed apartments, 6no. 2 bed houses and 1no. 3 bed house. Decision: 29/07/2019. Grant.

**16/0571/13:** Development of 4 dwellings (detached) with associated access, parking and amenity space. Decision: 23/09/2016, Grant.

## **PUBLICITY**

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

An objection was received from one resident, raising the following concerns:

- The present climate and time of year does not lend itself to proper representation by the local community to express concerns and should be deferred.
- A site investigation and soil testing were carried out prior to the planning application being submitted, and was undertaken without safety measures, such as fencing.
- Each subsequent application is larger than the previous application.
- The original purpose of the land was for B1, B2 and B8 use, how was it permitted for residential use in 2016?
- A three storey building would be visually intrusive.
- The current sewer, on an adjacent footpath, is permanently blocked and unable to meet the need of the local area, so further development should not be permitted
- The transparency of the sale of the land and its sale by RCT to developers is questioned, given its original gift by WDA for the parking of school buses.

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

## **CONSULTATION**

### Highways and Transportation

No objection subject to suggested conditions and informative notes.

### Western Power Distribution

A new connection or service diversion will require the consent of WPD.

### Natural Resources Wales

No objection.

### Countryside – Ecologist

Any consent should be subject to conditions requiring the submission details for ecological mitigation and a Wildlife and Habitat Protection Plan.

### Waste Management

No objection as bin collection points should be to the front of the highway.

### Flood Risk Management

No objection or recommendation for condition in relation to surface water flood risk for this application since this will be adequately managed by both the Building Regulations and Schedule 3 of the Flood and Water Management Act 2010.

#### Dwr Cymru Welsh Water

No objection

#### South Wales Fire and Rescue Service

In addition to providing guidance for the developer, the service has advised that the development should consider the need for the provision of adequate water supplies on the site for firefighting purposes and access for emergency firefighting appliances.

#### Public Health

A condition is recommended in respect of site contamination.

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

### **POLICY CONTEXT**

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

The application site lies within the settlement boundary for Treorchy.

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

**Policy CS4** - sets out the housing requirement figure for the County Borough over the plan period.

**Policy CS5** - sets out the affordable housing requirement figure for the plan period.

**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** - supports developments which support the roles and functions of key settlements including Treorchy.

**Policy NSA10** - residential development should normally have a minimum density of 30 dwellings per hectare or greater.

**Policy NSA11** - The provision of at least 10% affordable housing will be sought on sites of 10 units or more.

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

### **Supplementary Planning Guidance:**

- Design and Placemaking
- Access, Circulation & Parking Requirements
- Affordable Housing
- Planning Obligations
- Nature Conservation
- Development of Flats

### **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 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Other relevant national policy guidance considered:

PPW Technical Advice Note 11 - Noise

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**

This application seeks permission to construct seven houses and six apartments, one of which would be used as a staff office. The site is located inside the settlement boundary, is within the Northern Strategy Area and also the key settlement of Treorchy.

As vacant land within the Abergorki Industrial Estate the surrounding infrastructure is of a high standard and, as noted by the objector, the original intention for the land was B1, B2 or B8 employment uses. However, it appears, in the absence of any planning submissions, that no such uses came forward for the site.

Although the site is within the industrial estate, it is a separate parcel of land which also relates to the context of the wider residential area on the opposite side of the river. The site has since benefitted from consents for residential schemes (16/0571/13 and 18/1422/10), the most recent of which was reported to Members and received permission in March 2019.

The site has pedestrian access to the nearby residential area via Crichton Street and a further footbridge leading directly to River Terrace. In normal times Treorchy benefits from a well-established and vibrant retail centre with numerous facilities and services at close range.

There are also good transport links, including Ynyswen Train Station, all within easy walking distance. This together with its siting within the settlement boundary makes it a highly sustainable location, and since the development would support the role and functions of Treorchy, it would meet the criteria of LDP Policy AW2.

As Chapter 2 of PPW 10 requires, the development has been assessed against National Sustainable Placemaking Outcomes. The creation of construction employment; the support of economic activity in the local centre; the accessibility of the site; the convenient access to goods and services and the provision of needed social housing are particularly relevant to those placemaking aims.

Consequently, subject to the material planning matters considered further below, the application is considered to be acceptable in principle.

## **Impact on the character and appearance of the area**

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

The layout of the housing is similar to that of the existing scheme and has responded to the constraints of the site. For example, the northern boundary follows the line of an easement for access to the river; the riverbank forms part of a SINC; there is a public footpath along two sides; and the rail line runs to the south-west. The site access is also dictated by the existing junction/turning head.

However, the proposed scheme diverges from the previous proposal in two main respects:

Firstly, the scale of the development is larger on account of the increase in the number of units. The additional two flats have resulted in a three storey building at the entrance to the site, which would have a maximum height to the ridge line of 10.4m, compared with 8.1m of the earlier proposal.

Nonetheless, although taller, the block is not as wide, and by virtue of its physical separation from the two storey dwellings to its south-eastern side (block 2), the increase in mass has not produced a sense of excess or disproportion with the other properties proposed for the site. The flats are also set further back than block 2, which would help to create a sense of perspective.

In addition, although most of the established residential properties towards the east comprise two-storey Victorian houses, the River, its banks, and intervening vegetation provide both distance and a screen, so there can be confidence that the development would not appear incongruous, and the additional height of the flats would be not be detrimental.

Secondly, the design approach of the current proposal is far more contemporary and considerable thought appears to have been given to the external finishes, to prevent monotony and foster visual interest.

No render is proposed for the elevations, which may be beneficial to maintain the appearance of the properties, and the choice of materials and brickwork treatment would suggest a desire to deliver a quality scheme, and not the cheapest possible, which is pleasing.

Consequently, the scheme would provide an attractive place to live, with a high standard of accommodation and external amenity space for all future residents, which would make a positive contribution to the street scene.

## **Impact on residential amenity**

Although the current scheme differs from the extant consent for eleven dwellings, it is of a similar footprint and located in the same place. It would not, therefore, alter the relationship between the site and the closest neighbouring properties, and the previous comments in that regard.

It is recognised that the construction of the development would cause some disruption and noise, that might normally be expected during construction works, albeit that this would be for a limited period and not a material consideration for withholding permission. However, in respect of any long-term impact it is considered unlikely that the development would be detrimental to the amenity of the closest residents at either River Street to the north-east or at Tyla Coch to the south-west.

There is either ample distance or natural screening between where the new development would be located and the elevations of the closest other properties. This would prevent intrusive views or detriment to outlook, even for those parts of the development that would be visible. In addition, any dwellings to the south-east are located on the opposite side of the railway line and beyond a belt of woodland.

However, since the development site sits within an industrial area, there will inevitably be industrial traffic and industrial processes within close vicinity of the site, as well as frequent rail traffic. In this regard Policy AW10 requires there to be no unacceptable detrimental harm caused to health and/or local amenity because of pollution.

The Applicant submitted a Noise Report which advises that the suitability of the site for residential development has been assessed, based on the development proposals and the measured noise levels. Where the measured levels indicate that noise may be a determining factor in the granting of planning permission, façade mitigation measures have been proposed.

