

RECOMMENDATION : REFUSE

REFERENCE: P/15/55/FUL

APPLICANT: MRS KAREN AJAX-LEWIS
NEW STREET SURGERY 3 NEW STREET ABERKENFIG

LOCATION: NEW STREET SURGERY 1-3 NEW STREET ABERKENFIG
BRIDGEND

PROPOSAL: CHANGE OF USE OF No.1 NEW STREET TO FORM LARGER
SURGERY & TWO STOREY EXT WITH REAR PARKING SPACE

RECEIVED: 27th January 2015

SITE INSPECTED: 10th February 2015

APPLICATION/SITE DESCRIPTION

The proposal seeks to expand the neighbouring surgery premises by amalgamating it with an adjacent premises to enhance the quality of the existing facility and the range of services it provides. The amalgamation would involve the change of use of a residential property to a surgery and the construction of side and rear extensions.

The proposed two-storey extension would partially replace an existing single-storey extension and would measure 8m x 5m and finished with a pitched roof, reaching maximum heights of 4.8m (eaves) and 7.2m (ridge). Attached to the two-storey extension would be a single-storey extension measuring 3.5m x 8m and finished with a mono-pitched roof, reaching maximum heights of 2.5m (eaves) and 4.3m (ridge).

The eastern side elevation of the site contains the original part of the surgery. It is proposed to construct a single-storey infill extension to create a lobby which would be immediately in-front of the existing entrance to the surgery. The existing entrance already contains a covered lobby, however, this would be replaced by a permanent structure of similar dimensions, being 2.5m x 2m and finished with a mono-pitched roof, reaching maximum heights of 2.7m (eaves) and 3.8m (ridge).

The scheme also proposes to enlarge the existing single-storey rear extension. This extension would provide toilet facilities for patients. Its overall dimensions would be 7m x 3.5m and finished with a pitched roof, reaching maximum heights of 2.4m (eaves) and 4.2m (ridge).

The final aspect of the scheme is to demolish the existing detached garage to the rear of 1 New Street and provide one off-street parking space.

