

**REFERENCE:** P/21/732/FUL

**APPLICANT:** Mr S Whiley: Ty Teulu, Pencoed CF35 6LT

**LOCATION:** Land north of Heronston Hall,  
Heronston Lane, Bridgend CF31 3AX

**PROPOSAL:** Erection of equestrian timber stables (12) and associated ancillary space for livery

**RECEIVED:** 2 August 2021

### DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development comprises the removal of the existing dilapidated equestrian training manege and timber stable block on land north of Heronston Hall, in order to use the site for a livery for Olympic trained dressage horses and their riders. The development proposal can be summarised as comprising of the following:

- Erection of a timber stable block (285 m<sup>2</sup> GIA) for up to 12 horses with tack room/feed store, wash bays and WCs;
- Installation of an Olympic-sized enclosed manege;
- Installation of two 16m diameter horse walkers/lunge pens;
- Grazing paddocks; and
- Ancillary works including site access, car parking, drainage etc.



*Existing and proposed site plan*

The proposed stable block is an 'American style' timber stable measuring approximately 40m in length and 11.5m in width. The stable will be 4.5m high to its ridge and 3m in height to its eaves with a shallow roof pitch including a number of roof lights.



*Proposed western elevation*

The horses to be kept at the site will consist of sporting, eventing and competition horses. The intention is for the site to be used to provide one-to-one lessons for horse-owners who keep their horses within the livery and, as such, the facility will not be open to the general public as a commercial riding centre.

The livery for the proposal is intended to be 'full' which means that the horses will be managed and maintained by the applicant and include feeding, cleaning of stables and the exercising of horses on a daily basis. It is only occasionally required for the horse owners to attend a one-to-one lesson. Horses will remain on site and will only be taken away for eventing days, changeovers or for emergencies etc.

Once fully established, one part time apprentice is likely to be recruited to work alongside the applicant at the site and assist with the care and welfare of the horses.

The site layout provides for six car parking spaces alongside bicycle storage racks and an area for the turning of large vehicles (horse-boxes).

## **SITE DESCRIPTION**

The application site lies within the countryside as defined by Policy PLA1 of the adopted Local Development Plan (2013) being sited approximately 60 metres to the south of the defined boundary of the Primary Key Settlement of Bridgend. It comprises a relatively large parcel of land on the western side of Heronston Lane which currently includes a manege with a small stable block and paddock area.

The site is located within the Green Wedge of Bridgend and Ewenny as defined by Policy ENV2(11) of the Local Development Plan (2013) and is within an Archaeologically Sensitive Area known as Island Farm Bovium identified by Policy SP5(4) of the Local Development Plan (2013). The western and northern boundaries of the site sit adjacent to the Heronston House Meadow Site of Importance for Nature Conservation (SINC).

The land is accessed via an existing entrance gate in the south-eastern corner and slopes gradually upwards towards the north.

The application site is situated to the north/west of a number of residential properties which are accessed off Heronston Lane. The lane, which forms the eastern boundary of the site, links the public highway at Heronston Lane to the A48 highway to the north of the site, one of the main roads around Bridgend. The bollards at the northern end of the lane restrict vehicle access with the lane comprising a no-through-road.

The site and some of the surrounding fields are currently used for the grazing of horses and other animals. The stretch of Heronston Lane heading north toward the A48 also provides access to the fields to the north in which several stable buildings are situated and horses are kept. Further stables alongside another manege are situated in the fields to the

south of Heronston Lane.

## PLANNING HISTORY

Application Reference	Description	Decision	Date
P/11/420/FUL	Erection of a block of 3 box stables in a field adjacent to the landowners dwelling and grounds	Conditional Consent	15/07/2011

## PUBLICITY

The application has been advertised on site and neighbours have been notified of the receipt of the application. The period allowed for response to consultations/publicity expired on 15 September 2021. Following the submission of additional plans, a further consultation period expired on 30 March 2022.

## CONSULTATION RESPONSES

**Highways Officer** – No objection subject to conditions.

**Bridgend Town Council** – No objection.

**Land Drainage** – No objection subject to conditions. The development appears to be greater than 100m<sup>2</sup>, therefore a SAB application is required.

**Natural Resources Wales** – No objection. Advice provided to the applicant relating to making a foul drainage connection.

