

REFERENCE: P/25/758/FUL

APPLICANT: N Davies 52 Coychurch Road, Bridgend, CF31 2AP

LOCATION: 52 Coychurch Road, Bridgend, CF31 2AP

PROPOSAL: Retention of annexe and change of use from ancillary accommodation to holiday let

RECEIVED: 16 December 2025

DESCRIPTION OF PROPOSED DEVELOPMENT

This Application is a re-submission of a previously refused scheme (P/25/395/FUL) which seeks to retain a previously consented residential annexe (P/19/752/FUL refers) as a holiday let so defined under Use Class C6 of The Town and Country Planning (Use Classes) Order 1987 (as amended). No internal or external alterations are proposed with the floorspace defined as illustrated on the extract of the submitted plans below. A small amenity space (decking area) in the northwest corner of the site is shown on the submitted plans. Car parking for 1no. vehicle is provided on site.

The previous scheme was refused for the following reasons:

1. *The proposed development, by reason of its location, scale and proposed use, represents an excessive and inappropriate form of development tantamount to a new self-contained dwelling, resulting in overdevelopment of the site that will impact on the amenities of the neighbours and provide poor living conditions for future occupiers with a limited outlook and outdoor living space, contrary to the objectives of Policy SP3 of the Bridgend Replacement Local Development Plan (2024), and advice contained within Planning Policy Wales, (Edition 12, 2024), Technical Advice Note 12: Design (2016) and Supplementary Planning Guidance Note 02 Householder Development.*
2. *Insufficient information within the Tourism Viability Needs Impact Assessment has been submitted to enable the LPA to assess the sustainability of the Tourism Operation and compliance with the requirements of Policy SP16 of the Bridgend Replacement Local Development Plan (2018-2033) and advice contained within Planning Policy Wales 12 (Feb. 2024)*

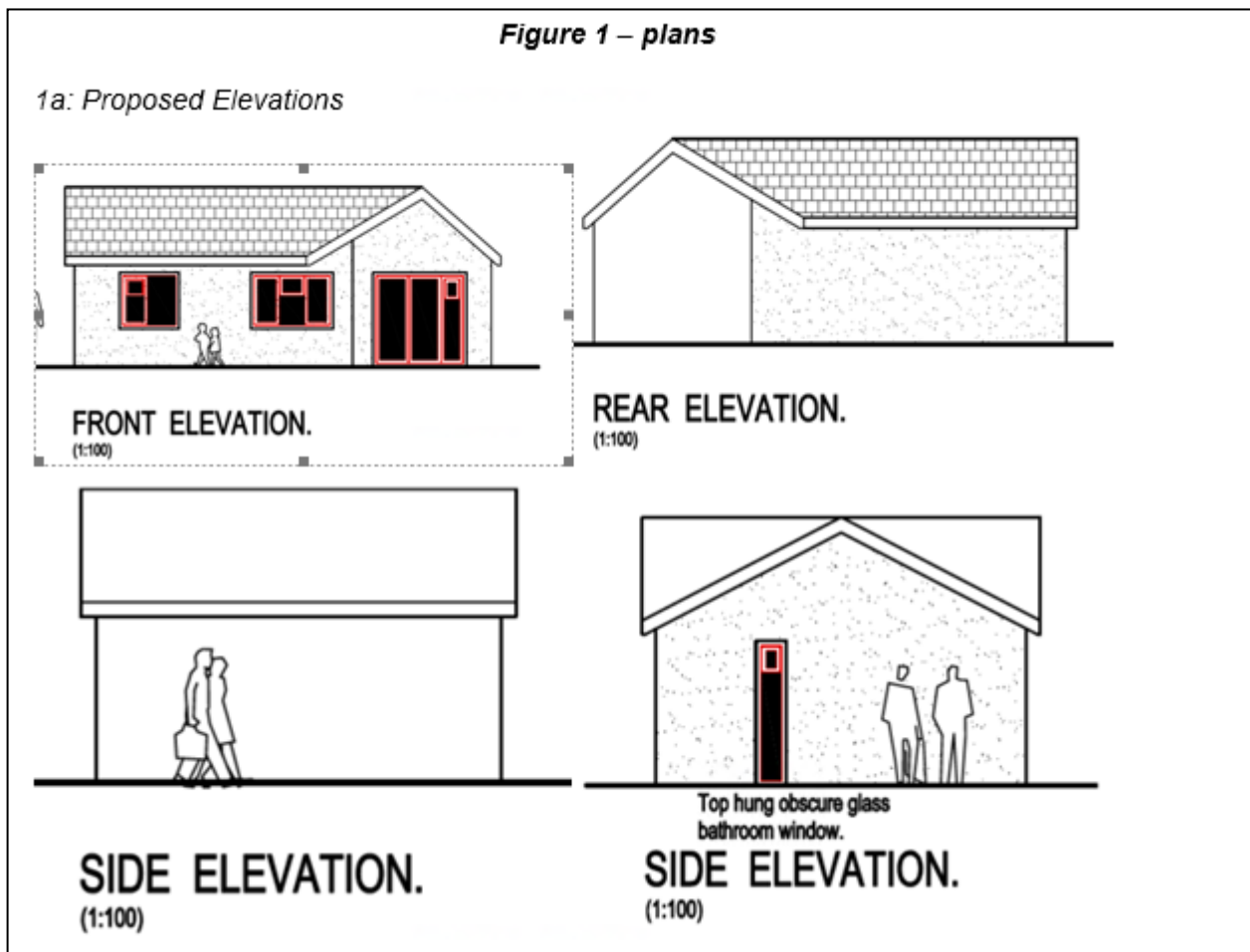
A Tourism Needs Viability Impact Assessment (**TVNIA**) has been submitted with this revised Application outlining the demand for the facility and the sustainability of the site to overcome refusal reason 2. A planning statement has also been submitted which seeks to outline the Applicant's rationale for the proposed development as summarised below.

