

**RECOMMENDATION : GRANT WITH CONDITIONS**

**REFERENCE:** P/14/772/OUT  
**APPLICANT:** MR PAUL TROAKES  
FFERM Y PARC OAKLANDS AVENUE BRIDGEND  
**LOCATION:** LAND AT CARREG LLWYD BROADLANDS BRIDGEND  
**PROPOSAL:** SITE ACCESS AND TWO DETACHED DWELLINGS  
**RECEIVED:** 25th November 2014

**APPLICATION/SITE DESCRIPTION**

The application seeks outline planning consent for the construction of 2 detached dwellings on land adjacent to Carreg Llwyd, Broadlands, Bridgend. All matters, other than access and site layout, are reserved for future consideration.

The indicative plans show the 2 dwellings positioned on land to the west of Fferm y Parc and east of Carreg Llwyd having dimensions of 10.0m x 7.0m and 9.0m x 5.0m while the Design and Access statement advises that the estimated height of the dwellings would be 9.0m.

Although access to Fferm y Parc is off Oaklands Avenue, the proposed dwellings would be accessed off Carreg Llwyd, which is one of the main distributor roads for the Broadlands Estate. The layout plan shows a 4m wide access into the site with a turning head, parking spaces for each dwelling and a parking space for any delivery vehicles. Footpath 2 Laleston runs to the north of the application site.

The site was originally landscaped as part of the strategic landscaping scheme for the estate but the majority of this was removed when the applicant purchased the land. A 2m wide strip of vegetation remains on the western edge of the site but the site layout plan indicates that this would be removed and replaced by new landscaping. There is an existing break in the hedgerow adjacent to the footpath which measures approximately 6m, the application proposes to reduce the break to 2m.

**RELEVANT HISTORY**

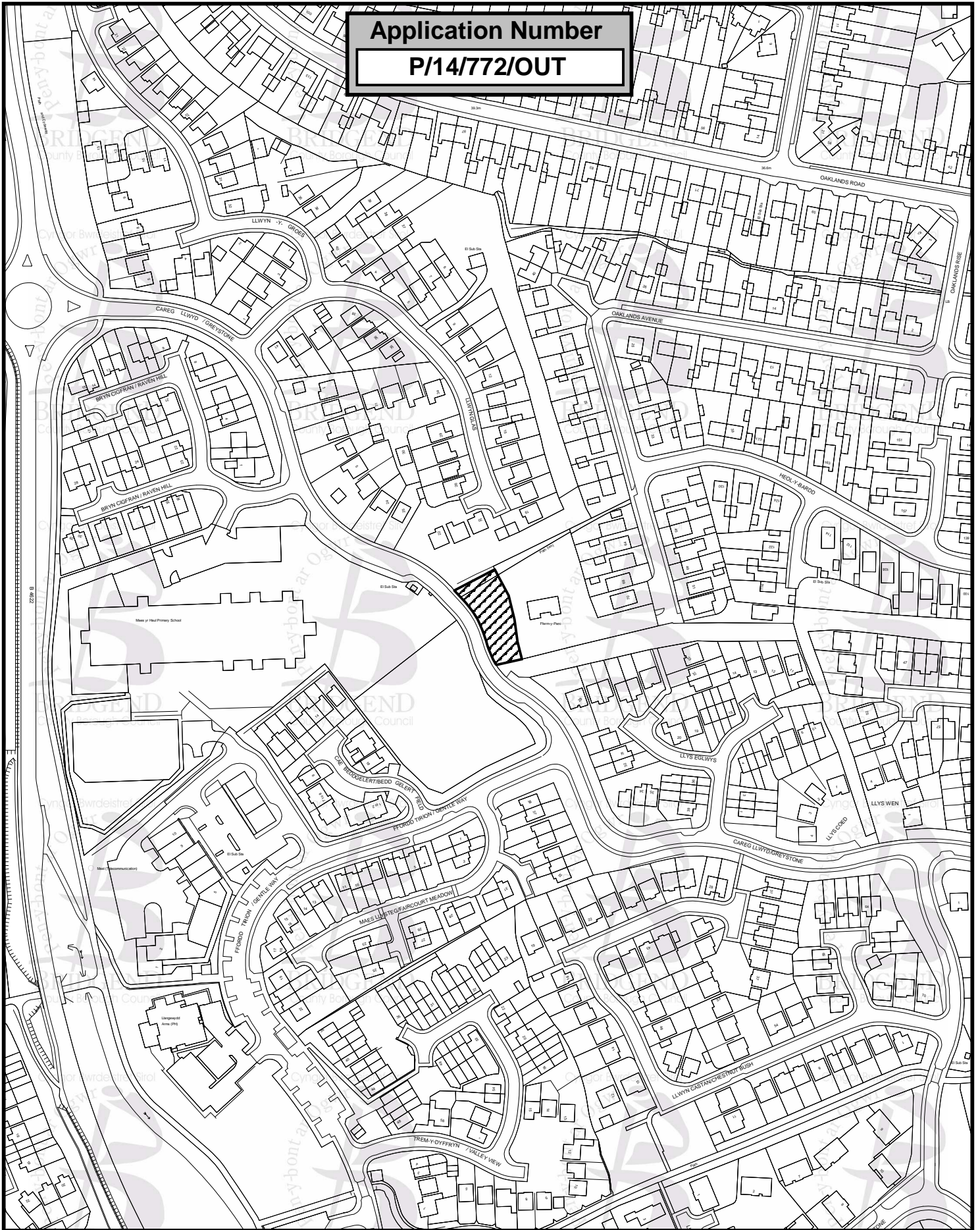
**P/06/629/OUT** APPROVED 15-08-2006  
+conditions  
ONE RESIDENTIAL DWELLING (APPLICATION IN OUTLINE)