**Countryside Management (Ecology)** – Further to my observations concerning this application on 1 October 2021, I note the submission of the Preliminary Ecological Appraisal as requested. Having viewed this assessment, I recommend that Sections 6 (Recommendations) and 7 (Ecological Enhancement Opportunities) are included in the conditions of approval if this application is subject to planning approval.

Conditioning these sections of the assessment will help satisfy compliance with Section 6 of the Environment (Wales) Act 2016 that places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the resilience of ecosystems'.

## REPRESENTATIONS RECEIVED

A number of objections were received from the tenants/owners of neighbouring properties, the addresses of which are listed below:

- Heronston Hall
- Heronston Barn Cottage
- Heronston Farm
- Heronston House
- The Old Malthouse

The material Planning objections raised in these consultation responses included the following:

- Inappropriate development for this Green Wedge location;
- Out of keeping with the area;
- Increased congestion on Heronston Lane including large vehicles which are unsuitable for the road;
- Unsuitable access to the site;

- Insufficient parking;
- Impact on residential amenity through noise, smell, lighting and traffic;
- Exacerbate the existing drainage issue causing flooding to the highway;
- Potential overlooking of neighbouring properties;
- Concerns regarding horse welfare (due to the number of horses compared to the size of the site).

**Councillor Lyn Walters** – “I have been advised by Mr David that this Planning application will be reviewed again in the next 4–6 weeks. Following my conversation with Mr David and having used Heronston Lane on many occasions, I fully agree with his concerns that the development will introduce an unacceptable volume/size of traffic. I am concerned that there will be road blockages and increased danger to all users when large lorries and cars are negotiating the access into the stables.

I therefore object to the application and request that it is reviewed in full by the Development Control Committee. I also request that:

- The committee have a site visit to the site so they can see the reality of the situation
- Mr David be permitted to raise his concerns in person to the Committee.”

## **RESPONSE TO REPRESENTATIONS RECEIVED**

Many of the objections offered by neighbouring residents and summarised above are key in the consideration of the application and will be addressed in the appraisal section of the report. This includes material Planning considerations relating to issues including highways, the impact of the proposals on neighbouring amenity, the visual impact of the development, drainage/flood risk and the principle of the development in this countryside/Green Wedge location.

Besides these matters, concerns have also been raised regarding horse welfare with neighbouring residents suggesting that a stable of 12 horses would require a greater area of land than the proposed site to provide space for exercising the horses.

In response to these comments, the applicant has reiterated that this is not an ordinary livery yard as general turnout is not required. The proposal is different from that of the normal livery stable consisting of a specialised dressage training facility only. The horses kept on site are not grazed horses, they are sporting, eventing and competition horses hence the walking and training facilities within the proposal.

The applicant has advised of the various qualifications and experience they have in the management of horses and stables including Royal Horse Society Equine Qualifications (BHS 1,2&3) - UKCC Lvl2 (Dressage Specific) - BSc in Equine Management as well as being a fully qualified lecturer (PGCE - PECT) in Equine Studies. The Authority is satisfied that horse welfare will not be an issue at the site.

In response to the Local Ward Member’s comments, Officers can advise that, having sought advice from the Chief Officer Legal, there is no prospect for committee site visits in the short term. However, the Officer’s presentation will include sufficient detail to illustrate the context of the site. The proposal has been assessed by the Highways Officer and the interested third party will have an opportunity to present at the meeting in line with guidelines.

## **RELEVANT POLICIES**

The relevant policies of the Local Development Plan and supplementary Planning guidance are highlighted below:

- |                    |   |
|--------------------|---|
| <b>Policy PLA1</b> | Settlement Hierarchy and Urban Management |
| <b>Policy SP2</b>  | Design and Sustainable Place Making       |

<b>Policy SP3</b>	Strategic Transport Planning Principles
<b>Policy PLA11</b>	Parking Standards
<b>Policy SP4</b>	Conservation and Enhancement of the Natural Environment
<b>Policy ENV1</b>	Development in the Countryside
<b>Policy ENV2</b>	Development in Green Wedges
<b>Policy ENV4</b>	Local/Regional Nature Conservation Sites
<b>Policy SP5</b>	Conservation of the Built and Historic Environment
<b>Supplementary Planning Guidance 17</b>	Parking Standards
<b>Supplementary Planning Guidance 19</b>	Biodiversity and Development