In relation to reason 1 the following is suggested by the Applicant:

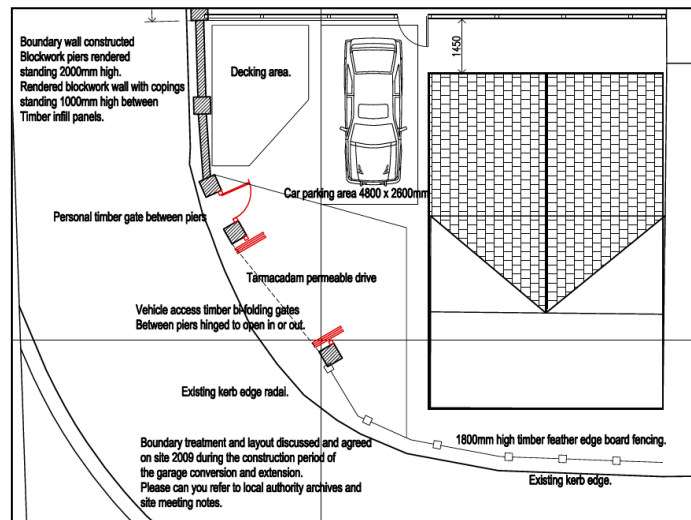
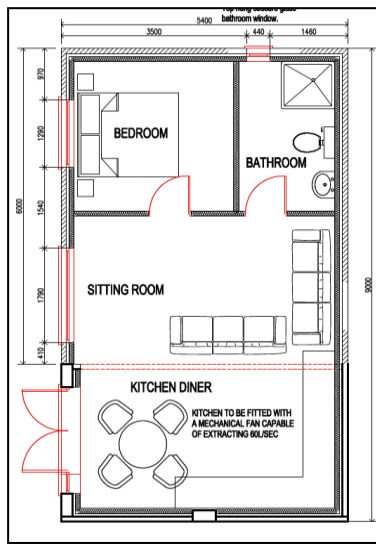
- The scheme does not represent overdevelopment of the site due to the main dwelling (52 Coychurch Road) having sufficient amenity space and a small, decked area for the holiday let.
- There would be no increased intensity of use and that a C3 use can have up to 8 visits a day.
- There is an acceptable level of parking provision.
- The development is in scale and form to the host dwelling

Whilst a general assessment of the merits of the Application will be set out in the relevant section of this report it is notable that, whilst the Applicant disagrees with the reasons for refusal, the supporting planning statement does not provide any specific evidence against the reasons for refusal.