To ensure satisfactory acoustic conditions are met the Report has identified the installation of noise mitigation measures to include double and secondary glazing, and mechanical ventilation to specific plots. Conversely, a vibration impact assessment noted minimal vibration was measured from railway operations thus no measures were considered necessary to address this.

Lastly, the scheme was considered in the context of the Council's SPG for the Development of Flats, which concerns such matters as access, size and layout of accommodation, and outdoor space. Whilst there are no concerns in this regard, it is acknowledged that the proposal would be subject to the Welsh Government's Development Quality Requirements, the standards of which Registered Social Landlords must meet.

### **Highways and accessibility**

The application site is located on a plot of land adjacent to Abergorki Industrial Estate and is accessed directly from the estate road, which has a carriageway width of 7.3m with no parking restrictions, and a 1.8m wide footway on both sides.

The most straightforward vehicular and pedestrian route to the A4061 is via Crichton Street which has a minimum carriageway width of 6.8m and 1.8m wide footways. Aside from double yellow lines on the approach to the A4061, there are no parking restrictions on Crichton Street or the Industrial Estate road.

There are a number of terraced properties served from Crichton Street and due to the lack of curtilage parking there is on-street parking demand which reduces the available carriageway width; thus, adversely impacting on highway safety and the free flow of traffic.

In accordance with TAN 18 the vision at the junctions of the estate road and Crichton Street and Crichton Street and the A4061 should be 2.4m x 40m. Both are well in excess of this, although on-street parking to the left and right of the latter reduces vision to approximately 2.4m x 20m and 2.4m x 10m respectively, which gives cause for concern.

However, due to the wide carriageway width of the A4061 at its junction with Crichton Street, vehicles are able to edge out on to the A4061 beyond the give-way line. This increases their vision without impeding 2-way traffic flow along the A4061, thus mitigating the adverse impact of on-street parking affecting sightlines.

As noted above, the site served by a continuous footway of approximately 1.8m on both sides of Crichton Street towards the A4061. The existing footway width is below the required 2m standard and the Council's Highways and Transportation section has therefore stated that this should be widened in the interest of pedestrian safety. As such a condition to this affect is suggested below.

The submitted site layout plan A002 Rev. B, shows a parking court with 10 spaces with access / egress in forward gear. There are an additional 8 spaces which reverse to and from the turning area which is of concern. However, taking into account the limited traffic generated at this location, the proposed is deemed acceptable in this respect.

As noted further above, the applicant has submitted amended details increasing the length of the adopted highway and providing a vehicular crossover for access to the parking court. The carriageway extension will reduce the number of units served off the private shared access to accord with the Council's Highways Design Guide, which stipulates that the maximum served from a shared access should be 5 units.

The table below sets out the off-street parking requirement, as determined by the Council's SPG for Access, Circulation and Parking:



Bedrooms	Required	Provided	Difference
5 x 1 bed	10 spaces	5 spaces	- 5 spaces
6 x 2 bed	12 spaces	10 spaces	- 2 spaces
1x 3 bed	3 spaces	2 spaces	- 1 space
1 x staff unit	2 spaces	1 space	- 1 space
Visitors	3 spaces	0	- 3 spaces

There is concern that the development would be 12 spaces short of the maximum standards for residents and visitors.

However, the Council's SPG for Access, Circulation and Parking states that the car parking requirement can be reduced if the development is located in a sustainable location. Taking into account the close proximity of the train station, bus stops, schools and local facilities, the Highways and Transportation Section has advised that the proposed level of off-street car parking is acceptable in this instance.

It is also noted that the applicant has provided secure sheds for cycle storage for each of the dwellings with the 1 bed apartments having secure cycle stands, which will go some way to mitigate the impact and promote sustainable modes of travel.

Consequently, in light of the above and subject to a number of highway related conditions, it is not considered the proposed development would have a detrimental impact on highway and pedestrian safety or the free flow of traffic.

## **Ecology**

The Council's Ecologist has noted that the site is a relatively small, triangular shaped piece of ground, bordered on its eastern side by the River Rhondda (SINC 142), and to the west by the railway line.

The Preliminary Ecological Appraisal (PEA) information indicates that the site is a mosaic of brownfield, neutral and marshy grassland and is relatively species poor, containing willow scrub, and alder and ash trees. There is mixed woodland strip along the eastern side of the site which forms part of SINC 142.

The proposed development will retain the river bank strip of SINC scrub woodland, two other trees close to the development and the habitat zone to the south of the pedestrian footbridge, which is contained within the blue line boundary. Everything else will be removed.

The PEA identifies that nesting birds and small numbers of reptiles may occur and that otter using the River might occasionally use the site, although no holts are present. The PEA does not consider that any bat roosts are affected but given the site location bats will use the area as foraging habitat.

The PEA recommends nesting bird and reptile mitigation, precautionary measures for otter (excavations covered at night or with animal escape provision), construction protection of the retained riverbank woodland and individual trees, water pollution controls, lighting mitigation of the river, management of all retained areas and trees, Japanese Knotweed and Himalayan Balsam control, and bat and bird box provision.

Therefore, conditions to secure a wildlife and habitat plan and ecological mitigation are required.

Further to the above Natural Resources Wales has stated that the proposed development site is within 1.76km of Mynydd Ty-lsaf, Rhondda, which is a Site of Special Scientific Interest (SSSI). NRW has considered the information submitted in support of the application and advised that the proposed development is not likely to damage the features for which this SSSI is of special interest.

## **Public Health**

The Council's Public Health and Protection Division has reviewed the submitted Site Investigation Report, reference 12347/PB/19/SI dated January 2019, and agrees with the report findings and recommendations which include:

- Dibenz(a,h)anthracene exceedance within samples between 0.0 – 1.0 from trial pit TP2 and TP3.
- In accordance with the Site Plan, it is proposed hardstanding will cover the location of the exceedance in trial pit TP3 mitigating the risk to human health.
- In accordance with the Site Plan, trial pit TP2 is located near the eastern boundary. It is proposed that to keep the integrity intact the height of the slope should not be increased. The ground level should be decreased to accommodate the proposed clean cover. This could mean the exceedance is removed altogether.
- The risk to groundwater is low.
- The risk from ground gas is low and the site is currently classified as Characteristic Situation CS 1 (no measures required), following a partial monitoring programme. Results and conclusions will be provided when all rounds are complete.

In light of the above, land contamination conditions are recommended although the desk study element can be dispensed with. Upon receipt of the ground gas monitoring full report, the discharge of the site investigation and remediation part of the condition can be considered.

## **Other matters**

Correspondence raised by the objector highlighted a concern about the ownership of the land being sold to a developer, and an assertion that it was gifted to the Council, by the WDA, for other purposes.

Whilst this is not a material planning concern, the Council's GIS system identifies that this parcel of land, together with a larger area comprising much of the industrial estate, was known as 'Former Abergorki Sidings' and disposed of by Rhondda Borough Council to the WDA in March 1979.