In the determination of a Planning application regard should also be given to the local requirements of National Planning Policy which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this Planning application:

**Future Wales – The National Plan 2040**

**Planning Policy Wales Edition 11**

**Planning Policy Wales Technical Advice Note (TAN) 16 - Sport/Recreation/Open Space**

**Planning Policy Wales Technical Advice Note (TAN) 18 – Transport**

**Planning Policy Wales Edition 11**

**Planning Policy Wales TAN 5** Nature Conservation and Planning

**Planning Policy Wales TAN 6** Planning for Sustainable Rural Communities

**Planning Policy Wales TAN 12** Design

**Planning Policy Wales TAN 18** Transport

**Planning Policy Wales TAN 24** Economic Development

**WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015**

The Well-being of Future Generations Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of the proposed development.

**THE SOCIO ECONOMIC DUTY**

The Socio Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came in to force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this application.

**APPRAISAL**

This application is referred to Committee at the request of Councillor Lyn Walters and for Members to consider the objections from neighbouring properties. An appraisal of the proposals in the context of the relevant material considerations is provided below.

The main issues for consideration in the determination of this application are the principle of the development, its visual impact, its impact on residential amenity, highways, drainage, ecology and archaeology.

## **PRINCIPLE OF DEVELOPMENT**

The application site is located within the countryside as demarcated by Policy PLA1 of the Local Development Plan (LDP) (2013). The countryside is defined as land situated outside of the designated settlement boundaries.

Planning Policy Wales Technical Advice Note (TAN) 6 (July 2010) entitled Planning for Sustainable Rural Communities advises that Local Planning Authorities must *protect and enhance the natural and historic environment and safeguard the countryside and open spaces*. According to paragraph 6.11.1 the definition of agriculture includes *the breeding and keeping of livestock and the use of land as grazing land*. Land can be used for the grazing of horses however, if horses are kept for any other purposes (such as exercise or recreation), the use of the land and extent of the exercise or recreation activity undertaken on the land are matters to be considered as part of a Planning application.

Paragraph 4.1.9 of the LDP states that *the countryside should be protected for its own sake (i.e. for its beauty, landscape quality, natural resources, and its agricultural, ecological, geological, physiographic, historical, archaeological and recreational value*. In order to protect the countryside development in such locations *will be strictly controlled*.

Policy ENV1 of the Local Development Plan (2013) states that development in the countryside may be acceptable where it is necessary for the following:

- 1) Agriculture and/or forestry purposes;
- 2) The winning and working of minerals;
- 3) Appropriate rural enterprises where a countryside location is necessary for the development;
- 4) The implementation of an appropriate rural enterprise/farm diversification project;
- 5) Land reclamation purposes;
- 6) Transportation and/or utilities infrastructure;
- 7) The suitable conversion of, and limited extension to, existing structurally sound buildings where the development is modest in scale and clearly subordinate to the original structure;
- 8) The direct replacement of an existing dwelling;
- 9) Outdoor recreational and sporting activities; or
- 10) The provision of Gypsy Traveller accommodation.

Policy ENV1 seeks to protect the integrity and openness of the countryside and prevent inappropriate forms of development. The proposal seeks the erection of equestrian timber stables (12) and associated ancillary space for livery and training. It is accepted that the use proposed is one that would typically require a countryside location. The proposal is considered acceptable in principle in line with criteria 3 and 9 of Policy ENV1. The applicant has provided a business plan which sufficiently justifies that the business has reasonable prospects of remaining financially viable.

The site also lies within an area designated as a Green Wedge by Policy ENV2 of the LDP. This Policy aims to prevent development which causes or contributes to the coalescence of settlements or reduces the openness of the land between the settlements. As indicated above, the proposed use is considered to be appropriate in this countryside location and given the rural character of the use, will not result in the urbanisation of the Green Wedge. The development of an equestrian facility in this location will not contribute to the coalescence of the settlements of Bridgend and Ewenny.



On balance, the proposed development is considered to be acceptable in principle, in line with Policies ENV1 and ENV2 of the Local Development Plan.