Members should be aware that no formal appeal of the refused scheme has been lodged with Planning and Environment Decisions Wales (**PEDW**).



1b: Proposed Floor Plan and Block Plan



SITE DESCRIPTION

The Application site is situated within the Key Primary Settlement of Bridgend, as defined by Policy SF1 of the adopted Bridgend Replacement Local Development Plan (2024) (**RLDP**). The site relates to a single storey former garage which has been converted and extended to provide an ancillary unit of accommodation. The building is sited at the southeast portion of the existing amenity space of the 52 Coychurch Road with access via a driveway serving Green Court to the west and small decked area in situ. The dwelling, which is proposed to be split off, known as number 52 Coychurch Road, is a two storey, semi-detached corner property with both a front and rear garden and with outbuildings in situ. Off street parking for the main dwelling is located to the front of the property accessed off the main highway known as Coychurch Road, via Green Court. The Application site is surrounded by a variety of different styles of properties including residential dwellings of similar design to the host dwelling, as well as bungalow style properties to the rear.

Figure 2 – Site Location Plan (and Site Location Plan supplied with P/19/752/FUL)

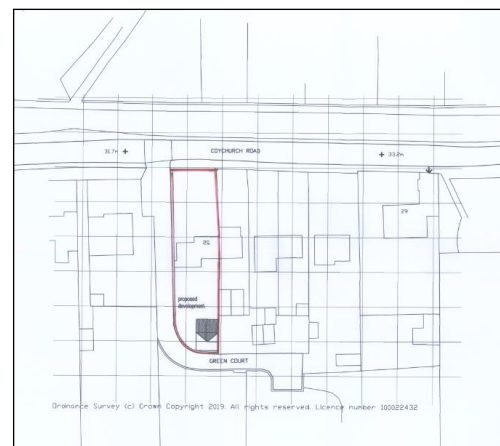
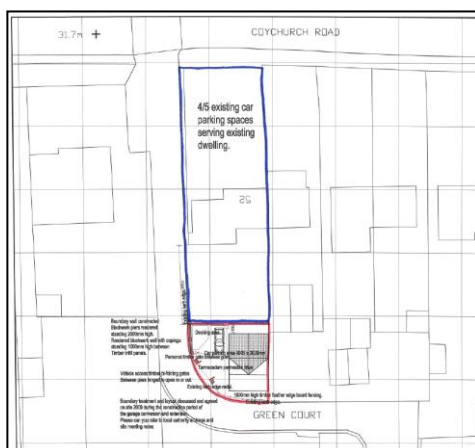


Figure 3 – Photos

3a/b: Views at towards front elevation



3c/d: Views up the street and number 52 Coychurch Road



3e: Aerial View (Red flag indicates 52 Coychurch Road)



3f: Photo of the site extracted from the Planning Statement



RELEVANT HISTORY

P/08/993/FUL Proposal: Double Storey Side Extension and New Single Garage to Rear Garden

Decision: Conditional Consent

Decision Date: 09 January 2009

P/19/752/FUL Proposal: Conversion and extension of existing garage into ancillary accommodation

Decision: Conditional Consent

Decision Date: 05 February 2020

P/20/178/DOC Proposal: Approval of details for condition 3 (drainage) of P/19/752/FUL

Decision: DOC not agreed

Decision Date: 15 May 2020

P/20/353/NMA Proposal: Non-material amendment to P/19/752/FUL to change internal layout and repositioned windows

Decision: NMA conditional consent

Decision Date: 09 June 2020

P/20/351/DOC Proposal: Approval of details for condition 3 of P/19/752/FUL

Decision: DOC not agreed

Decision Date: 11 April 2022

P/25/395/FUL Proposal: Proposed retention of annexe and its change of use from ancillary accommodation to holiday let

Decision: Refusal

Decision Date: 24 October 2025

PUBLICITY

Neighbours have been notified of the receipt of the Application.

