

PLANNING & DEVELOPMENT COMMITTEE

4 AUGUST 2022

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 21/1661/10 (GRD)
APPLICANT: Mrs Easley
DEVELOPMENT: Addition of hard stand to front of bungalow.
LOCATION: 17 GLENBROOK, MOUNTAIN ASH, CF45 3DH
DATE REGISTERED: 25/01/2022
ELECTORAL DIVISION: Mountain Ash

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

REASON: The application is considered to comply with the relevant policies of the Local Development Plan in respect of its visual impact and its impact upon pedestrian and highway safety.

REASON APPLICATION REPORTED TO COMMITTEE

- Letters of objection from three or more individuals have been received.

APPLICATION DETAILS:

Full Planning consent is sought for the retention and completion of a hardstand for off street parking and vehicular crossing to 17 Glenbrook, Mountain Ash.

The hardstand parking area would be located to the front of the property and accessed via Glenbrook. The parking area would measure approx. 4.4m in width by 5.4m in length and is set at road level. The application dwelling is set at a lower ground level with a 2.4m high retaining wall having been erected as part of the development to support the parking area.

SITE APPRAISAL:

The application site is located within the residential street of Glenbrook in Mountain Ash.

The application dwelling is a semi-detached bungalow and is set back from the highway by a garden along with the now constructed parking area. The application

dwelling is set at a lower ground level to the adjacent highway with ground levels rising upwards to the estate road.

The immediate surrounding area is characterised by mainly semi-detached bungalows, many of which benefit from off-street parking spaces and drives to the front and side.

PLANNING HISTORY:

20/0668/10: 17 Glenbrook, Mountain Ash, CF45 3DH. '*Single storey extension*'. Granted, 14/10/2020.

PUBLICITY:

The application has been advertised by direct notification letter to neighbouring properties. Two letters of objection were received along with one letter from two individuals with comments in relation to the development. The objections raised can be summarised as follows:

- The development is an 'eyesore' and impacts the character of the street;
- Objections received relating to the number of cars parked at the site, creating congestion within the street and impacting parking along the street;
- Loss of value to neighbouring properties;
- Concerns with the construction of the hardstanding;
- Applicant may be running a business selling and buying vehicles;
- The applicant has a detached garage on the street, with objectors querying the need for additional off-street parking spaces.

CONSULTATION:

Local Highway Authority

No objections, subject to conditions

POLICY CONTEXT:

Rhondda Cynon Taf Local Development Plan:

The current LDP's lifespan was 2011 to 2021 and it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, the existing Plan remains the development plan for consideration when determining this planning application.

The application site lies within the defined limits of development.

Policy AW5 – New Development: This policy sets out criteria for new development in relation to amenity and accessibility.

Policy AW6 – Design and Placemaking: This policy requires development to involve a high quality design and to make a positive contribution to place making.

National Guidance:

In the determination of planning applications regard should also be given to the requirements of national planning policy which are not duplicated in the Local Development Plan, particularly where national planning policy provides a more up to date and comprehensive policy on certain topics.

The current LDP's lifespan was 2011 to 2021 and it is in the process of being reviewed. The Planning (Wales) Act 2015 introduced provisions specifying the period to which a plan has effect and providing that it shall cease to be the LDP at the end of the specified period. These provisions were commenced on 4th January 2016 but do not have retrospective effect. Therefore, the provisions do not apply to LDPs adopted prior to this date and plans adopted before 4th January 2016 will remain the LPD for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, the existing Plan remains the development plan for consideration when determining this planning application.

Planning Policy Wales Edition 11 (PPW) was issued on 24th February 2021 in conjunction with Future Wales: The National Plan 2040 (FW2040). PPW incorporates the objectives of the Well-being of Future Generations (Wales) Act into town and country planning and sets out Welsh Government's (WG) policy on planning issues relevant to the determination of all planning applications. FW2040 sets out the National Development Framework for Wales (NDF), WGs current position on planning policy at regional and national level.

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.

It is also considered the proposed development is compliant with the NDF.

Other policy guidance considered:

PPW Technical Advice Note 12 – Design

Supplementary Planning Guidance:

A Design Guide for Householder Development
Access Circulation and Parking

REASONS FOR REACHING THE RECOMMENDATION:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Furthermore, applications that are not in accordance with relevant policies in the plan should not be allowed, unless material considerations justify the grant of planning permission.