## VISUAL IMPACT

Whilst the proposed use of the land for a livery may be acceptable in principle, regard must be given to the impact of the development on the visual amenities of the area. Policy SP2 of the Local Development Plan (2013) states that *all development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.* Design should be of the highest quality possible and should be appropriate in scale, size and prominence. Further to this, the proposed development should have particular regard to its countryside location.

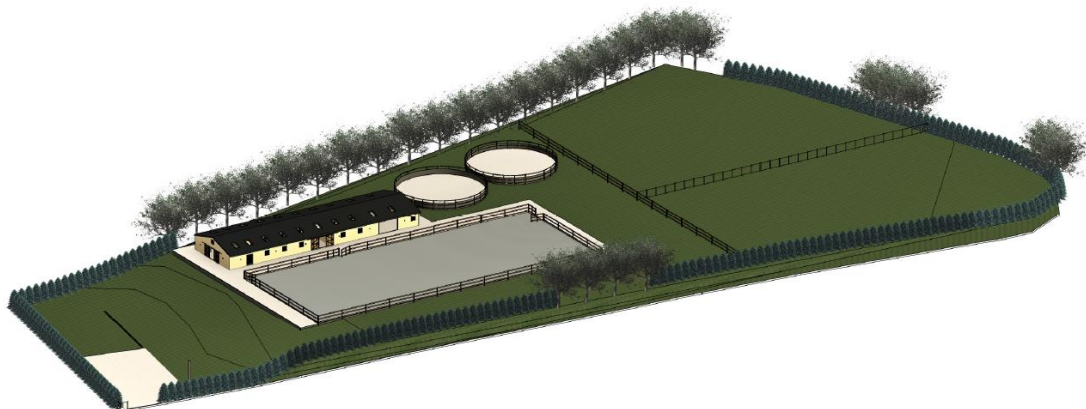
The site is relatively well-shielded from views for a combination of reasons including its location off a non-through road, the dense hedgerows and treelines which form its boundaries as well as the level difference between the site and the adjacent lane. Notwithstanding this, the development of the site will result in a substantial change to the existing character and appearance of the field. Where views of the site are available (such as at the site's entrance), consideration should be given to its visual impact.



*Proposed Western Elevation*

The submitted plans suggest that the stable block will measure 3 metres in height to the eaves with a ridge line of 4.5 metres in height. The building is to measure 40m in length by 11.5m in width providing stabling for up to 12 horses alongside a storage area, tack room and toilet facilities.

Whilst there are existing stable/manege facilities present in this location, the proposed development will significantly alter the appearance of the site by replacing the relatively informal and minor built form with a substantial professional facility. The proposed development will comprise the most significant equestrian facility in the area in terms of its scale. Despite this, the built form proposed will sit comfortably within what is a spacious site (approx. 1.3ha) with green space in the form of paddocks being retained to the south, east and north of the stable block and associated facilities.



*Proposed 3D view of site*

The Design and Access Statement submitted makes reference to other equine, agricultural buildings and facilities in the area which vary in terms of their scale, design and appearance. The buildings referenced include structures built from timber and corrugated sheeting with shallow pitched roofs. Closer to the site the cluster of residential dwellings and outbuildings to the south are finished in a combination of render and stonework.

The character of the development is undoubtedly one which is rural in nature with an 'American style' stable proposed which will be finished in tanalised timber. The finish colour of the stable is yet to be agreed although it is considered that a darker coloured timber would be more appropriate to this location to soften the visual impact of the building. The shallow pitched roof proposed reflects the form of the existing agricultural/equine buildings near to the site and at a height of 4.5m, it is considered to be of an appropriate scale which is suitable to this location.

Whilst representing a significant visual change from the current use of the site which appears as a more informal stabling/grazing facility, the proposed development will undoubtedly remain rural in character. It is not considered to be harmful to the visual amenity of this countryside location.

### **RESIDENTIAL AMENITY**

Criterion (12) of Policy SP2 states that all development should *Ensure that the viability and amenity of neighbouring uses and their users / occupiers will not be adversely affected.*

Given the use proposed, concerns have been raised regarding the potential impact of the odour associated with the manure at the site on nearby residential properties. The applicant has clarified that the intention is for solid manure to be deposited in muck trailers which would be removed from the site when full. The muck trailer will sit alongside the stables in a slight "pit" (for ease of filling) and be emptied approximately once per week in Llandow where there are a number of facilities for receiving manure.