The period allowed for response to consultations/publicity expired on 13th January 2025.

CONSULTATION RESPONSES

Highways Officer: No objection.

Shared Regulatory Services: No comments received.

Brackla Community Council: No objection.

REPRESENTATIONS RECEIVED

Cllr Spanswick is supportive of the Application and called the Application in for consideration by the Council's Development Control Committee.

Five letters of objections from different addresses have been received. In summary, the objections are based on the following:

Material objections

- Highway Safety: Lack of parking provision leading to parking on the access for the nearby dwellings, increased vehicular traffic, insufficient access on a tight bend.
- The use is incompatible with the character and appearance of the area. i.e. a business use within a residential area is inappropriate.
- The original annexe had a condition restricting the use for family members only.
- Impact on the amenity of neighbours by loss of privacy and increased noise/disturbance.
- A condition relating to parking provision would be un-enforceable due to the previous instances of guests not parking appropriately.

Other matters

- a) Inability to contact the owner as they are moving home and therefore, they have lost the legal access rights for the annex.
- b) Green Court is a private driveway maintained by residents with no street lighting.
- c) The change of use will increase nuisance behaviour and there is no control over the clientele of the site leading to increased feelings of vulnerability.
- d) Concern regarding setting a precedent in the area.
- e) The Holiday Let is already an unauthorised use.
- f) Noise from a commercial premises.
- g) Safety and Security Concerns: Higher numbers of unknown visitors may pose

- safety risks and complicate neighbourhood security.
- h) Private damage to fencing has already occurred and clients have parked on neighbouring driveways.
 - i) AirBNB reviews suggest that the parking arrangements are not appropriate.
 - j) The neighbour consultee letters were received with limited time to make representations.

COMMENTS ON REPRESENTATIONS RECEIVED

Material objections will be addressed in the relevant sections of the report. With regards to the other matters:

- a) The landowner's future primary address is not a material planning consideration. The specific rights or covenants over land would be a legal matter outside of the planning remit.
- b) Any private driveway or covenants on the land are a private matter outside of the land use planning system.
- c) Nuisance behaviour or similar issues are addressed under other legislation and can be a matter for Shared Regulatory Services or the Police. General residential amenity is addressed in the relevant section of the report. Specific feelings are not considered a material planning consideration.
- d) Each Application is addressed on its own merits. Precedent is not a material consideration.
- e) Whilst it is acknowledged the use operated prior to submission of a planning Application, the Applicant has the right to seek to attempt to regularise the unauthorised development.
- f) The proposed use class is classified as a residential use. Noise from a commercial use cannot therefore be considered. The intensity of a use will be addressed in the relevant section of the report.
- g) Safety and Security of potential users are not considered material in assessing the Application.
- h) Any damage caused to private residences cannot be considered a material planning consideration and would be a private matter.
- i) The Parking provision is assessed within the relevant section of the report.
- j) Neighbour consultation letters are sent via Royal Mail. Any relevant comments received after the initial 21-day period are taken into consideration at the discretion of the Local Planning Authority if the Application has not been determined.

PLANNING POLICY

National Planning Policy and Guidance

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (**PPW**) are of relevance to the determination of this Application.

Paragraph 1.30 of PPW confirms that... *'Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning Applications.'*

“All development decisions...should seek to contribute towards the making of sustainable places and improved well-being.” (Paragraph 2.2 of PPW refers) Para 2.3 states “The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.”

At Para 2.7, it states “Placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people.”

PPW states at paragraphs 2.22 and 2.23 that the Planning system should “ensure that a post-Covid world has people’s well-being at its heart and that Planners play a pivotal role...in shaping our society for the future, prioritising placemaking, decarbonisation and well-being.”

