

PLANNING & DEVELOPMENT COMMITTEE

22 June 2023

REPORT OF: DIRECTOR PROSPERITY AND DEVELOPMENT

PURPOSE OF THE REPORT

Members are asked to determine the planning application outlined below:

APPLICATION NO: 23/0408/10 (GRD)
APPLICANT: Mr Clayton
DEVELOPMENT: Proposed two storey side extension and a single storey rear extension together with internal alterations
LOCATION: 6 MAES IFOR, TAFF'S WELL, CARDIFF, CF15 7AS
DATE REGISTERED: 12/04/2023
ELECTORAL DIVISION: Taff's Well

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS.

REASON: The proposed works are considered acceptable in terms of their overall scale, design, and visual appearance. Furthermore, the extensions are considered to have an acceptable impact upon the amenity and privacy standards currently enjoyed by the occupiers of the immediate neighbouring properties, and the works would have an acceptable impact upon highway safety. The application is therefore considered to comply with the relevant policies of the Local Development Plan (AW5 and AW6).

REASON APPLICATION REPORTED TO COMMITTEE

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

APPLICATION DETAILS:

This application seeks full planning permission for a two-storey side extension and single-storey rear extension at 6 Maes Ifor, Taff's Well.

The two-storey side extension would protrude approx. 3.8m from the side of the property and would measure approx. 8.3m in depth. The extension would be set back approx. 0.2m from the front of the existing property. The extension would have a gable-end roof design and would measure a height of approx. 4.6m to the eaves and 7.9m in height to ridge.

The single-storey rear extension would extend approx. 2.3m from the rear of the property and would span the full width of the extended dwelling at approx. 9m in width.

The rear extension would have a mono-pitched roof and would measure approx. 2.3m in height to the eaves and 3.6m in height to ridge.

The works would allow the internal reconfiguration of the property, with a large kitchen area and living room provided to ground floor and an additional bedroom and en-suite provided to first floor. The number of bedrooms at the property would be increased from three to four.

Externally, the extension would be finished in buff facing brickwork, with tiles to the roof to match existing and reconstituted heads and cills detailing to match the existing dwelling.

The works also include the provision of an additional car parking space to the front of the property.

Amended plans were received on 12/05/2023 which showed an additional car parking space to the front of the property.

SITE APPRAISAL:

The application property is a semi-detached two storey dwelling located within a modern residential estate in Taff's Well. The property is set back from the highway by a front garden and benefits from an enclosed garden to the rear with a driveway running down the side of the dwelling.

The property is bound to the north by the adjacent highway, with a private road to the east leading to several dwellings to the rear of the site. To the south of the site are neighbouring properties and their associated amenity spaces and parking spaces.

The property is attached on its western elevation by its adjoining property, with other neighbouring dwellings positioned approx. 9m to the south, 9m to the east and 21m to the north of the application dwelling.

Properties within the street are a mix of two-storey detached, semi-detached and modern terraced dwellings of a similar style and scale to the application property.

PLANNING HISTORY:

05/1813/13: LAND TO THE SOUTH OF TAFFS WELL RFC, GLANYLLYN, NR CARDIFF. '*Proposed residential development, including element of affordable housing (outline) (amended red line site boundary plan received 23/03/06)*'. Granted, 05/03/2007

07/0830/16: LAND OFF MOY ROAD, TAFFS WELL, CARDIFF. '*Construction of 48 houses, garages and associated works. (Amended description)*'. Granted, 20/07/2007

PUBLICITY:

The application has been advertised by direct notification letter to neighbouring properties. Letters of objection from three individuals have been received, the points raised have been summarised below.

- Concerns that a new gate may be constructed opening onto the adjacent private lane;
- Concerns with a loss of parking space at the application property;
- Concerns that the adjacent private road would be used for construction works. Obstructing the private road would impact several houses;
- Concerns of disruption to the adjacent shared private road which is the sole access to several properties and that scaffolding may be erected on the private road;
- Concerns that construction work would not be limited to weekday working hours between 8-6;
- Queries and concerns as to how the applicants would access their rear garden space;
- Concerns with impacts of development on highway safety and impact on visibility at the junction to the private road;
- Concerns that the extension would encroach upon and impact/ damage a retaining wall supporting the adjacent private road;
- Scale of the extension appears disproportionate to the surrounding buildings and the use of obscurely glazed windows is out of character;
- The reduction in length for the rear garden is out of character for the area;
- Loss of privacy, consider that the open plan living area would compromise privacy for current and future occupants of the application dwelling itself.