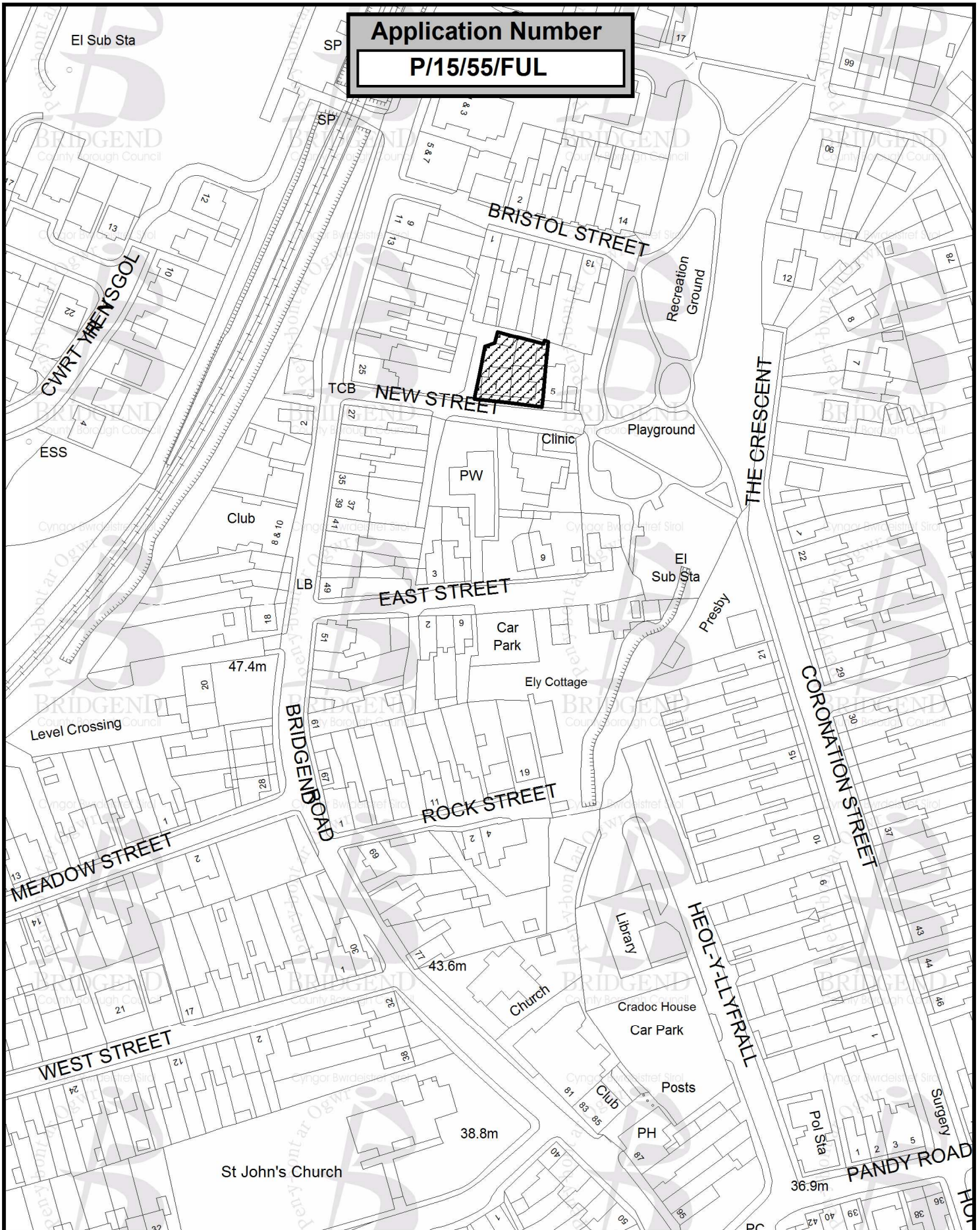
Initial pre-application advice was sought concerning this proposal in 2013 (PE/00534/2013). This involved a site meeting with the Case Officer and the Transportation Development Control Officer. Whilst informal advice was given in the context of the Bridgend Unitary Development Plan (BUDP) and not the adopted Bridgend Local Development Plan (BLDP), it is considered that the bulk of the content remains relevant to this submission.

A planning application was subsequently submitted in early 2014 and determined under Officer delegated powers (P/14/199/FUL refers). This scheme was refused on three highway grounds:

1. The proposed additional use of the substandard access known as New Street (in both primary vehicular and pedestrian access terms) will create increased traffic hazards to the detriment of highway safety and the free flow of traffic.

Application Number

P/15/55/FUL



Scale 1:1,500

Date Issued:
22/04/2015

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

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2. In the absence of adequate off street parking facilities the development will generate additional on street parking along the substandard access known as New Street and the surrounding constrained roads/streets to the detriment of highway safety and the free flow of traffic.

3. The proposed development will generate additional vehicular turning movements at the substandard Bridgend Road/New Street junction, creating further traffic hazards to the detriment of highway safety and the free flow of traffic.

This latest application is identical to that submitted under P/14/199/FUL apart from additional information being submitted in an attempt to overcome the previous highway-related objections.

RELEVANT HISTORY

P/14/199/FUL REFUSED 17-07-2014
CHANGE OF USE OF No.1 NEW STREET TO FORM LARGER SURGERY & TWO STOREY
EXT WITH REAR PARKING SPACE

PUBLICITY

The application has been advertised on site.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 26 February 2015.

NEGOTIATIONS

None.

CONSULTATION RESPONSES

Town/Community Council Observations

Notified on 30th January 2015

No adverse comments to make on the proposal, but wish to be supportive.

Councillor M Winter

Requests that the application is referred to Committee due to concern over increased traffic at this location. Requests a Site Panel visit since the applicant maintains that there will be no increase in traffic which has been stated within the submission.

Head Of Street Scene (Highways)

Objects to the proposal as it is considered to be detrimental to highway safety.