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 5 – Nature Conservation and Planning (2009).
- Technical Advice Note 12 - Design (2016)
- Technical Advice Note 13 – Tourism (1997)
- Technical Advice Note 18 – Transport (2007).

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) 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.

The Socio-Economic Duty

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into 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.

Local Policies

The Development Plan for the area comprises of the Bridgend Replacement Local Development Plan 2018-2033 which was formally adopted by the Council in March 2024 and within which the following policies are of relevance:

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP16: Tourism
- Policy SP17: Conservation and Enhancement of the Natural Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA11: Parking Standards
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.

Supplementary Planning Guidance

- SPG02 - Householder Development
- SPG17 - Parking Standards
- SPG19 - Biodiversity

APPRAISAL

This Application has been called in by the Leader and is referred to the Development Control Committee for consideration. Cllr Spanswick has challenged the soundness of the original reasons for refusal suggesting that, in principle, there would be no material change in intensity between the former use as ancillary “Granny annexe” accommodation and the current use as a holiday let.

Having regard to the above, the main issues to consider in this Application relate to the principle of development, the visual amenities of the area and amenities of residents, biodiversity, drainage and highway/pedestrian safety.

PRINCIPLE OF DEVELOPMENT

The site is located within the Key Primary settlement of Bridgend as defined by **Policy SF1** Settlement Hierarchy and Urban Management of the Bridgend Replacement Local Development Plan (**RLDP**) adopted in 2024. Policy SF1 states that Development will be

permitted within settlement boundaries at a scale commensurate with the role and function of the settlement.

Policy SP16: Tourism states that appropriate sustainable tourism developments which promote high quality accommodation, upgrade facilities and foster activity based, business, events and cultural tourism will be permitted providing developments avoid unacceptable, adverse environmental or amenity impacts and are supported by adequate existing or new infrastructure provision.

A Tourism Needs Viability Impact Assessment (**TNVIA**) has accompanied the Application which has been reviewed by the development planning team and is considered appropriate in scale and scope to validate the viability of the business.

Policy SP3: Good Design and Sustainable Place Making of the RLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.

Criterion c) of SP3 states that development must: Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development.

Criterion k) of SP3 states that development must: Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.

The permission for the conversion and extension of the former garage into ancillary accommodation (which was implemented), was subject to the following condition:

'The building hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as 52, Coychurch Road, Bridgend and shall not be used for any commercial, letting or separate holiday accommodation purposes at any time.'

Reason: For the avoidance of doubt as to the extent of the permission granted and to ensure that the Local Planning Authority retains effective control over the use of the building in the interests of protecting the amenities of the area and in the interest of highway safety.'

Typically, a family annexe is to provide living space for a relative of the homeowner; an arrangement which allows for independent living for both parties albeit ensuring that support can be provided where necessary. Whilst it is acknowledged by Officers that any change of use to a holiday let would require formal planning consent, the LPA considered it necessary to explicitly restrict (by the above referred condition), the use of the former garage and associated grounds for ancillary family semi-independent accommodation only in the interests of highway safety and residential amenity, and to enable the Local Planning Authority to retain effective control of the use.

The proposal would nullify the previous condition, resulting in the overdevelopment of the site and allowing, effectively, a fully independent dwelling unit which is separated off from the main dwelling so that it is no longer an annexe.

The frequency and turnover of guests, and the checking-in and out of the former converted garage together with the transient pattern of occupation and movement from the outbuilding, would be more concentrated than when it was occupied as 'part and parcel' of and in conjunction with the main dwelling house (The supporting information suggests 190-210 visits per annum). The building is domestic in design, with all the facilities to be independent and not re-integrated to the host dwelling; already being fenced off and is essentially an independent unit to the site. The proposal therefore raises concerns in that it takes the form of an independent separate planning unit, with an increased frequency of use (high turnover of occupants/visits by cleaners etc.), which would adversely impact the amenity of neighbours.