It is not recorded on this system as being reacquired by the Council and disposed of for a second time, and therefore it is assumed that the land was sold by the WDA, or its successors, to third parties. In any event, the only planning applications that have come forward for the site, since 1984, are not for B1, B2 or B8 land uses, and comprise the previous residential proposals outlined in the site's planning history.

### **Section 106 Contributions / Planning Obligations**

Section 106 of the Town and Country Planning Act (as amended) enables local planning authorities and developers to agree to planning obligations to require operations or activities to be carried out on land (in-kind obligations) or require payments to be made (financial contributions), to mitigate any unacceptable impacts of development proposals.

The Community Infrastructure Levy (CIL) Regulations 2010, with effect from 6 April 2010, state that a planning obligation (under S.106) may only legally constitute a reason for granting planning permission if it is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and,
- fairly and reasonably related in scale and kind to the development.

Guidance regarding what types of obligations developers may be expected to contribute towards is contained within Policy AW4 of the Local Development Plan and the Council's SPG on Planning Obligations, however it is made clear that this is only intended to form the basis of negotiations between all parties.

### **The Section 106 requirements in this case:**

In this case the Council's Housing Strategy Section has noted that the site would provide 100% affordable housing for social rent, which would accord with LDP Policy NSA11.

Therefore, a S106 agreement will be required to ensure that the dwellings are established and maintained as affordable units, for the continued purpose of meeting identified local housing needs.

### **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. Therefore no CIL would be payable.

## **Conclusion**

The application site is located within the settlement boundary and benefits from an existing live consent for a comparable residential scheme. The principle of residential development would therefore be acceptable and accord with Policies CS1, AW1, AW2, NSA2 and NSA12 of the Rhondda Cynon Taf Local Development Plan.

Furthermore, the proposed housing development has been designed for and in accordance with a registered social landlord and will provide beneficial and much needed additional affordable housing, of an appropriate size and tenure to meet local housing demand.

## **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 completed in accordance with the approved drawings:

- A002 Rev B
- A003
- A004
- A005
- A006
- A007
- A008
- A009
- A011

and details and documents received on 3<sup>rd</sup> December 2020, 7<sup>th</sup> December 2020, 9<sup>th</sup> December 2020 and 18<sup>th</sup> January 2021.

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

3. A) No development shall commence on site until a scheme to deal with contamination has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

- i). A site investigation shall be carried out by a competent person to fully and effectively characterise the nature and extent of any contamination and its implications. The site investigation shall not be commenced until a desk-top study has been completed satisfying the requirements of paragraph (1) above.
- ii). A written method statement for the remediation of contamination affecting the site shall be agreed in writing with the Local Planning Authority prior to commencement and all requirements shall be implemented and completed to the satisfaction of the Local Planning Authority by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

B) The development hereby permitted shall not be occupied and/or operated until the measures approved in the scheme have been implemented and a suitable validation report of the proposed scheme has been submitted to and approved in writing by the Local Planning Authority. Any validation report shall be carried out by a competent person.

C) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then work shall cease and revised contamination proposals shall be submitted to and approved in writing by the Local Planning Authority prior to the work recommencing. Any revised contamination proposals shall be carried out by a competent person.

D) Any scheme to import topsoil [natural or manufactured], or subsoil shall be undertaken in accordance with WLGA guidance: Imported Materials Guidance Notes

<http://www.rctdoc.gov.uk/en/relateddocuments/publications/environmentproject/wlgaimportedmaterialsvalidationmay2013.pdf>

Reason: In the interest of health and safety and environmental amenity in accordance with Policy AW10 of the Rhondda Cynon Taf Local Development Plan.

4. No development shall take place on site until full engineering design and details of a scheme for improvement works to the public footway fronting the

site, including vehicular crossovers, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and implemented prior to beneficial occupation of the first unit.

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

5. No development shall take place on site until full engineering design and details of the section of road proposed as an extension of the adopted highway, including vehicular crossover details, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and implemented prior to beneficial occupation of the first unit.

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

6. No development shall take place 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. The Statement shall 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 washing facilities;
- vii) the sheeting of lorries entering and leaving the site.

The approved Statement shall be adhered to throughout the construction period unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the safety and free flow of traffic in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.--  
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7. No development shall take place until a Wildlife and Habitat Protection Plan for Construction has been submitted and approved in writing by the Local Planning Authority. The Plan shall include:

- a) An appropriate scale plan showing 'Wildlife and Habitat Protection Zones' where construction activities are restricted and where protective measures will be installed or implemented;

- b) Details of protective measures (both physical measures and sensitive working practices) to avoid impacts during construction;
- c) A timetable to show phasing of construction activities to avoid periods of the year when sensitive wildlife could be harmed;
- d) Details of nesting bird and reptile avoidance mitigation;
- e) Details of lighting controls in relation the adjacent River Rhondda;
- f) Persons responsible for:
  - i) Compliance with legal consents relating to nature conservation;
  - ii) Compliance with planning conditions relating to nature conservation;
  - iii) Installation of physical protection measures during construction;
  - iv) Implementation of sensitive working practices during construction;
  - v) Regular inspection and maintenance of physical protection measures and monitoring of working practices during construction;
  - vi) Provision of training and information about the importance of the 'Wildlife and Habitat Protection Zones' to all construction personnel on site.

The development shall be implemented in accordance with the approved details and timing of the plan unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of the protection of the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

8. No development shall take place until details of a scheme of ecological mitigation and enhancement for the riverbank woodland and area south of the footbridge, as outlined in blue on drawing number A001 (Site Location Plan), have been submitted and approved in writing by the Local Planning Authority. The scheme shall provide:
- a) Measures in respect of bats, otters, birds and reptiles;
  - b) Measures for SINC, habitat and tree protection;
  - c) Measures for the treatment and control of invasive plant species;
  - d) A 5 year Habitat Management Plan.

The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of the protection of the natural environment in accordance with Policy AW8 of the Rhondda Cynon Taf Local Development Plan.

9. Prior to beneficial occupation of the first residential unit, the means of access, together with the parking facilities, shall be laid out in accordance with the submitted site layout plan A002 Rev. B. The off-street car parking provision shall not thereafter be used for any other purpose other than the parking of vehicles.

Reason: To ensure that vehicles are parked off the highway, in the interests of road safety in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

10. All building works relating to the proposed development shall be constructed so as to provide sound attenuation against external noise as detailed in the submitted Noise Assessment (Report by 'Inacoustic', dated 17<sup>th</sup> January 2020). The attenuation measures shall thereafter be retained in perpetuity.

Reason: In the interests of the amenity of residents, in accordance with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

11. No surface water run-off from the proposed development shall be allowed to discharge onto the public highway or connect to any highway drainage system, either directly or indirectly.

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





## **PLANNING & DEVELOPMENT COMMITTEE**

**4 FEBRUARY 2021**

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

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

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/1213/10, Retention and completion of garage block (re-submission of application 20/0091/10)

#### **1. PURPOSE OF THE REPORT**

Members are asked to consider the determination of the above planning application.