**P/07/1198/RLX** REFUSED 30-11-2007  
RELAX COND 1 & 2 OF CONSENT 06/629/OUT - TO ALLOW ACCESS ON CARREG  
LLWYD

**P/09/353/RLX** APPROVED 19-06-2009  
+conditions  
VARY STANDARD TIME LIMIT COND TO SUBMIT RES MATTERS FOR 1 DWELLING  
(06/629)

Application Number

P/14/772/OUT



Scale 1:2500

Date Issued:  
29/01/2015

Development-Mapping  
Tel: 01656 643176

Mark Shephard

Corporate Director-Communities

Communities Directorate,  
Bridgend County Borough  
Council, Civic Offices,  
Angel Street,  
Bridgend CF31 4WB.

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

(c) Crown Copyright and database rights  
(2015) Ordnance Survey (100023405)

(c) Hawlfraint a hawliau cronfa ddata'r Goron  
(2015) Rhif Trwydded yr Arolwg Ordnans  
(100023405)

(c) Cities Revealed Aerial Photography  
copyright, The GeoInformation Group (2009)

Cyngor Bwrdeistref Siro



P/11/129/OUT

APPROVED 13-05-2011

+conditions

SITE ACCESS AND TWO DETACHED DWELLINGS

## **PUBLICITY**

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations expired on 31 December 2014.

## **NEGOTIATIONS**

None

## **CONSULTATION RESPONSES**

### **Town/Community Council Observations**

Notified on 3rd December 2014

Raised the following concerns to the application:-

'Laleston Community Council considered the application and expressed concerns about potential safety issues in relation to access to the highway, particularly in view of the existing traffic calming measures along this stretch of highway and the proximity to one of the entrances and parking layby of Maes yr Haul primary school.

I am directed to request that this application be considered after a local site meeting. This should allow local County Borough Members to see the site and have guidance from the Planning Officer on site.'

### **Councillor C A Green**

Raised a concern in regard to the application and provided the following comment:-

'I would like a site meeting to be held as this particular part of the highway has long been a concern.'

### **Head Of Street Scene (Highways)**

Has no objection to the proposal.