These factors signify that the site is akin to a new dwelling in design and practice. As such, this is considered to result in an overdevelopment of the site not allowing for a compatible use of the land and does not respect the surrounding development which consists of a private shared residential lane and associated dwellings impacting the general residential amenity of neighbours.

For the reasons outlined above, it is considered that, in principle, the development would not constitute an appropriate form of development at this location within the curtilage of a dwelling in terms of its scale and use, contrary to Policy SP3 of the Replacement Local Development Plan (2024).

DESIGN AND VISUAL IMPACT

Policy SP3 of the Replacement Local Development Plan (2024) stipulates *"all development should contribute to creating high quality, attractive, sustainable places that support active and healthy lives and 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.

PPW12 states at paragraph 3.9 that *"the special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important Planning considerations"*.

The proposal does not propose any internal or external alterations to the building or its footprint and the boundary treatment is a continuation of the main dwelling and is acceptable in this regard. Comments have been received regarding a business use resulting in the loss of social cohesion. Whilst these are noted and that the operation of a holiday let is a commercial operation, the use class itself is residential. Therefore, overall, it is considered that the change of use would not have a significant impact upon

the visual amenities of the area.

IMPACT ON RESIDENTIAL AMENITY

Planning Policy Wales (Edition 12, February 2024) states at paragraph 2.7 that *“placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people”*.

Criterion (k) of Policy SP3 of the Bridgend Replacement Local Development Plan (2024) seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected and in addition, seeks to ensure that an appropriate level of amenity is afforded to future occupiers of a development.

Overbearing and overshadowing impact

In terms of overbearing and overshadowing impact, Note 1 of Supplementary Planning Guidance 02: Householder Development (SPG02) states that *No extension should unreasonably dominate the outlook of an adjoining property*. Further to this, Note 2 SPG02 states *“No extension should unreasonably overshadow adjoining property.”* Paragraph 4.2.1 of this Note 2 continues *“A poorly designed extension can reduce daylight and sunlight to an unreasonable extent. Neighbouring houses and their gardens can be made gloomy and unattractive in worst cases rights to light may be infringed.”*

The development is in effect a separate unit enclosed by a boundary treatment. There are no dwellings within the immediate vicinity that would be adversely impacted from an overshadowing or overbearing perspective in terms of the existing use or annex.

Overlooking/loss of privacy

In terms of overlooking and loss of privacy, SPG02 refers at Note 6 to privacy and states that: *“extensions and outbuildings should respect the privacy of neighbouring houses.”*

Comments have been received in relation to loss of privacy. The building is an enclosed structure with no direct increase in the potential for overlooking or consequential loss of privacy to neighbours. It is acknowledged however that a transient population are likely to enter/exit the site frequently and may increase the perceived level of overlooking once outside of the enclosed site.

Residential Amenity Occupiers

The proposed change of use would create a separate planning unit akin to a dwelling. The proposed bedroom would have natural light but a very limited outlook consisting of a boundary treatment, driveway and a small amenity area. This is differentiated from the previous use as an annex as this would have been ancillary to the host dwelling with use of the wider amenity space which has now been fenced off.

As such, the living conditions of future occupiers is not considered to be appropriate and

is contrary to Policy SP3 of the Bridgend Replacement Local Development Plan (2024), and guidance contained within Supplementary Planning Guidance Note 02 Householder Development which relates specifically to residential amenity.

HIGHWAY SAFETY

Policy SP5 Sustainable Transport and Accessibility of the RLDP states that new development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to local services. Development must be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks. Active travel is to be encouraged and reliance on private car use should be reduced.

Policy PLA11 of the RLDP stipulates that all development will be required to provide appropriate levels of parking in accordance with the adopted parking standards.

Note 9 of SPG02 states that *off-street parking should be available to meet the County Borough Council's guidelines for a dwelling of the size after extension* and stipulates that the parking requirement for houses equates to 1 space per bedroom up to a maximum of 3 spaces. Each space must be 4.8m x 2.6m to accommodate a car parking space unless it is within a garage.