Given the rural nature of the site and its surroundings, some odour from manure is expected to a degree although efforts should be made to minimise the impact of the muck pit on neighbouring residents. The applicant has suggested that the muck trailer will be situated on the northern side of the stable block furthest from the residential properties to the south of the site. Subject to a plan being received to confirm the location of the muck trailer, this is considered to be an acceptable compromise which would not adversely affect the amenity of neighbouring residents.

Concerns were raised by neighbouring residents that the development of the site may include flood lights which would impact on residential amenity. There is no large-scale lighting proposed as part of this application with the applicant confirming that external lighting will be limited to security lighting. No concerns are raised in regard to any light pollution impacting on the amenity of neighbouring residents.

The application site is in close proximity to a cluster of residential developments with the closest properties to the site consisting of Heronston Hall and Heronston Barn Cottage which adjoin the site to the south-east and the south respectively. A visit to the site confirmed that whilst there is significant screening to its southern boundary, the hedgerow/treeline at the south-western corner of the site is less dense. As a result, there is less of a visual buffer between the application site and the residential property of Heronston Hall, as seen in the photograph below.

The eastern elevation of Heronston Hall, which faces toward the site, comprises the side elevation to the property. A range of windows are situated within this elevation at both



ground and first floor level. Whilst the issue of overlooking between the site and this property is an existing issue, the proposed development will result in the intensification of the use of the site which could exacerbate any overlooking of Heronston Hall to the detriment of its occupiers.



*Photograph of Heronston Hall, taken from the sites entrance*

This potential issue could be overcome by improving the screening at the south-western boundary of the site, creating a greater visual screen between the site and Heronston Hall through the use of planting (i.e. a mature hedgerow). A condition is to be included on any permission that requires details of a new boundary treatment at this location to be agreed and implemented prior to the beneficial use of site.

## **HIGHWAYS**

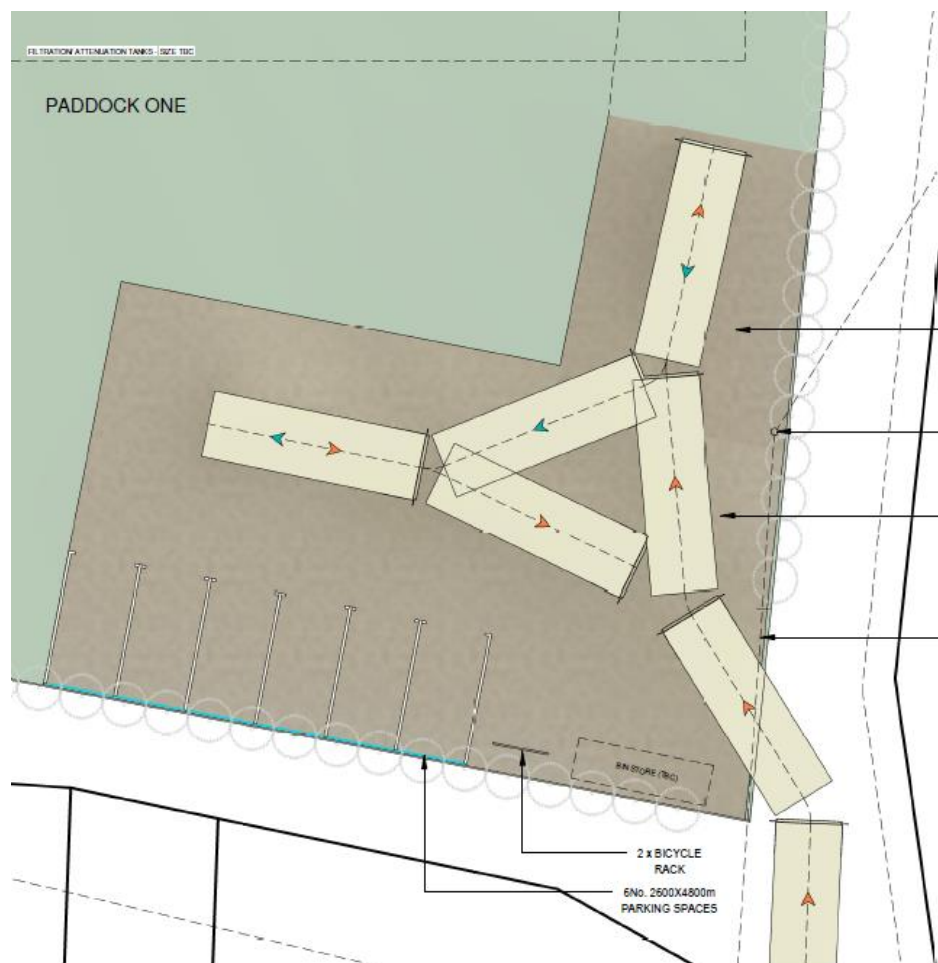
Policy SP2 of the LDP stipulates that development should provide *good walking, cycling, public transport and road connections within and outside the site to ensure efficient access.*