### **Rights Of Way Team**

Advised that the Right of Way is located outside of the application site and the applicant be advised that the Right of Way should be kept clear during construction.

### **Destination & Countryside Management**

Advised that it was not reasonable to request a reptile survey.

### **Welsh Water Developer Services**

Advised on sewerage

## **REPRESENTATIONS RECEIVED**

**Addell Whiteley, 20 Llwyn Glas**

Objects to the proposal and provides the following comments;-

'The access point for both these houses enters and exits onto Carreg Llwyd on a bend in the road with high hedges and a bank obstructing the view.

There is also a chicane just prior to the entry/exit point where traffic enters the area on the wrong side of the road in an extreme blind spot.

I have personally witnessed three accidents on this spot where traffic can not see around the bend and approaching cars do not see the cars coming around the chicane on the wrong side of the road.

A lot of children also cross the road here as it is almost directly opposite the school side gate and cars park everywhere along the pavement and double park causing chaos, an entry on to this part of the road is asking for a serious accident. I have advised this before but my comments were ignored. Will it take a child to be seriously injured or killed on this blind corner before you take notice of the problem.

Lorries frequently travel through the chicane after delivering to the shops and I have witnessed a Tesco lorry block the whole road at school finish time when cars are parked everywhere, which resulted in two cars being hit and a child almost being hit as they attempted to cross the road.

**COMMENTS ON REPRESENTATIONS RECEIVED**

The Transportation Development Control Officer has assessed the scheme and considers it acceptable in terms of highway safety and parking provision, further assessment of the development in terms of highway safety can be found at the 'Appraisal' section of this report.

**APPRAISAL**

The application is reported to the Development Control Committee for determination in view of the concerns raised by the local Member and Laleston Community Council.

The site is located within the designated settlement boundary of Bridgend and, as such, the development of this site for residential purposes could be regarded as 'windfall and small scale housing' in main settlements under Policy COM3 of the Bridgend Local Development Plan(LDP).

The majority of the land on which the Broadlands Estate was constructed was originally owned by Merthyr Mawr Estates and the land farmed from Fferm y Parc. The 'farm house' was subject to an agricultural occupation condition when originally approved, although this was subsequently removed in 1998. Merthyr Mawr Estates subsequently sold off the majority of their holdings to enable the Broadlands Estate to be developed.

The Broadlands Development Brief identified areas which were to be retained and planted up to form landscape buffer zones and this included the current application site. However, the area of the application site was retained by Merthyr Mawr Estates and was not adopted by the Council's Parks Section. As such there was no requirement for the landscaping to be retained or any planning control over the removal of trees. The site was subsequently sold to the current applicant. The majority of the landscaping on the application site has been legitimately removed although a 2m wide strip has been retained along the boundary of the site with Carreg Llwyd.

The application is in outline but with approval being sought for the access and site layout.

Outline planning consent was granted in August 2006 to construct 1 dwelling on the site. This consent was subject to a condition preventing an individual vehicular access directly onto Carreg Llwyd as such an arrangement would have been at variance with the principle set out in the

Broadlands Development Brief and would set a precedent for further individual accesses via the distributor and loop roads within this residential estate to the detriment of highway safety and the free flow of traffic. A further condition limited access onto Oaklands Avenue only via the existing access to Fferm y Parc. A subsequent planning application, submitted in October 2007 (P/07/1198/RLX refers) seeking consent to relax these conditions, was refused and subsequently dismissed on appeal. The Inspector was of the opinion that an individual access would generate on-street parking by visitors and calling delivery/service vehicles to the detriment of highway safety and the free flow of traffic. The 3 year period in which to submit for the approval of Reserved Matters was extended in June 2009 (P/09/353/RLX refers).