#### **2. RECOMMENDATION**

That Members consider this report in respect of the application and determine the application having regard to the advice given.

#### **3. BACKGROUND**

This application was originally reported to the 7<sup>th</sup> January 2021 meeting of the Planning and Development Committee with an officer recommendation of approval. A copy of the original report is attached as **APPENDIX A**. At that meeting Members resolved that they were minded to refuse the application contrary to the officer recommendation as they did not consider the alterations made to the scheme since the previously refused application overcame the concerns identified in respect of the previously refused planning application (ref: 20/0091). Members considered the garages have been constructed in a manner such that the intended use is not achievable, and consequently there would be an adverse impact upon highway safety in the vicinity of the site (Minute No. 73 refers).

As a consequence, it was resolved to defer determination of the application for a further report from the Service Director of Prosperity and Development to highlight the potential strengths and weaknesses of taking a decision contrary to officer recommendation.

#### **4. PLANNING ASSESSMENT**

The officer considerations in respect of the potential impact the development works could have upon highway safety within the vicinity of the site are set out in the original Committee report, however, a brief summary is set out below:

Following consideration of the scheme no objections were raised by the Council's Transportation Section. In their assessment they commented that whilst the garages are inadequate to facilitate a standard vehicle to access/egress in forward gear, the proposal would facilitate off-street parking for small vehicles in the area. It was considered this would go some way to reducing on-street parking demand, providing a wider benefit to this area and thus, improving highway safety and the free flow of traffic which is attributed to indiscriminate on-street parking in the locality.

Notwithstanding the above, it is accepted however that the garages, as built, do not meet the relevant Council specifications in respect of access and turning space and therefore only small vehicles could navigate the access/entrance apron. This could be considered inappropriate and unacceptable as it would be difficult to control the types of vehicle that would use the garages/apron, resulting in larger vehicles trying to navigate the access off the highway and apron, resulting in reversing and turning movements in the highway, to the detriment of safety of all users.

This view was originally expressed by the Transportation Section during their initial consideration of the scheme, with their final comments being an 'on balance' view. This view highlights that it could be reasonable to conclude that the development would result in a detrimental impact upon highway safety in the locality, contrary to Policy AW5 of the LDP.

Therefore, whilst the application is recommended for approval, if, having considered the above advice and after further consideration, Members remain of a mind to refuse planning permission, it is suggested that the following reason for refusal would reflect those views:

#### **REASON:**

1. The garages and their associated access and apron, as constructed, are sub-standard for a standard vehicle with regard to the access/reversing width required for safe access/egress. The proposed development would therefore result in unsafe vehicle movements to the detriment of highway safety within the vicinity of the site. Consequently, the development is contrary to Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

**PLANNING & DEVELOPMENT COMMITTEE**

**7 JANUARY 2021**

**REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT**

**PURPOSE OF THE REPORT**

Members are asked to determine the planning application outlined below:

**APPLICATION NO:** 20/1213/10 (JE)  
**APPLICANT:** Mr M Agostini  
**DEVELOPMENT:** Retention and completion of garage block (re-submission of application 20/0091/10).  
**LOCATION:** LAND ADJACENT TO JAMES STREET, CWMDARE, ABERDARE  
**DATE REGISTERED:** 03/11/2020  
**ELECTORAL DIVISION:** Aberdare West/Llwydcoed

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**RECOMMENDATION: GRANT SUBJECT TO THE BELOW 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 highway safety in the vicinity of the site.

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**REASON APPLICATION REPORTED TO COMMITTEE**

- Three or more letters of objection have been received from occupiers of neighbouring properties.

**APPLICATION DETAILS**

Full planning permission is sought for the retention and completion of 3no. garages at land adjacent to James Street, Cwmdare. The application is a re-submission of previously refused planning application ref. 20/0091/10 which was refused because it was considered the proposal would result in unsafe vehicle movements in the vicinity of the site, to the detriment of highway safety.

The resubmission proposes no changes to the scale of the garage block which would be set back from Dare Road by a paved driveway/apron to the front (minimum of 4.5m). The block measures a width of 10.4 metres by a depth of 5.7 metres and would incorporate a flat roof design to a maximum height of 2.7 metres once completed. 2no. up and over garage doors and 1no. smaller double door would be installed within its front elevation. 2no. windows and a pedestrian access door would be sited within its rear elevation.

The 3no. garages would be interconnected by lockable internal access doors which the applicant has detailed would allow the unit to be rented out as either 1no. 2no. or 3no. separate units if required. The previously refused application proposed 3no. roller shutter doors on the front elevation of the garage block. However, the amended scheme would see the northernmost and central units now incorporating traditional up and over garage doors of 2.5m in width, with the opening of the southernmost unit reduced to a width of 1.6 metres. It is proposed that the northernmost and central units could accommodate cars, however it is detailed that the southernmost unit would be used for motorcycle and/or domestic storage purposes only, hence the smaller door here and not a traditional garage door.

Both this current application and the previously refused application (20/0091/10) follow approval of a similar scheme at the site in 2015 (application ref. 15/0125/10) which is not being built in accordance with the approved plans. As such this application seeks to retain the development as being built.

## **SITE APPRAISAL**

The application site is a roughly rectangular parcel of land located between two short rows of terraced dwellings, James Street to the north and David Street to the south. The site fronts and is accessed from Dare Road which links the settlement of Cwmdare with the Dare Valley Country Park. It is bounded by the rear gardens of two properties within David Street to the south and directly abuts James Street along the northern boundary. The topography of the area falls from north to south and as such the site is set at two separate terraced levels. The northern section is located at the same level as James Street with the southern section being located at a slighter higher level than the adjacent highway, and a higher level than the properties along David Street to the south.

At the time of the Officer's site visit works had commenced on site with the footprint and external walls of the garages in place.

## **PLANNING HISTORY**

The most recent planning applications on record associated with the site are:

**06/2253/13:** LAND BETWEEN 1A JAMES STREET AND 1 DAVID STREET, CWMDARE, ABERDARE.

Residential Development - One Dwelling (Outline)

Decision: 02/01/2007, Refuse

**15/0125/10:** LAND ADJACENT TO JAMES STREET & DAVID STREET, CWMDARE, ABERDARE.

Erection of three garages.

Decision: 24/06/2015, Grant

**19/0598/38:** LAND ADJACENT TO JAMES STREET, CWMDARE, ABERDARE.

Discharge of conditions 3 (samples of materials) and 4 (site drainage) of previous planning application 15/0125/10.

Decision: 04/02/2020, Withdrawn by Applicant

**20/0091/10:** LAND ADJACENT TO JAMES STREET, CWMDARE, ABERDARE

Construction of 3 no. Garages. (Amended Plans received 28/05/20).