Whilst there is an existing stable and manege at the site, the proposed development will greatly increase the scale of the facilities providing a commercial equestrian business in the place of what was previously used on a private and recreational basis by a local resident. As a result of the increase in capacity it is considered that there would be an increase in movements to/from the site.

Within the Design and Access Statement the applicant has suggested that vehicular movements to/from the site will be kept to a minimum. The site is not to be publicly accessible as training is to be undertaken on a one-to-one basis with a single trainer and student using the site at any given time. The stables will provide full livery where the care, exercising etc. of the horses is carried out by the yard on behalf of the horse owners. One part-time apprentice is expected to assist the applicant with the day-to-day management of the stables.

Besides the vehicular movements associated with the staff and horse-owners, other traffic generated by the development will include feed deliveries as well as the occasional transportation of horses to competitions and events.

The applicant who currently manages stables of a similar size elsewhere, has suggested that deliveries of hay and bedding to the site will take place approximately once per week using a small trailer with a van delivering feed to the site approximately once a month. A vehicle tracking plan submitted confirms that vehicles up to and including a 7.5t horse box lorry could enter the site, turn and subsequently leave the site in a forward gear.



*Swept path analysis plan*

The use of Heronstone Lane by articulated HGVs has been of concern in the past with these having difficulty negotiating the entire length of the lane. In this regard it is understood that difficulties were experienced in the section of the road to the east of the site. As a result, signs were erected at either end of the lane advising drivers of such vehicles not to follow satellite navigation. It is noted that the applicant indicates that no vehicles larger than 7.5t horseboxes would be attracted to the site. Whilst these are technically classed as HGVs, their shorter length is not considered to generate the same concerns. It should however be noted that ultimately the drivers of such vehicles should have regard to the size of their vehicle and constraints of the lane.

Pedestrian movements to/from the site are catered for by the use of the lane to the north of the site access leading to the A48 where there are footways available. This lane is not used by vehicles with no vehicular access available from the north. Pedestrian crossing movements across the A48 can be undertaken at Ewenny roundabout to the west and Picton Court roundabout to the east. The proposed scheme also makes provision for cycle parking within the site.

The majority of the horses used for training will stay at the stables on site and as a result the functioning of the site and facilities will not be dependent on the regular movement of horse-boxes transporting horses to and from the site. The proposal is to incorporate a

secure tack room so the owners of the horses can leave saddles and riding gear on site thereby reducing the requirement for driving to the site as there is little requirement for bringing riding items with them.

Notwithstanding this, there are concerns related to an increase in conflicting vehicle movements when one-to-one lessons at the site start/end. In order to manage this, a condition requiring a Traffic Management Plan to be submitted will enable a degree of control over start/end times of lessons such that a time buffer can be incorporated into the schedule and reduce the potential for the conflict of vehicles on the lane.

## **DRAINAGE**

The Design and Access Statement as well as the submitted plans indicate that a drainage strategy for the site has not yet been decided upon. While there is an existing sewer running adjacent to the eastern boundary of the site along Heronston Lane to which a connection could be made, the applicant has suggested that an on-site septic tank may be an alternative option for consideration.

In line with the guidance set out within Welsh Government Circular 008/2018, the applicant should initially seek to provide a system of foul drainage which discharges into a public sewer. Should the cost or practicality of this method prove to be unfeasible, other methods of disposing of foul drainage (such as using a septic tank) can be considered. The applicant would be required to demonstrate that it is not reasonable to make a connection to the public sewer before alternatives are considered.

