

Additional Comments

The Council wish to make the following points:-

- 1 The objective of TAN12 is to improve the quality of design. This is reflected in Policy GDP1 in that the development should not only accord with the site but also makes a positive contribution to the appearance of the nearby locality. The Council contend that the extension is incongruous and its overall width and mass would be visually over-dominant and out of keeping when viewed from Briar Close. The issue is whether it makes a positive contribution? It is the additional mass and the way it ties into the existing dwelling which is of main concern.
- 2 The introduction of a separate front door and other design details give the impression that the extension is a separate dwelling, which again changes the character of Briar Close which is characterised by detached dwellings. In fact there are no semi-detached dwellings or dwellings which display that character anywhere else on the Nant Clwyd Pant Estate.
- 3 The Council are not relying on a symmetry point but do believe that the strong vertical emphasis of the property will be significantly impaired by introducing this extension.
- 4 The Council have not taken the letter dated 13 August 2012 out of context. The letter clearly states that it is an independent dwelling. If it is not so now, it could be used as such in future (i.e rented out). The applicant refers to a separate group of visitors which would impose additional parking pressures in the cul-de-sac, in particular, the turning head (which is at the end of the estate road and frequently used).
- 5 The issue of available parking is a significant one. In the appellant's additional comments they state that the site has three parking spaces. This is incorrect. There are two spaces in front of the garage, one of which is occupied by a large touring caravan which appears to be a permanent fixture. In reality therefore there would appear to be only one space presently available.
- 6 The Council's Parking Standards are set out in LPG16 "Parking Standards". The standard for a six bedroom dwelling is four spaces and garages are not counted as contributing towards on-site parking provision. The Council recognise that these are maximum standards but in this case the level of provision is well below this requirement. This shortfall becomes more significant as Cross Lanes is a relatively isolated rural community where there is greater reliance upon motor vehicles, particularly as public transport to nearby major towns is extremely limited. To allow this development will therefore result in significant additional parking pressures in the cul-de-sac, potentially disturbing vehicular movement within the turning head.

