

APPLICATION NO: P/16/173/FUL

APPLICANT NAME & ADDRESS:

MR & MRS EVANS
C/O KENNEDY JAMES GRIFFITHS, UNIT F COPSE WALK, CARDIFF
GATE BUSINESS PARK, CARDIFF.

LOCATION:

36 Ffordd Sanderling, Porthcawl, Bridgend, CF36 3TD

DEVELOPMENT: EXTEND & REORIENTATE DWELLING INCLUDING
PARTIAL DEMOLITION TO PROVIDE ADDITIONAL ACCOMMODATION &
SEA VIEWS

APPLICATION/SITE DESCRIPTION.

The application seeks planning permission to extend the residential property known as 36 Ffordd Sanderling, Porthcawl. The application site is shown on the aerial image below.



The application site is situated on a modern residential estate and occupies a corner plot within the cul-de-sac development. The existing side elevation of the dwelling and rear elevation of the detached garage face towards the sea

front (Mallard Way). The application seeks to create a development that responds and orientates itself towards the sea frontage.

The application proposes the modification and enlargement of the garage, to a three storey extension that extends the existing dwelling. Additional accommodation in the form of three bedrooms and a lounge would be provided in the roof space/second floor of the extension. At first floor level a lounge, kitchen and dining area, and balcony feature would be created. At ground floor level an entrance hall, library and three car garage would be provided within the extension.

The proposal would allow the reorientation and reorganisation of the existing living accommodation that would be altered from a 5 bedroom to a 6 bedroom property. The west elevation of the extension would incorporate large glazed windows and a central gable feature, with a recessed northern aspect with lower ridge height. The proposed finishing materials consist of white rendered elevations, slate roof and white powder coated aluminium windows.

Access to the site would remain unaltered direct from the cul-de-sac development, off Ffordd Sanderling.

Existing view of property from Ffordd Sanderling.



Existing view of the property from the common/sea front.



The plans below shows the proposed elevations.

North Elevation



East Elevation



South Elevation



West Elevation – from Sea Front



Proposed sea front elevation and adjacent neighbouring property



RELEVANT HISTORY

P/15/842/FUL – EXTEND & REORIENTATE DWELLING TO PROVIDE ADDITIONAL ACCOM. & VIEWS OF THE SEA, INC. PARTIAL DEMOLITION – WITHDRAWN – 08-02-2016

P/13/206/FUL - CONVERT EXISTING ANNEXE/TRIPLE GARAGE TO DWELLING, TWO STOREY EXTENSION TO INC GARAGE SPACE & BALCONY - REFUSED - 25-03-2013

P/04/209/FUL – RESIDENTIAL DEVELOPMENT OF 40 4/5 BEDROOM DETACHED DWELLING INCLUDING ASSOCIATED WORKS – GRANTED – 23/08/2004

SITE INSPECTED

The site was inspected on the 01/01/2016 and 19/04/2016.

NEGOTIATIONS

The applicant was requested to revise the design of the proposed extension and has reduced the scale of the extension, following the submission of an earlier application (refers P/15/842/Ful) that was subsequently withdrawn by the applicant.

PUBLICITY

The period allowed for a response to consultations expired on the 29 March 2016.

CONSULTATION RESPONSES

The Group Manager Transportation and Engineering (Highways) has no objection to the proposal subject to condition.

REPRESENTATIONS RECEIVED

Porthcawl Town Council – No objection.

Objections have been received from the following local residents:-

- R Langdon - 38 Sanderling Way
- J Richards - 37 Sanderling Way
- J Scott-Williams - 35 Sanderling Way
- M Parsons - 6 Mallard Way

The objections are summarised as follows:-

- Visual impact
- Development not in keeping with the scale of neighbouring properties
- Amended proposal is an improvement but is still inharmonious and overbearing
- Scale of proposal
- Loss of privacy including overlooking/overbearing impact and loss of light

- Highway safety
- Disproportionate/overdevelopment of the plot
- Permission previously refused in 2013 (for the subdivision of the plot into two dwellings) when the site was deemed too small.
- Negative impact on property values
- Loss/negative impact on views
- Construction disturbance/disruption/and access difficulties

COMMENTS ON REPRESENTATIONS RECEIVED

The objections received relating to the visual impact, scale and the impact on neighbouring residential amenity are addressed in the Appraisal section of this report.