Decision: 13/08/2020, Refuse

## **PUBLICITY**

The application has been advertised by direct notification to neighbouring properties as well as notices displayed at the site. 3no. letters of objection have been received following the consultation process from neighbouring occupiers (summarised below):

- Application is a front for a dwelling on the site.
- Disruption caused during construction through noise and disturbance.
- Current unfinished appearance of site.
- The proposed development would be out of keeping with the surrounding area.
- Overlooking from proposal into neighbouring properties.
- Use of proposed garages.
- Drainage issues.
- The proposal would increase vehicular movements to the detriment of highway safety.
- Lights shining in to neighbouring properties.

## **CONSULTATION**

**Transportation Section:** No objection raised subject to conditions to restrict the use of the garages and construction details to be submitted to and approved by the Local Planning Authority.

**Public Health and Protection:** No objection although conditions suggested with regards to hours of operation, noise, dust and waste.

## **POLICY CONTEXT**

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

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

**Policy AW2** – supports development 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 placemaking, including landscaping.

**Policy AW10** – does not permit development which would adversely impact upon the amenity of neighbouring occupiers.

**Policy NSA12** – supports development within and adjacent to the settlement boundary in the Northern Strategy Area.

### **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 (PPW) sets out the Welsh Government's (WG) current position on planning policy. The document incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out the WG's policy on planning issues relevant to the determination of planning applications.

It is considered that the proposed development is consistent with the key principles and requirements for placemaking set out in PPW; and is also consistent with the Well-being of Future Generations (Wales) Act's sustainable development principles through its contribution towards the Welsh Ministers' well-being objectives of driving sustainable development and building healthier communities and better environments.

Other policy guidance considered:

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.

#### **Main Issues:**

#### **Principle of the proposed development**

The application seeks to retain and complete 3no. domestic garages and associated works on a previously vacant plot between James Street and David Street, Cwmdare. The site is located within the settlement boundary and benefits from existing planning consent (15/0125/10) for 3no. domestic

garages. It is therefore considered the principle of the proposed development is acceptable and has already been established.

### **Impact on the character and appearance of the area**

It is acknowledged that the proposed garages would form a visible feature along Dare Road, however it is not considered the finished structure would result in an overly prominent addition to the street scene, or an impact significant enough to warrant refusal of the application.

The proposed garages are considered to be of an acceptable domestic scale and would be of a comparable design to other domestic garage blocks located in the wider area and throughout the County Borough. Furthermore, they would be finished in appropriate external materials that would match that of many other buildings in the locality; the wider apron would be appropriately landscaped to reduce any impact; and the proposal would result in an improvement to the visual appearance of what was previously an unkempt site.

It is also noted that the overall scale and design of the garage block proposed has not altered significantly from that previously approved at the site (15/0125/10). The only noticeable difference would be garage openings, instead of 3no. uniform traditional garage door openings on its front elevation, as set out above, the opening of the southernmost unit would be reduced to restrict its use.

It is subsequently considered that the proposal will not detract from the character or appearance of the area and is acceptable in this regard.

### **Impact on residential amenity and privacy**

It is noted that a number of objections have been received from local residents in this regard, however, whilst it is accepted that the proposed development would inevitably result in a degree of impact to the levels of amenity and privacy currently enjoyed by the nearest residents, it is not considered that any potential impact would be significant enough to warrant refusal of the application.

The proposed garages would be sited towards the north east corner of the site, set back from the highway by a minimum of 4.5 metres. Therefore, given the relationship they would have with the closest properties along both James Street, David Street and Dare Road; and the fact that they would be of an appropriate domestic design, scale and height, it is not considered they would result in any undue impact upon these properties from issues such as loss of sunlight and overbearing affects.

Further objections have been raised with regard to the potential of the garages being used for commercial purposes that could result in noise and disturbance and a loss of privacy. Members are advised that the application details the garages would be used for the parking of private motor vehicles and domestic storage only. Furthermore, if permission were to be granted, a condition restricting the use of the garages to the parking of private motor vehicles and domestic purposes could be attached and is suggested below. It is

acknowledged that a domestic use could result in some noise and disturbance from the comings and goings of users, however it is considered the impact would not be significantly greater than the existing use of the adjacent highway for access to the nearby Country Park.

It is noted the residents of Ty'n y Waun opposite the application site have commented that the use of the garages may lead to car headlights shining into their property when it is dark. However, given the fact that the property opposite is sited over 25 metres from the application site, is enclosed by a mature hedgerow, the limited domestic use of the use of the proposed garages and the proposed boundary screening, it is not considered that there would be a significant impact in this respect.

Finally, it is noted that objectors have commented that the construction of the garages has resulted in noise and disturbance to surrounding residents and that this would continue should the application be approved. Whilst these comments are appreciated, construction noise/disturbance would only occur for a limited time and can be controlled by other legislation available to the Council if necessary.

Therefore, taking the above into account, it is not considered the development would result in a loss of amenity to neighbouring residents significant enough to warrant refusal of the application.

### **Highway Safety**

A previous planning application ref. 20/0091/10 was submitted at the site on 17/02/20. The scheme proposed a similar development of 3no. garages and was refused because it was considered the proposal would result in unsafe vehicle movements within the vicinity of the site, to the detriment of highway safety. This resubmission has proposed that the 1no. of the garages would be used for motorcycle and/or domestic storage purposes only to address the earlier concerns in relation to access.

The Council's Transportation Section were notified during the statutory consultation process in order to provide comments on the suitability of the scheme with regard to highway safety issues. Their comments are as follows:

The application site is served off a 4.5m wide adopted highway (Dare Road) that leads to the Dare Valley Country Park. There are no footways leading to the plot which means that pedestrians share the same surface as moving motor vehicles which is of concern and there are limited off-street car parking facilities available in the vicinity of the site leading to on-street car parking narrowing the available width of the carriageway to single file traffic, to the detriment of safety of all highway users. However, given there is sufficient width of carriageway for vehicles to pass pedestrians and vehicular movements at this location are limited, no highway objection is raised in this respect.

Access to the garages is via a 6m wide vehicular access which is acceptable for safe movement. However, the garage entrance door of 2.5m requires a minimum reversing width of 5.5m for the garages to be accessible by a standard



family car. At present there is only a 4.5m reversing width which is not acceptable for use by a standard vehicle. Therefore the garages as part constructed on site are only suitable for a small vehicle to access / egress which would make the garages less desirable for use. The third garage has only a 1.6m wide double access door which is accessible for motorbikes or storage only. However, the use of the garages would be driven by the market and these concerns are not significant enough to warrant a highway objection.

It is noted however that there is a drop off from the application site to Dare Road which raises some cause for concern. However, it is considered this concern could be overcome through the installation of vehicle containment along the boundary with Dare Road. Therefore a condition is suggested in this respect.

A further condition is also suggested in respect of the design and detail of the proposed access ramp and tie in with Dare Road to ensure this aspect of the scheme is constructed correctly.

In light of the above comments from the Transportation Section, whilst the views of the objectors in relation to the impact of the proposed development upon highway safety are acknowledged, on balance, the application is considered acceptable in this regard.

### **Other issues**

A number of objectors have commented that the approval of garages on the site would set an unwanted precedent for future residential development due to the design of the proposal and because the garages benefit from water and foul connection. Whilst the objectors concerns are acknowledged, this application seeks consent for 3no. garages only and can only be determined based on that fact. Any future application for residential development would be considered and determined on its own individual merits.