CONSULTATION:

Taff's Well Community Council

No Comments

Local Highway Authority

No Objections, Subject to Condition

POLICY CONTEXT:

Rhondda Cynon Taf Local Development Plan:

Members will be aware that the current LDP's lifespan was 2011 to 2021 and that 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 LDP for determining planning applications until replaced by a further LDP. This was clarified in guidance published by the Minister on 24th September 2020. Subsequently, Members are advised that the existing Plan remains the development plan for consideration when determining this planning application.

The application site lies within settlement boundary limits.

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.

Supplementary Planning Guidance:

A Design Guide for Householder Development
Access, Circulation and Parking

National Guidance:

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

Planning Policy Wales Edition 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

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 works to an existing residential property to provide additional living space for occupants of the dwellinghouse. All works are contained within the curtilage of the property. 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 extension is considered acceptable in terms of its siting, scale, design, and overall visual appearance.

The proposed side extension would be visible within the street scene. However, the side extension would be smaller than the host property and would be considered subservient in scale to the application property. The extension has a lower ridgeline to the existing dwelling, and the eaves height of the extension would not exceed the eaves height of the host property. The side extension is also sufficiently set back from the front of the property, which aids in the impression of subservience in comparison to the main house. The side extension is considered acceptable in terms of design and scale.

The rear extension is subservient in scale to the existing dwellinghouse. Furthermore, the rear extension would not form a prominent feature within the street and is considered acceptable in terms of its design and prominence.

Materials proposed are also considered acceptable and would blend well within the locality.

Whilst the proposed extension would be built on top of the property's driveway and rear garden, and concerns raised by objectors noting a reduction in garden length, an adequate area of garden space would be retained at the site and the works would not be considered overdevelopment of the site.

Concerns were raised by objectors regarding the scale of the extension and the inclusion of some obscurely glazed windows; however, as discussed above, the extension would be considered subservient in scale to the existing dwellinghouse and is acceptable in terms of scale and design.

The development is considered compliant with the principles and guidance outlined in the Council's 'A Design Guide for Householder Development' SPG and the works would be considered to have an acceptable impact on the character and appearance of the existing dwelling and the wider area.

Impact on residential amenity and privacy:

The proposed front and rear fenestration would overlook the property's own rear garden and front driveway and would not greatly alter the outlook which is currently gained from the application property. A first-floor side facing window is proposed, which would serve as a secondary window for a bedroom. However, that window would only overlook the adjacent private road, a neighbour's driveway, and the windowless side elevation of a neighbouring property. As such, the proposed side facing window is considered acceptable and would not significantly increase levels of overlooking.

The proposed two-storey side extension is set away from neighbouring properties and would not be considered to harm the amenities of neighbouring occupiers through loss of light or by ways of overbearing. The single-storey rear extension is small in scale and due to its design would not be considered overbearing nor would it significantly overshadow neighbouring properties.

Objectors raised concerns that future occupants of the application dwelling itself would lose privacy due to the bi-folding doors and skylights proposed to the single-storey rear extension. However, it is considered that occupants of the application property would still benefit from adequate levels of privacy.

Overall, in terms of the impact on the amenity and privacy of neighbouring residents, the application is considered acceptable as it would not result in an undue loss of light or privacy or have significant overbearing impacts upon surrounding residential dwellings.

Highway Safety, Access, and Parking:

The side extension would be built on top of an existing driveway to the side of the property, and as such, consultation was undertaken with the Local Highway Authority to fully assess the impacts of the development on highway safety, access, and parking. Amended plans were provided on 12/05/2023 which showed an additional parking space provided to the front of the property.

Access:

Pedestrian and vehicular access would be provided via Maes Ifor with an existing vehicular crossover provided at the site, which is considered acceptable. The applicant proposes an additional parking space fronting the property which will utilise the existing vehicular crossover. Some concern is raised by the Local Highway Authority

that the proposed parking space is parallel to the highway with means to provide a parking space 90° to the highway.