In terms of Highway Safety, the Transportation Section has raised no objections against the proposal. It is acknowledged the proposal seeks alterations to the existing garage and parking provision, however, the development proposes a replacement garage which is considered to provide adequate off-street parking for the development.

It is considered that the proposed extension does not represent overdevelopment of the plot with sufficient garden/amenity space and vehicular turning/parking provision being provided within the site. The actual increase in the footprint of buildings on the site is not excessive given an existing, large detached garage would be incorporated into the extension. The applicant highlights over 50% of the plot would remain undeveloped, which accords with the requirements of Council planning guidance (Note 8 of SPG 02: Householder Development).

Planning permission in 2013 was refused for the conversion of the detached garage into a separate dwelling house which represents a materially different proposal to the current planning application. The current proposal for a householder extension rather than the creation of an additional, separate dwelling at the plot must be assessed on its own planning merits.

The impact of the proposal on property values and existing views from neighbouring properties are not material planning considerations and do not represent justified reasons to refuse such a planning application.

It is acknowledged all development projects result in a degree of construction disturbance and disruption to neighbouring residents, although this disruption is likely to be of a temporary nature and is not a justified reason to warrant the refusal of such a planning application.

APPRAISAL

The application is referred to the Development Control Committee for determination in view of the objections received from local residents.

Whilst determining this application Policy SP2 of the Bridgend Local Development Plan and Notes 1,2,6,8,9,11,12,14,15 and 18 of Supplementary Planning Guidance 02 Householder Development (SPG02) were considered.

The application seeks planning permission for the erection of a new extension to this modern detached property that is situated within a residential area of Porthcawl.

The application is accompanied by a supporting Design and Access Statement that highlights the proposal aims to increase the available accommodation and take advantage of the sea views.

The proposed works are considered acceptable in terms of their design and overall visual appearance. It is acknowledged the works represent a significant change to the appearance of the existing property with a large extension being proposed in this instance. However, the footprint of the property would not be significantly increased given an existing garage would be incorporated into the extension. Following negotiation with the applicant the footprint of the extension adjacent to no.35 Ffordd Sanderling has been reduced. The overall design of the extension has been revised to ensure a more symmetrical and balanced form of development.

The general ridge height of the extension would be set below the ridge height of the adjacent property (no.35) with the set back and set down on the north-western corner of the extension introducing a subservient element to the addition. The revised design of the extension more appropriately reflects and is in-keeping with the general massing and appearance of no. 33 Ffordd Sanderling that is situated to the south of the application site (two properties away). No. 32 Ffordd Sanderling also represents a large property that departs from the general design and appearance of other properties within this estate. When viewed from the sea front, properties further north (along Mallard Way) also vary in their design and general appearance. The level of the land also falls from south to north which would further reduce the prominence of the development, particularly when viewed from the sea front.

View from Sea Front towards application site



Overall, given the mixed design of properties in the locality and the revisions undertaken to the scheme, it is considered the proposal would not have a detrimental impact on the existing levels of visual amenity currently enjoyed in the area.

Turning to the impact on residential amenity, the application property is abutted towards its southern side by no.35 Ffordd Sanderling. A conservatory exists to the rear of this neighbouring property. Whilst the proposed extension would be visible from the rear garden space and conservatory of the neighbouring property, the proposal would replace an existing garage building that has an overall height of approximately 6.8 metres. The first floor side elevation of the extension, in closest proximity to no. 35 would be set back 1.2m from the existing side elevation of the garage with a distance of approximately 3.0m being retained between the first floor of the extension and the neighbouring building. No.35 is also slightly elevated (approximately 0.75m) above the application site which would further reduce the height and massing of the extension when viewed from this property. The extension would incorporate a hipped roof design that falls away from no.35 and, being situated towards the south of the application site, this neighbouring property is unlikely to experience such adverse overbearing or overshadowing impact to warrant a recommendation to refuse the application.