However, a further outline application, with all matters reserved apart from layout and access, for two dwellings on the site with a single shared access off Carreg Llwyd (P/11/129/OUT refers) was approved by the Development Control Committee on 12 May 2011. The proposal was considered acceptable as it created a shared access rather than an individual means of access off the loop road and, as such, was not at variance with the Broadlands Development Brief. It was also noted that a precedent for shared drives off Carreg Llwyd had already been set in close proximity to the site, at Llys Coed and Llys Wen. The 2011 application expired in May 2014. The principle for the proposed development has, therefore, previously been agreed. The 2011 scheme was identical to that of the one currently proposed.

The current application shows the development of 2 detached dwellings with an access off Carreg Llwyd. A 4m wide access driveway with a large turning head is shown between the 2 dwellings proposed. As well as showing parking spaces for each of the proposed dwellings, the layout also shows space for delivery vehicles to park within the site. The layout plan also indicates that the remaining landscaping on site would be removed and replaced with evergreen hedging, which would extend the hedgerow to the rear of the site abutting the footpath and would reduce the width of the existing gap from approximately 6m to 2m. In order to ensure that the landscaping proposed enhances the existing landscaping and ensures that a hedgerow is maintained along the site frontage, a condition shall be attached to any permission granted requiring a landscaping scheme to be submitted to and agreed in writing by the Local Planning Authority.

Furthermore, it was noted that the break in the landscape for access is a common feature found along Carreg Llwyd.

The dwelling on Plot 1 is shown positioned between 3m and 6m away from the northern boundary of the application site. There is a further gap of 2m between the northern boundary of the site and the boundary of adjacent property at Llwyn Glas. This boundary is defined by a high hedge.

Note 6 of the Council's Supplementary Planning Guidance SPG 02 - Householder Development suggests that to prevent overlooking into neighbours gardens from first floor habitable room windows a separation distance of 10.5m is required. Depending on the internal layout of the proposed dwelling the separation distance could vary between 6m and 8m. However, there is scope to provide side facing windows and rear facing non habitable room windows at first floor level. In addition, there is a high hedge on the boundary with 21 and 22 Llwyn Glas which screens views of their rear gardens from the application site.

With regards the proposed dwelling on Plot 2 it would not overlook any adjacent dwellings.

There are 2 side facing windows on Fferm y Parc which appear to be secondary bedroom windows. However, these windows would overlook the access and turning areas within the site and, as such, would not significantly affect the privacy of the future occupiers of the proposed dwellings.

The proposed site layout illustrates a site access that will be located a suitable distance away

from nearby traffic calming features and which will be provided with adequate vision splays (commensurate with a 20mph speed limit area) to observe approaching vehicles and pedestrians in either direction. The internal layout provides adequate parking facilities for occupiers, visitors and delivery/service vehicles and turning facilities that can accommodate the movement of such vehicles. The Highway Section has no evidence that visitors and delivery vehicles, visiting neighbouring properties that are accessed via the shared private drive off Carreg Llwyd, currently park on-street and, as such, they consider this proposal is also unlikely to generate short term on-street parking along this section of Carreg Llwyd in light of the parking and turning facilities available within the site.

The Highway Section also considers that adequate forward visibility along the highway is provided for drivers to observe a stationary vehicle waiting to turn right into the site, and therefore, raises no objection to the proposed development subject to conditions.

The definitive footpaths map shows Footpath 2 Laleston crossing the northern part of the application site. However, on the ground the footpath runs parallel but outside the northern boundary of the application site and leads via a 'kissing gate' to Oaklands Avenue.

Whilst determining this application Policies PLA1, COM3 and SP2 of the Bridgend Local Development Plan and Notes 1,2,6,8 and 9 of Supplementary Planning Guidance 02 were considered.

## **CONCLUSION**

This application is recommended for approval because the development complies with Council policy and Council's guidelines and does not adversely affect privacy or visual amenities nor so significantly harms neighbours' amenities or highway safety as to warrant refusal.

## **RECOMMENDATION**

(R05) That permission be GRANTED subject to the following condition(s) in addition to the standard conditions:-

- 1** The consent hereby granted shall be limited to the construction of 2 detached dwellings not exceeding 2 storeys in height.

Reason:- In the interests of highway safety and residential amenity.