Concerns were also raised by objectors that the extension and loss of parking space would impact visibility at a junction to a private drive to the east of the site. However, no such concerns were raised by the Local Highway Authority.

Parking:

The existing property is a 3-bedroom dwelling which has a parking requirement of 3no. spaces in accordance with the 'Access, Circulation & Parking Requirements' Supplementary Planning Guidance (SPG), with 2no. parking spaces provided resulting in a shortfall of 1no. parking space.

The proposed extension would not be considered to increase the parking requirement, in line with guidance contained within the aforementioned SPG; however, the development would remove 1no. off-street parking space to the side of the property. The applicant therefore proposes an additional 1no. parking space to the front of the property to replace the parking space lost, which would result in a shortfall of 1no. parking space.

Concerns were also raised by objectors regarding the loss of a parking space at the application site. It was noted that the loss of a parking space was contrary to the Access, Circulation & Parking Requirements SPG and would be detrimental to highway safety.

Highway Safety Conclusion:

Some concern is raised by the Local Highway Authority that the proposal would result in a shortfall of 1no. parking space and that the proposed parking space would be parallel to the highway. However, taking into consideration that the proposal would not increase the parking requirement and that an additional parking space is provided to compensate for the loss of the parking space to the side of the property, the proposal is considered acceptable, and no objections were raised by the Local Highway Authority, subject to condition.

Other Matters:

Objectors raised concerns regarding how occupants of the dwelling would access the rear garden of their property, with concerns that a new pedestrian access to the garden would be constructed in future. However, no pedestrian access is proposed as part of this planning application and access can be gained to the rear garden through the property.

Third party comments were also received querying whether the construction phase would be limited to weekday working hours between 8-6. However, when considering

the scale of works, which is for a domestic extension to an existing dwelling, it would not be considered necessary or reasonable to impose planning conditions relating to working hours at the site.

Letters of objection were also received outlining concerns regarding the impacts of the construction works on a shared private drive/ road to the east of the site. The private road is the sole vehicular access to 5no. properties to the rear of the application site. Objectors raised concerns that scaffolding and building works could disrupt and impede access along the private road and restrict access to and from dwellings to the rear of the site. Whilst these concerns are noted, the issue of utilising private land for scaffolding and construction works would be considered a private matter between neighbouring properties and landowners.

Some objectors also noted that the extension could encroach upon and damage a retaining wall which supports the adjacent private road. However, all works proposed are contained within the applicant's land, and as such, any concerns raised with regards to the construction of the extension would be considered a private matter between neighbouring properties and landowners. Notwithstanding, an advisory note is recommended advising the applicant that all alterations shall be undertaken within the curtilage of the application site.

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 proposed works are considered acceptable in terms of their overall scale, design, and visual appearance. Furthermore, the extensions are considered to have an acceptable impact upon the amenity and privacy standards currently enjoyed by the occupiers of the immediate neighbouring properties, and the works would have an acceptable impact upon highway safety. 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 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

- EXISTING PLANS, ELEVATIONS, SECTION AND LOCATION PLAN. Drawing No. 01
- PROPOSED PLANS, ELEVATIONS AND SECTION. Drawing No. 02 Rev. A. Received by Local Planning Authority 12/05/2023
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And documents received by the Local Planning Authority on 12/04/2023 and 12/05/2023, unless otherwise to be approved and superseded by details required by any other condition attached to this consent.

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

3. The Parking Spaces indicated on submitted drawing no. "02 Rev. A" shall be constructed on site in permanent materials and remain for the purpose of vehicular parking only.

Reason: To ensure vehicles are parked off the public highway, in the interests of highway safety and the free flow of Traffic, in accordance with Policy AW 5 of the Rhondda Cynon Taf Local Development Plan.

4. Building operations shall not be commenced until samples of the external materials proposed to be used have been submitted to and approved in writing by the Local Planning Authority and all materials used shall conform to the sample(s) so approved.

Reason: To ensure that the external appearance of the proposed development will be in keeping with the character of the area and adjoining buildings in the interests of visual amenity in accordance with Policies AW5 and AW6 of the Rhondda Cynon Taf Local Development Plan