Following the reduction in the footprint of the extension and projection towards the highway fronting the site, it would also have no overbearing impact on the small, side windows positioned with the main side elevation of no. 35 Ffordd Sanderling. The southern corner of the proposed extension at first floor level does incorporate a recessed balcony although an obscurely glazed window/panel to the south elevation of the balcony would prevent any direct overlooking of the neighbouring property. A small roof balcony is also proposed within the roof space of the extension although this would not directly face the neighbouring properties and again through the use of a planning condition, a privacy screen incorporated into the design of this balcony would prevent any direct overlooking impact of the neighbouring property (no.35).

To the north of the application site is the large rear garden area associated with no.6 Mallard Way with a mature hedge and fence separating the two sites. The northern aspect of the extension would effectively be positioned 2.3 metres closer to this neighbouring garden space than the existing, main rear elevation of the property, although an appropriate offset would remain between the sites. The applicant has also detailed the first floor windows proposed within the side, north facing elevation of the extension would be obscured in nature to prevent any direct overlooking of the garden space of no.6 Mallard Way. A recommended condition would ensure the side facing first floor windows remain obscured in perpetuity.

No. 37 and no. 38 Sanderling Way are positioned to the east of the application site. A vehicular highway (private driveway) and detached front garage associated with no.37 Ffordd Sanderling offset the application site

from these neighbouring properties. Following a reduction in the projection of the extension towards the highway of Ffordd Sanderling and the extension being sited in excess of 21 metres away from the front elevations of these neighbouring properties, it would not have any harmful impact on the levels of residential amenity and privacy currently enjoyed by no. 37 and 38 Sanderling Way. Overall, the proposal is considered acceptable in terms of its impact on levels of residential amenity and privacy currently enjoyed in the locality.

In terms of highway safety, The Group Manager Transportation and Engineering (Highways) has no objections to the proposal, subject to a condition ensuring the proposed garage is retained as a private garage and at no time shall be converted to living accommodation. As such, the proposal would therefore have no adverse impact on highway safety.

CONCLUSION

Notwithstanding the objections received, this application is recommended for approval on the basis the development complies with planning policy and guidelines and would not adversely affect privacy, highway safety or visual amenities nor so significantly harm neighbours' amenities as to warrant refusal.

RECOMMENDATION

R02: That permission be GRANTED subject to the following conditions:

1. The development shall be carried out in accordance with the following approved plans and documents:

Design and Access Statement Received 03/03/2016

Proposed Ground Floor Plan Draw.No. 1183-PL2-08 Received 03/03/2016

Proposed First Floor Plan Draw.No. 1183-PL2-09 Received 03/03/2016

Proposed Second Floor Plan Draw.No. 1183-PL2-10 Received 03/03/2016

Proposed North and East Elevations Draw.No. 1183-PL02-12 Received 03/03/2016

Proposed Roof Plan Draw.No. 1183-PL02-11 Received 20/04/2016

Proposed South and West Elevations Draw.No. 1183-PL02-13 Received 22/04/2016

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

2. Notwithstanding the requirements of condition no.1, no development shall take place until full specifications of the design and position (including height from internal floor levels and finishing glazing type), of the roof sky lights have been submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the agreed details.

Reason: In the interests of privacy and residential amenities.

3. Notwithstanding the requirements of condition no.1, a 1.7m high solid privacy screen (as measured from useable floor level) shall be erected to the southern side of the proposed roof balcony in accordance with details that have first been submitted and approved in writing by the local planning authority. The privacy screen shall be fitted prior to the beneficial use of the development hereby approved and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

4. Notwithstanding the requirements of condition no.1, the side south facing first floor opening serving the balcony (facing no.35 Ffordd Sanderling) and the side, north facing first floor windows (facing no. 6 Mallard Way) shall be fitted with obscure glazing to a minimum of level 5 on the Pilkington index of obscurity. The obscure glazing shall be fitted prior to the beneficial use of the extension hereby approved and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

5. The garage hereby approved shall only be used as a private garage and at no time shall it be converted to a room or living accommodation without the prior written agreement of the Local Planning Authority.

Reason: To ensure that adequate parking facilities are provided within the curtilage of the site.

THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a) Notwithstanding the objections received, this application is recommended for approval on the basis the development complies with planning policy and guidelines and will not adversely affect privacy, highway safety or visual amenities nor so significantly harm neighbours' amenities as to warrant refusal.

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None