- 2** There shall be no means of vehicular access into the site from Oaklands Avenue.

Reason: In the interests of highway safety.

- 3** The proposed access, common turning facility, occupier parking spaces and delivery/visitor parking space as shown on the approved site layout plan shall be completed in permanent materials in accordance with the details prior to the approved development being brought into beneficial use and retained in perpetuity.

Reason: In the interests of highway safety.

- 4** The site boundary shall be set back behind the 2.4m x 25m vehicle vision splays and 1m x 1m pedestrian splays as shown on the approved site layout plan. The resulting areas of land within the vision splays shall be surfaced in permanent materials before the development is brought into beneficial use and shall be retained as such in perpetuity.

Reason: In the interests of highway safety.

- 5** No development shall commence until a scheme showing the demarcation of the existing back edge of footway along the site frontage has been submitted to and agreed in writing by the Local Planning Authority. The demarcation line shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such in perpetuity.

Reason: In the interests of highway safety.

- 6** The proposed vehicular access shall be at a gradient not steeper than 5% (1 in 20) for the first 5 metres and thereafter not steeper than 8.3% (1 in 12).

Reason: In the interests of highway safety.

- 7** Notwithstanding the submitted plans, the proposed means of access shall be laid out to a width of 4.0 metres with 3 metre radius kerbing on either side of the entrance and constructed and retained in permanent materials.

Reason: In the interests of highway safety.

- 8** There shall be no entrance gates erected across the vehicular access.

Reason: In the interests of highway safety.

- 9** No development shall commence until a scheme for the provision of an H-bar marking across the access along Carreg Llwyd has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be designed in accordance with the Traffic Signs Regulations and General Directions (2002), shall be implemented in permanent materials before the development is brought into beneficial use and retained as such in perpetuity.

Reason: In the interests of highway safety.

- 10** Notwithstanding the approved plan no development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a landscaping scheme which shall include, proposals for surface treatment, indications of all existing trees and hedgerows on land, and details of any to be retained, together with measures for their protection in the course of development. All hard and soft landscape works shall be carried out in accordance with the agreed details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason : To maintain and improve the appearance of the area in the interests of visual amenity, and to promote nature conservation.

- 11** No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul drainage, road and roof/yard water will be dealt with has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to beneficial occupation of any of the dwellings hereby approved.

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

THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

- a) This application is recommended for approval because the development complies with Council policy and guidelines and does not adversely affect highway safety, privacy or visual amenities nor so significantly harms neighbours' amenities as to warrant refusal.
- b) Off street parking must be provided to the satisfaction of the Local Planning Authority and the developer's attention is drawn to the 2008 County Surveyor Society Wales Parking Standards. The applicant is advised that, as part of any future approval of reserved matters (which will define the scale of the dwellings), each dwelling must be provided with adequate parking facilities consisting of 1 space per bedroom up to a maximum of 3 spaces. Depending on the size/scale of the southern dwelling (Plot 2), a third off street parking space may be required.
- c) The landscaping scheme required by Condition 10 shall contain native species instead of evergreen hedgerow species.
- d) The applicant is advised to consult with the Highway Authority regarding the Public Right of Way, known as Footpath 2 Laleston before details are submitted to the Local Planning Authority for approval.
- e) Foul water and surface water discharges shall be drained separately from the site.
- f) No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.
- h) Land drainage run-off shall not be permitted to discharge, either directly or indirectly, into the public sewerage system.
- i) The developer is advised that birds (as well as their nests and eggs) are protected under the Wildlife and Countryside Act 1981 (WCA) (as amended). This makes it an offence to intentionally or recklessly damage or destroy any active birds nest or any part thereof. Schedule 1 birds under the WCA receive additional protection.
- e) The developer is urged to consider the advisory information on this application that has been received from consultees and which may be accessed via <http://www.bridgend.gov.uk/planningapplications/search.php>

**MARK SHEPHARD**  
**CORPORATE DIRECTOR COMMUNITIES**

**Background Papers**  
None