### **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 not considered the proposal would have a significant impact upon the character and appearance of the locality, the residential amenity of the surrounding neighbouring properties, or upon highway safety in the vicinity of the site. The application is therefore considered to comply with the relevant policies of the Local Development Plan and is recommended for approval.

**RECOMMENDATION: Grant**

1. The development hereby approved shall be carried out in accordance with the approved plan(s) no(s)

- 2008.PLG01 – Received 29/10/20
- 2008.PLG02 – Received 29/10/20
- 2008.S01 – Received 29/10/20

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.

2. Within 28 days of the date of this consent, design and detail of the garage entrance apron and tie in with Dare Road shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial use and shall remain in place thereafter.

Reason: To prevent damage to the public highway in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

3. Within 28 days of the date of this consent, design and detail of vehicular containment along the frontage of Dare Road shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the Local Planning Authority prior to beneficial use and shall remain in place thereafter.

Reason: To prevent damage to the public highway in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

4. Prior to the garages hereby approved being brought into beneficial use, the vehicular access to the site shall be laid out, constructed and retained thereafter with 2.4m x site frontage vision splays. The vision splays shall remain in place thereafter.

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

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

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

6. No obstruction or planting when mature, exceeding 0.9m metres in height shall be placed within the required vision splay areas.

Reason: To ensure that adequate visibility is retained in the interests of highway safety, in accordance with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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## **PLANNING & DEVELOPMENT COMMITTEE**

**4 FEBRUARY 2021**

**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 11/01/2021 – 22/01/2021

Planning Appeals Decisions Received.  
Delegated Decisions Approvals and Refusals with reasons.

**2. RECOMMENDATION**

That Members note the information.

**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**

**4 FEBRUARY 2021**

**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**

## **APPEALS RECEIVED**

**APPLICATION NO:** 18/0886 & 18/0880  
**APPEAL REF:** A/21/3266376 & E/21/3266378  
**APPLICANT:** Mr R Higgitt  
**DEVELOPMENT:** Change of use of first and second floors of property from former snooker hall (Class D2) to 22 no. self-contained residential student flats (Sui Generis) and associated works (Amended description received 03/10/2016) - (Listed Building Consent). (Amended Heritage Impact Assessment Received 12/07/2019)  
**LOCATION:** 1 FOTHERGILL STREET, TREFOREST, PONTYPRIDD, CF37 1SG  
**APPEAL RECEIVED:** 05/01/2021  
**APPEAL START DATE:** 20/01/2021

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**APPLICATION NO:** 20/1029  
**APPEAL REF:** A/21/3267314  
**APPLICANT:** Mr N Saunders  
**DEVELOPMENT:** Change of use of out-house to a dog-grooming facility (Re-submission of 20/0588/10).  
**LOCATION:** 3 DUFFRYN TERRACE, TONYREFAIL, PORTH, CF39 8HB  
**APPEAL RECEIVED:** 20/01/2021  
**APPEAL START DATE:** 22/01/2021

**APPEAL DECISIONS RECEIVED**

**APPLICATION NO:** 20/0783  
**APPEAL REF:** A/20/3260541  
**APPLICANT:** Mr & Mrs Clarke  
**DEVELOPMENT:** Outline application for a residential dwelling.

**LOCATION:** LAND ADJOINING NEW MOAT, BRIDGE STREET,  
ROBERTSTOWN, ABERDARE, CF44 8EU

**DECIDED:** 09/09/2020  
**DECISION:** Refused  
**APPEAL RECEIVED:** 08/10/2021  
**APPEAL DECIDED:** 12/01/2021  
**APPEAL DECISION:** Dismissed

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**Report for Development Control Planning Committee**

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**Aberdare East**

**20/1324/10** Decision Date: 21/01/2021  
**Proposal:** Retention of 2 metre high timber fence.  
**Location:** 2 THE WALK, ABER-NANT, ABERDARE, CF44 0RQ

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**Cwmbach**

**20/0625/10** Decision Date: 21/01/2021  
**Proposal:** Storm porch to front.  
**Location:** 5 CAE ALAW GOCH, CWMBACH, ABERDARE, CF44 0DR

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**Mountain Ash East**

**20/0618/13** Decision Date: 15/01/2021  
**Proposal:** Outline application for residential development (all matters reserved).(Further information received 11/09/2020)  
**Location:** LAND ADJOINING OAKRIDGE, GREENFIELD TERRACE, CEFNPENNAR, MOUNTAIN ASH, CF45 4EB

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**Mountain Ash West**

**20/1238/10** Decision Date: 12/01/2021  
**Proposal:** Change of use from medical centre (class D1) to office (class B1) and provision of additional car parking.  
**Location:** HILLCREST MEDICAL CENTRE, PRYCE STREET, MOUNTAIN ASH, CF45 3NT

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**20/1333/10** Decision Date: 20/01/2021  
**Proposal:** Single storey side extension.  
**Location:** 48 BRYN IFOR, MOUNTAIN ASH, CF45 3AB

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**20/1418/01** Decision Date: 19/01/2021  
**Proposal:** Proposed fascia signage.  
**Location:** TY CALON LAN, LAND AT HENRY STREET, OXFORD STREET, MOUNTAIN ASH, CF45 3HD

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**Aberaman North**

**20/0835/10** Decision Date: 12/01/2021  
**Proposal:** Proposed two storey rear extension.  
**Location:** 21 COBDEN STREET, GODREAMAN, ABERDARE, CF44 6EL

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**Report for Development Control Planning Committee**

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**Treorchy**

**20/1303/10** Decision Date: 18/01/2021

**Proposal:** Garage.

**Location:** TY GWYNFRYN, CHURCH STREET, CWMPARC, TREORCHY, CF42 6NB

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**Pentre**

**20/1293/10** Decision Date: 20/01/2021

**Proposal:** Double storey rear extension and loft conversion.

**Location:** 50 TON ROW, TON PENTRE, PENTRE, CF41 7AW

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**Tonypandy**

**20/1356/10** Decision Date: 18/01/2021

**Proposal:** Conversion of house and shop to two flats.

**Location:** 7 LLWYNPIA ROAD, TONYPANDY, CF40 2EL

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**Penygraig**

**20/0943/10** Decision Date: 22/01/2021

**Proposal:** Change of use from motor repair shop to mixed use of motor repair shop and financial services (A2) (Retrospective).