Regarding surface water drainage, as the development exceeds 100m<sup>2</sup> a SAB application is required to be submitted in order to manage on-site surface water. The applicant should submit a sustainable drainage application to the Council's SAB prior to the commencement of any works on the site.

A condition is to be added to any permission which will require a comprehensive drainage scheme for the site to be submitted showing how foul, road and roof/yard water is to be dealt with.

Concerns have been raised regarding an existing issue of flooding off-site with portions of Heronston Lane liable to flooding during bad weather. The road comprises a country lane which is liable to flooding as it is low ground and situated adjacent to the Eweny River flood plain.

As is common to many such country lanes, there is little in the way of drainage systems in place in the highway. The fields adjacent to the river have waterways etc which the highway drains to however, when river levels are high, water is slow to drain away. The Highways and Land Drainage departments of the Local Authority aim to maintain the existing ditches adjacent to the highway and clear out the culverts across the road every year. By clearing the ditches/culverts flood risk is reduced however it is still likely during heavy weather and may continue to occur long term. This is of course an existing issue and one which will not be exacerbated by the development of the site.

## **ECOLOGY**

The application site borders the Heronston House Meadow Site of Importance for Nature Conservation (SINC) to the west. SINC's are sites of local and regional ecological significance and subject to LDP Policy ENV4. This policy states that *Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.*

A Preliminary Ecological Assessment (PEA) was submitted alongside the application which confirmed that the site is of a low ecological value with no further protected species assessments required to be carried out at. The report confirmed that the hedgerows forming the boundaries of the site were found to be of the highest ecological value. It is recommended that these boundaries are retained and protected during works.

The PEA recommended that works are undertaken to increase the site's suitability as an ecological habitat through a number of Ecological Enhancement Opportunities such as providing bat and bird boxes at the site as well as incorporating invert coils into the existing hedgerows to increase the carrying capacity of the site for invertebrates and small mammals.

These recommendations and Ecological Enhancement Opportunities are to be included in the conditions of any Planning approval.

Conditioning these sections of the assessment will help satisfy compliance with Section 6 of the Environment (Wales) Act 2016 that places a duty on public authorities to *seek to maintain and enhance biodiversity* so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to *promote the resilience of ecosystems*.

## **ARCHAEOLOGY**

The site is located within an Archaeological Sensitive Area of 'Island Farm Bovium' as defined by Policy SP5(4) Sites or Areas of Archaeological Significance of the LDP. Policy SP5 states that *development should conserve, preserve, or enhance the built and historic environment of the County Borough and its setting. Development proposals will only be permitted where it can be demonstrated that they will not have a significant adverse impact.*

The proposed development does not require the creation of foundations or deep ground works with the timber stable building to consist of a 'temporary' structure with no fixed base.

The Glamorgan Gwent Archaeological Trust (the archaeological advisers to the Authority) has not commented on the submission nor recommended any requirement for mitigation and it is therefore considered that there will be no adverse impact on any heritage asset.

## **CONCLUSION**

Having regard to the above, and notwithstanding the objections raised by neighbouring residents, it is considered that, on balance, the proposed development of this Countryside and Green Wedge site to provide stabling and an equestrian training facility is acceptable in principle given the rural character of the use proposed.

In terms of its design, the stable and associated facilities are considered to be appropriate in terms of their size, scale and prominence in accord with Policy SP2 of the Local Development Plan (2013).

Subject to the conditions listed below, the proposed development is also considered to be acceptable in terms of its impact on the local highway network as well as with regard to neighbouring amenity, drainage, ecology and heritage assets. The application is therefore recommended for approval.

## RECOMMENDATION

(R02) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans:
  - Proposed Site Plan (ref. A3.05);
  - Proposed Elevations (ref. A3.06);
  - Proposed Stable Block Plan (ref. A3.07).

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

2. No development shall take place until a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

3. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to beneficial use.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

4. No development shall commence on site until a suitable infiltration test, sufficient to support the design parameters and suitability of any proposed infiltration system, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to beneficial use.

Reason: To ensure that surface water drainage is dealt with effectively.

