



## **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 Councils 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.