**Location:** 29A TYLACELYN ROAD, PENYGRAIG, TONYPANDY, CF40 1JS

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**20/1020/10** Decision Date: 18/01/2021

**Proposal:** Two bedroom detached bungalow.

**Location:** LAND REAR OF TURBERVILLE TERRACE, PENYGRAIG, TONYPANDY, CF40 1LG

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**Porth**

**20/1310/10** Decision Date: 21/01/2021

**Proposal:** New garage to replace existing. (Re-submission of previous planning application 20/0831/10).

**Location:** PEN RHIW GWYNT FARM, PENRHIWGWYNT ROAD, PORTH, CF39 9UE

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**20/1340/10** Decision Date: 21/01/2021

**Proposal:** First floor rear extension.

**Location:** 22 GRAWEN STREET, MOUNT PLEASANT PORTH

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**Report for Development Control Planning Committee**

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**Maerdy**

**20/1021/10** Decision Date: 21/01/2021  
**Proposal:** Change of use of shop/living to 3 number self contained flats.  
**Location:** 60 MAERDY ROAD, MAERDY, FERNDALE, CF43 4AE

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**Trallwn**

**19/1251/13** Decision Date: 21/01/2021  
**Proposal:** Outline application with all matters reserved for 2 No. dwellings and demolition of existing garage. (Revised plans incorporating access improvements received 9th November 2020).  
**Location:** LAND OFF COEDPENMAEN ROAD, TRALLWN, PONTYPRIDD, CF37 4LR

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**Rhondda**

**20/1301/10** Decision Date: 13/01/2021  
**Proposal:** Modification of roof space to provide accommodation.  
**Location:** MONTPELIER BUNGALOW, LLANDRAW WOODS, MAESYCOED, PONTYPRIDD, CF37 1EX

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**Treforest**

**20/1228/10** Decision Date: 13/01/2021  
**Proposal:** Demolition of two story rear extension and erection of a new two story extension - to enable conversion of derelict 3 bed/1 bath HMO (house in multiple occupation) to a 4 bed/ 2 bath HMO.  
**Location:** 4 OLD PARK TERRACE, TREForest, PONTYPRIDD, CF37 1TG

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**20/1263/10** Decision Date: 15/01/2021  
**Proposal:** Proposed conversion from a 5 bedroom HMO to 1no. studio, 1no. one bedroom and 1no. two bedroom apartments.  
**Location:** 61 BROADWAY, TREForest, PONTYPRIDD, CF37 1BD

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**20/1302/10** Decision Date: 12/01/2021  
**Proposal:** Proposed boundary wall.  
**Location:** 26 RAYMOND TERRACE, TREForest, PONTYPRIDD, CF37 1ST

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**Rhydyfelin Central**

**20/1183/10** Decision Date: 19/01/2021  
**Proposal:** Development of 2.no flats and associated works (amended plans received 07/01/2021).  
**Location:** 3 DAN-YR-ALLT CLOSE, RHYDYFELIN, PONTYPRIDD, CF37 5EF

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**Report for Development Control Planning Committee**

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**Hawthorn**

- 20/1328/10** Decision Date: 14/01/2021  
**Proposal:** Demolish existing sub-standard single storey annexe to rear and construct new two storey extension to side of existing property (amended plans received 08/01/2021).  
**Location:** 14 GLYN-DWR AVENUE, RHYDYFELIN, PONTYPRIDD, CF37 5PD
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**Ffynon Taf**

- 20/1211/10** Decision Date: 18/01/2021  
**Proposal:** Change of use of ground floor from hairdressers (A1) to restaurant/ take away use (A3).  
**Location:** CHANS CHINESE KITCHEN, 1 OXFORD STREET, NANTGARW, TAFFS WELL, CARDIFF, CF15 7ST
- 

- 20/1439/23** Decision Date: 22/01/2021  
**Proposal:** Increase height of part of existing bridge parapet to a minimum of 1.8m.  
**Location:** TYRYWEN FOOTBRIDGE, TAFFS WELL
- 

**Llantwit Fardre**

- 20/1053/10** Decision Date: 12/01/2021  
**Proposal:** Proposed two storey side extension and part rear two storey extension (amended plan received 06/12/2020).  
**Location:** 9 HIBISCUS COURT, LLANTWIT FARDRE, PONTYPRIDD, CF38 2NQ
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**Church Village**

- 20/1221/10** Decision Date: 14/01/2021  
**Proposal:** Proposed garage extension (retrospective) (amended plan received 12/01/2021).  
**Location:** 34 LLANERCH GOED, LLANTWIT FARDRE, PONTYPRIDD, CF38 2TB
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- 20/1326/10** Decision Date: 18/01/2021  
**Proposal:** Two storey side extension and extend driveway to front of property.  
**Location:** 56 TY-DRAW, CHURCH VILLAGE, PONTYPRIDD, CF38 1UF
- 

**Tonteg**

- 20/0964/10** Decision Date: 11/01/2021  
**Proposal:** Two storey side extension and single storey rear extension (amended plans rec. 10/12/2020).  
**Location:** 2 FFORDD-YR-YWEN, TONTEG, PONTYPRIDD, CF38 1TE
- 

- 20/1438/23** Decision Date: 22/01/2021  
**Proposal:** Increase height of part of existing bridge parapet to a minimum of 1.85m.  
**Location:** YNYSGAU OVERBRIDGE TAFF'S WELL, CARDIFF
-

**Report for Development Control Planning Committee**

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**Gilfach Goch**

**20/1300/10** Decision Date: 18/01/2021

**Proposal:** Proposed first floor rear extension.

**Location:** 4 WOOD STREET, HENDREFORGAN, GILFACH GOCH, PORTH, CF39 8UF

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**Tonyrefail East**

**20/1134/10** Decision Date: 18/01/2021

**Proposal:** Two-storey side and rear extension with area of single storey extension to rear.

**Location:** 8 PANTYBRAD, TONYREFAIL, PORTH, CF39 8HX

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**Ty'n y Nant**

**20/1291/10** Decision Date: 13/01/2021

**Proposal:** Removal of existing garage, provision of new single storey rear extension, enlarged garage to side elevation, porch and canopy to front elevation.

**Location:** 2 PLEASANT VIEW, BEDDAU, PONTYPRIDD, CF38 2DT

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**Talbot Green**

**20/1361/10** Decision Date: 22/01/2021

**Proposal:** Change of use of a front and rear ground floor room from a B1 office to a D1 (clinic use).

**Location:** GROUND FLOOR, 105 TALBOT ROAD, TALBOT GREEN, CF72 8AE

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**Llanharan**

**20/1237/10** Decision Date: 18/01/2021

**Proposal:** Conversion of garage to living accommodation and first floor extension.

**Location:** 27 FFORDD-Y-DOLAU, LLANHARAN, PONTYCLUN, CF72 9ZD

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**20/1290/19** Decision Date: 11/01/2021

**Proposal:** Fell all Ash trees.

**Location:** GROVE COTTAGE, MILL LANE, LLANHARAN, PONTYCLUN, CF72 9PB

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**Brynna**

**20/0395/10** Decision Date: 21/01/2021

**Proposal:** Two storey side extension.

**Location:** 243 MEADOW RISE, BRYNNA, PONTYCLUN, CF72 9TP

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Total Number of Delegated decisions is 36

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**Aberdare West/Llwydcoed**

**20/1360/10** Decision Date: 21/01/2021

**Proposal:** 3 No. detached dwellings off new private drive (Re-submission of 20/0031/10)..

**Location:** LAND ADJOINING HAZELMERE, LLWYDCOED ROAD, LLWYDCOED, ABERDARE, CF44 0TW

**Reason: 1** The proposal, as a result of the siting, scale, design and massing of the dwellings proposed, would lead to overdevelopment of the plot and would have a detrimental impact upon the character and appearance of the site and the surrounding area. The application would therefore not comply with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan

**Reason: 2** The proposal would, as a result of the scale and siting of the proposed dwellings, result in an unacceptable overbearing impact upon the amenity of existing residential properties and upon future potential occupiers of Plot 3. The application would therefore not comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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**Aberdare East**

**20/1315/10** Decision Date: 15/01/2021

**Proposal:** Change of use from dwelling house to 7 bedroom house of multiple occupation.

**Location:** 67 MONK STREET, ABERDARE, CF44 7PA

**Reason: 1** In the absence of adequate off-street car parking facilities, the proposed development will result in indiscriminate on-street car parking along the A4233 and adjacent residential terraced streets in an area where there is already considerable demand increasing hazards to the detriment of safety of all highway users and free flow of traffic. As such, the development would be contrary to Policy AW 5 of the Rhondda Cynon Taf Local Development.

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Report for Development Control Planning Committee

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**Aberaman South**

20/0824/10

Decision Date: 20/01/2021

**Proposal:** Construction of balcony and insertion of doors at first floor level (retrospective)

**Location:** AEL AMAN, AMAN STREET, CWMAMAN, ABERDARE, CF44 6PD

**Reason: 1** By virtue of its scale, design and elevated height, the balcony to be retained is considered to have a detrimental impact upon the character and appearance of the rear of the host dwelling and wider area. It would form an obtrusive and overbearing addition, which would appear incongruous within its setting.

The proposed balcony, by virtue of its height, prominent location and relationship with adjacent properties, would have an overbearing impact and adversely affect the privacy and amenity of neighbouring properties.

The proposal is considered both unneighbourly and excessive and 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)'.

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**Trealaw**

20/1306/10

Decision Date: 18/01/2021

**Proposal:** Detached garage.

**Location:** 55 NEW CENTURY STREET, TREALAW, TONYPANDY, CF40 2PG

**Reason: 1** The proposed garage would result in the level of the pedestrian footway having to be increased to provide an access to the garage. This is considered to be to the detriment of the safety of all highway users. The application is therefore considered contrary to the relevant policies of the Rhondda Cynon Taf Local Development Plan (AW5 and AW6).

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Report for Development Control Planning Committee

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Trallwn

20/1200/10

Decision Date: 20/01/2021

**Proposal:** Construction of a two storey workshop and stores to replace double garage in grounds of Blodwen House (retrospective).

**Location:** GROUNDS OF BLODWEN HOUSE, CORN STORES HILL, PONTYPRIDD, CF37 4LD

**Reason: 1** As a result of its prominent position, scale, appearance and relationship with the surrounding built environment and highway; the proposed workshop and store is considered to be detrimental to the character and appearance of the area. Therefore, the application is considered not to comply with Policies AW5 and AW6 of the Local Development Plan, in respect of its visual impact.

**Reason: 2** The use of the building as a workshop would have an unacceptable adverse impact on the living conditions of the occupants of nearby properties. The development would therefore conflict with Policies AW5 and AW10 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 3** The proposed development lacks an adequate private shared access and turning area to serve the proposed development and would result in vehicular reversing movement onto Coedpenmaen Road to the detriment of highway safety and the free flow of traffic. As such, the development does not comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 4** The proposed development will result in increased traffic movements to and from Coedpenmaen Road to the detriment of highway safety and the free flow of traffic. As such, the development does not comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 5** The proposed access lacks satisfactory vision splays resulting in the creation of increased hazards to the detriment of highway safety and the free flow of traffic. As such, the development does not comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 6** There is insufficient information regarding off-street parking provision to enable a comprehensive highway safety assessment to be undertaken. As such, the development does not comply with Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

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Report for Development Control Planning Committee

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Hawthorn

20/1320/10 Decision Date: 15/01/2021

**Proposal:** Single storey side extension, rear garden enclosure, new boundary walls.

**Location:** 23 PARC Y DYFFRYN, RHYDYFELIN, PONTYPRIDD, CF37 5RZ

**Reason: 1** By virtue of their prominent position and adverse visual impact on the character and appearance of the area, the boundary walls that would enclose the extended garden area are considered to be an incongruous and detrimental addition to the street scene; and as such, do not comply with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan.

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Llantwit Fardre

20/1260/10 Decision Date: 19/01/2021

**Proposal:** Detached Dwelling

**Location:** ECLIPSE, DEHEWYDD LANE, LLANTWIT FARDRE, PONTYPRIDD, CF38 2LU

**Reason: 1** The means of access to the proposed development is severely sub-standard and the intensification of its use would result in additional hazards to the detriment of highway safety and the free flow of traffic, contrary to Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 2** The proposal would result in the overdevelopment of the existing residential plot and be poorly related to existing development, to the detriment of the character and appearance of the area and contrary to Policies AW 5 and AW 6 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 3** The proposed development would have an overbearing impact on the adjacent dwelling known as Eclipse by virtue of its siting and scale, contrary to Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

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20/1314/10 Decision Date: 15/01/2021

**Proposal:** Proposed single storey rear extension and garage.

**Location:** 28 CADWAL COURT, LLANTWIT FARDRE, PONTYPRIDD, CF38 2FA

**Reason: 1** The development of a garage extension, by virtue of its position in relation to the Nant Myddlyn culverted watercourse, would result in a form of development that would unacceptably increase flood risk.

As such, the development is contrary to Policy AW10 of the Rhondda Cynon Taf Local Development Plan and Planning Policy Wales Technical Advice Note 15 (Development and Flood Risk 2004).

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Pontyclun

20/1278/10

Decision Date: 19/01/2021

**Proposal:** Proposed domestic bungalow.

**Location:** LIFESTYLE EXPRESS, 46 BRYNAMLWG, PONTYCLUN, CF72 9AU

**Reason: 1** The means of access to the development is severely sub-standard in terms of horizontal geometry and provision of segregated pedestrian footway facilities, passing bays and adequate street lighting, junction radii, highway drainage and structural integrity, and intensification of its use will result in further detriment to highway safety and the free flow of traffic. As such the development would be contrary to Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 2** The proposed development lacks adequate off-street parking provision resulting in on-street parking demand and the creation of hazards to the detriment of highway safety and the free flow of traffic. As such the development would be contrary to Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 3** The proposal would result in a cramped form of development and a siting at odds with its surroundings. As such, it is considered that the proposal would have a detrimental impact on the character and appearance of the surrounding area and would be contrary to Policies AW 5 and AW 6 of the Rhondda Cynon Taf Local Development Plan.

**Reason: 4** The siting of the dwelling would result in noise and disturbance to nearby existing residents and as a result of the close proximity to the nearby sports and play area. As such, it is considered that the proposal would have a detrimental impact on the amenity of nearby existing residents and the residents of the proposed dwelling and would be contrary to Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

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Total Number of Delegated decisions is 9

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