Main Issues:

Principle of the proposed development:

The application relates to the construction of a hardstand within the defined settlement boundary of Mountain Ash. The hardstand would be sited within the curtilage of an existing domestic property in association with no. 17 Glenbrook.

As such, the principle of the development is considered to be acceptable subject to an assessment of its impact upon the character and appearance of the surrounding area, the amenity and privacy of the neighbouring properties and highway safety.

Impact on the character and appearance of the area:

The hardstand and parking area is sited within a residential street and is not highly visible within the wider surrounding area. Whilst a retaining wall has been built in order to construct the parking area, the wall would be sited below the adjacent highway at a lower ground level and would not form a highly visible feature within the street. The development is not considered to greatly alter the street scene at this location.

Other dwellings within the street have off-street hardstanding parking areas to the front and side; Consequently, the proposal does not appear as an incongruous feature within the street. Whilst objections have been raised with regards to the visual impact of the development, the proposal is considered domestic in scale and nature and does not appear out of place within the street.

Overall, the proposal is not considered to have a detrimental impact on the character and appearance of the existing dwelling, or the wider area and the application is therefore considered acceptable in this regard.

Impact on residential amenity and privacy:

The hardstand and vehicle parking area has been constructed directly in front of No. 17 Glenbrook. Whilst some loss of light will be experienced by the application property itself, due to the scale and siting of the development, it is not considered to result in any overbearing or overshadowing impacts to neighbouring properties.

Whilst the parking area provides additional off-road parking for the occupants of No. 17 Glenbrook, given the nature of the development, the proposal would not result in significant levels of overlooking of surrounding properties.

Highway Safety

The property is served off Glenbrook which has no parking restriction and provides a turning area at its termination which is also utilised for on-street parking. Whilst no details of a vehicle crossover have been submitted, a condition will be issued ensuring details of such a crossover is submitted and implemented prior to beneficial use.

The proposal will provide a vehicle hardstanding to the front of the property to provide off-street parking facilities. The proposal is sufficient to accommodate one off-street parking space which increase off-street parking and reduces on-street parking demand in the interests of highway and pedestrian safety, which is considered acceptable.

Whilst objections were raised by neighbouring occupiers concerning congestion within the street and the impact on parking, including objections with regards to the number of cars parked at the property, the Local Highway Authority have raised no such objection to the proposal. The proposal provides additional off-street parking which is considered acceptable. The development is not considered to detriment highway safety and no objections were raised by the Local Highway Authority subject to conditions.

Other Matters:

A letter of objection received concerned possible loss of value to a neighbouring property; however, negative effects on the value of neighbouring properties is not considered a material planning consideration.

Concerns were also raised that the applicants may be operating a business at the site, buying, and selling vehicles. However, the considerations and ultimate determination of this planning application would be solely for the construction of the hardstand car parking area at the site. Any changes of use at the site would require full planning permission.

Comments were received from third parties querying the need for the hardstanding, as the applicants have access to a garage within the street. However, the planning application must be determined on its own individual merits and the provision of an

off-street parking space at this location has been found to be acceptable in principle, with no objections received from the Local Highway Authority following consultation.

One objection received specifically related to the construction of the hardstanding itself and whether it was built correctly. An informative will be issued as part of any decision notice notifying the developer that the construction of some retaining walls must comply with Section 13 of the Mid Glamorgan County Council Act 1987.

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 proposal is considered to have an acceptable impact upon the character and appearance of the locality as well as upon the residential amenities 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: APPROVE SUBJECT TO THE FOLLOWING CONDITIONS:

1. The development hereby approved shall be carried out in accordance with the approved plan(s) no(s)
 - Proposed Plans & Elevations. Received by Local Planning Authority on 25/01/2022
 - Location Plan. Received by Local Planning Authority on 25/01/2022

And documents received by the Local Planning Authority on 15/12/2021 and 25/01/2022, 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. Notwithstanding the details shown on the submitted plans, the design and details of the vehicular crossover shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to beneficial use.

Reason: In the interests of highway and pedestrian safety

3. Surface water run-off from the proposed development shall not discharge onto the public highway or connected to any highway drainage system unless otherwise agreed in writing by the LPA.

Reason: In the interests of highway safety and to prevent overcapacity of the existing highway drainage system and potential flooding.