5. The recommendations and ecological enhancement opportunities set out within Sections 6 and 7 of the Preliminary Ecological Appraisal received by the Local Planning Authority on 1 February 2022 shall be adopted and implemented at the site prior to the beneficial use of the development commencing.

Reason: In order to maintain and enhance biodiversity and to promote the resilience of the local ecosystem.

6. A tree protection scheme in accordance with British Standard BS5837: Trees in relation to design, demolition and construction – Recommendations shall be submitted to the Local Planning Authority for approval prior to works commencing. This scheme should detail how these trees could be affected by the development and include a method statement to ensure they are protected. The approved scheme shall be implemented and retained throughout the period of the works carried out to implement the development.

Reason: In order to maintain and enhance biodiversity and to promote the resilience of the local ecosystem.

7. No development shall commence until a Traffic & Delivery Management Plan has been submitted to and agreed in writing by the Local Planning Authority. All servicing and

facility user vehicle movements to the facility shall be made in accordance with approved Traffic & Delivery Plan once the development is brought into beneficial use and retained thereafter in perpetuity.

Reason: In the interests of highway safety.

8. The access shall be completed in permanent materials for a distance of no less than 10m prior to the development being brought into beneficial use. The access shall be maintained and retained in perpetuity thereafter.

Reason: In the interests of highway safety.

9. No development shall commence until a scheme for the provision of a bend warning signs and bilingual Slow carriageway markings on the approach to the site access lane has been submitted to and approved in writing by the Local Planning Authority. The signs and roadmarkings shall be implemented as agreed before the development is brought into beneficial use and shall be retained in perpetuity.

Reason: In the interests of highway safety.

10. Notwithstanding Condition 1, the parking area shall be laid out in accordance with drawing ref. A3.08 – Proposed Swept Path Analysis.

Reason: In the interest of highway safety.

11. The proposed horsebox turning area (drawing A3.08) shall be completed in permanent materials and clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for vehicle turning purposes in perpetuity.

Reason: In the interests of highway safety.

12. The proposed parking area shall be completed in permanent materials with the individual spaces clearly demarcated in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for parking purposes in perpetuity.

Reason: In the interests of highway safety.

13. The proposed development shall not be brought into beneficial use until a plan showing the location for waste storage is submitted to and approved by the Local Planning Authority. The development should subsequently be carried out in accordance with the agreed details in perpetuity.

Reason: In the interests of protecting neighbouring amenity.

14. No development shall commence at the site until details of a boundary treatment along its south-western boundary have been submitted to and approved by the Local Planning Authority, providing appropriate screening between the site and the adjacent residential property. The development shall subsequently be carried out in accordance with the agreed details and thereafter retained for screening purposes in perpetuity.

Reason: In the interests of protecting neighbouring amenity.

\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS \*



- a. The proposed development of this Countryside and Green Wedge site to provide stabling and an equestrian training facility is considered to be acceptable in principle given the rural character of the use proposed. In terms of its design, the stable and associated facilities are considered to be appropriate in terms of their size, scale and prominence in accord with Policy SP2 of the Local Development Plan (2013).

Subject to conditions, the proposed development is also considered to be acceptable in terms of its impact on the local highway network as well as with regard to neighbouring amenity, drainage, ecology and heritage assets.

- b. In order to satisfy Condition 2 the following supplementary information is required:
- Provide details of the surface water drainage including details of the maintaining body
  - Submit a sustainable drainage application form to the BCBC SAB ([SAB@bridgend.gov.uk](mailto:SAB@bridgend.gov.uk)).
- c. In order to satisfy Condition 3 the following supplementary information is required:
- Provide a surface water drainage layout showing location of soakaways;
  - Provide infiltration tests to confirm acceptability of any proposed infiltration system in accordance with BRE 365.
  - Provide a plan showing locations of trial holes and at least 3 separate tests at each trial hole location.
  - Provide information about the design calculations, storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent the pollution of the receiving groundwater and/or surface water system.
  - Provide a timetable for its implementation; and
  - Provide a management and maintenance plan, for the lifetime of the development and any other arrangements to secure the operation of the scheme throughout its lifetime.

**JANINE NIGHTINGALE**  
**CORPORATE DIRECTOR COMMUNITIES**

### **Background Papers**

None