The Highways assessment is unchanged from the previous Application P/25/395/FUL and is as follows:

The Application relates to an existing one-bedroom annexe currently used for ancillary accommodation at 52 Coychurch Road, Bridgend. The annexe benefits from an existing off-street parking space, which meets the Council's layout and design standards (minimum dimensions of 4.8m x 2.6m). No alterations are proposed to the main dwelling or its associated parking provision.

The submitted plans confirm that the existing parking arrangement for the annexe will remain unchanged, with no loss of off-street parking. Furthermore, the proposal does not include an increase in the number of bedrooms.

In accordance with Supplementary Planning Guidance (SPG) 17 – Parking Standards, one off-street parking space is required per bedroom for residential dwellings, up to a maximum of three spaces. Given that the annexe comprises a single bedroom and retains its compliant parking space, the Highway Authority has no concerns regarding potential impacts on on-street parking.

The Application sets out that an annexe exists with a parking space, the access for pedestrians and vehicles has been constructed and is in use. Whilst the vehicular access is located on a bend, there is an existing use associated with the consented garage and then for an annex. On balance there is no intensification of use expected to occur, and it can be accepted that the proposals are similar to the existing use and operation of the access.

I would advise that the observations of the Highway Authority are: -

No Objection

As such, the proposed development is considered to be compliant with the Note 9 of SPG02 and Policy SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from a highway and pedestrian safety perspective.

BIODIVERSITY

In assessing a planning Application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *“It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals.”* It further states that: *“All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission.”*

Technical Advice Note 5: Nature Conservation and Planning states that: *“Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife.”*

Policy SP3 of the adopted Replacement Local Development Plan (2024) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 states: *“All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species”*

Policy DNP7 states: *“development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important*

ecosystem will not be permitted". Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network.

The site is located outside of settlement limits and is within a residential use with limited biodiversity value. In this case a bird box would be considered sufficient to enhance biodiversity at the site and a condition would normally be imposed to ensure this is implemented. As such the Application does not raise any significant issues in relation biodiversity and is compliant with Policies SP3 DNP6, 7 and 8 of the Replacement Local Development Plan (2024).

DRAINAGE

The Application form states that the proposed development is within a flood risk zone, is not within 20m of a watercourse and does not propose to increase flood risk elsewhere. A review of the OS database confirms the development is not located within a flood risk zone nor within 20 m of a watercourse and does not propose to increase flood risk.

The Application form states foul water will be disposed of via the main sewer. The Applicant shall contact DCWW should any new connections be required to the public sewer.

The Application form states surface water will be disposed to main sewer; however, the supporting information indicates the use of a soakaway drain and includes percolation tests. The Applicant should clarify which method is being used.

The increase in hard surfacing is less than 100m² therefore a SAB Application is not required.

No surface water is allowed to discharge to the public highway.

No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.

CONCLUSION

The decision to recommend a refusal of permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan (2024)

Having regard to the above report, the objections raised and the unauthorised sub-division of the former garage building from the main host dwelling, the principle of creating a holiday let (Use Class C6) in this location is not accepted. The holiday let use would create fully independent living accommodation akin to a residential dwelling which use represents an overdevelopment of the site that would have a negative impact

on the amenities of neighbours and provide poor living conditions for future occupiers in terms of outlook and outdoor living space.

The Application does not accord with Policies SP3 and SP16 of the Replacement Local Development Plan (2018-2033), Supplementary Guidance and advice contained within Planning Policy Wales 12 (February 2024).

RECOMMENDATION

(R30) That permission be REFUSED for the following reason(s): -

1. The proposed development, by reason of its location, scale and proposed use, represents an excessive and inappropriate form of development tantamount to a new self-contained dwelling, resulting in the overdevelopment of the site that will impact on the amenities of the neighbours and provide poor living conditions for future occupiers with a limited outlook and outdoor living space, contrary to the objectives of Policy SP3 of the Bridgend Replacement Local Development Plan (2024), and advice contained within Planning Policy Wales 12 (February 2024), Technical Advice Note 12: Design (2016) and Supplementary Planning Guidance Note 02 Householder Development.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None