REPRESENTATIONS RECEIVED

R & F Bale, 5 New Street

Objects to the proposal but does not request to speak at Committee:

1. Highway/Pedestrian safety, traffic and parking

Karl Stephens, 5 Bristol Street

Objects to the proposal but does not request to speak at Committee:

1. Overshadowing.
2. Increased footfall/patients to the premises
3. Highway/pedestrian safety, traffic and parking issues (refers to the Road Traffic Act 1988, Highways Act 1980 and the Town and Country Planning Act 1990).
4. The scheme would be contrary to the Human Rights Act 1998 specifically Part 1 Articles: 2 Right to Life, 8 Right to respect for private and family life and Part 2 Article 1 Protection of property.

Irene Delday, 19 Bridgend Road

Objects to the proposal but does not wish to speak at Committee:

1. Highway/Pedestrian safety, traffic and parking

COMMENTS ON REPRESENTATIONS RECEIVED

1. Lack of parking, increase in traffic, disruption and detrimental to highway/pedestrian safety.

Refer to the 'Comments on Representations Received' and 'Appraisal' Sections of the report.

This planning application is determined in accordance with the provisions of the Town and Country Planning Act 1990, whilst other highway-related matters are governed under separate legislation.

The lane to the side of the proposed surgery expansion is unadopted and appears to be private. Unauthorised use of this lane is a private matter between the interested parties.

2. Overshadowing to 5 Bristol Street.

Neighbouring properties from Bridgend Road and Bristol Street would generally be over 21m away from the application property and the proposed two-storey extension.

The rear of the site backs onto the rear gardens of properties along Bristol Street. Several of these properties have garages/outbuildings located at the bottom of the garden and near to the application site. It would also appear that they benefit from long rear gardens and many have extended their properties with two-storey extensions. Given the built-up nature of this part of Aberkenfig, it is not considered that the proposed two-storey extension of this scale, design, appearance and in this particular location, would have any significant adverse effect on these properties, with particular regards to dominance and loss of light, outlook and privacy.

3. Impact on Human Rights

The general purpose of the Human Rights Act 1998 is to protect human rights and fundamental freedoms and to maintain and promote the ideals and values of a democratic society. It sets out the basic rights of every person together with the limitations placed on these rights in order to protect the rights of others and of the wider community. The Local Planning Authority is satisfied that it has considered the Act during the assessment of this application. The planning system by its very nature respects the rights of the individual whilst acting in the interest of the wider community. It is an inherent part of the decision-making process for the Local Planning Authority to assess the effects that a proposal will have on individuals and weigh these against the wider public interest in determining whether development should be allowed to proceed.

APPRAISAL

This application is referred to Committee at the request of the local Member.

The proposal seeks to expand the neighbouring surgery premises by amalgamating it with an adjacent premises to enhance the quality of the existing facility and the range of services it provides. The amalgamation would involve the change of use of a residential property to a surgery and the construction of side and rear extensions.

This proposal, in principle, is deemed to be in accordance with Policies SP13 and COM8 of the adopted Bridgend Local Development Plan (BLDP) which concerns with retention, enhancement and benefits to health and well-being facilities.

Notwithstanding the acceptability of the proposal in principle, the proposal must satisfy all other planning policies, guidelines and material planning considerations.

This submission is virtually identical to that previously submitted under application P/14/199/FUL, in which it was concluded that subject to condition, the development would not have any adverse effect on the visual amenities of the area or on the residential amenities of neighbouring properties. Since the determination of that application, there has been no significant change in the circumstances of the site or in terms of planning policy. It is, therefore, concluded that these matters have been previously assessed under the previous application and do not require revisiting.

The main consideration of this scheme relates to the impact of the development on parking and other highway-related matters. This is due to the refusal of application P/14/199/FUL purely on three highway-related grounds recommended by the Group Manager Transportation and Engineering (Highways) and echoed by several local residents who objected to the previous and latest application on highway primarily safety and parking issues.

The Group Manager Transportation and Engineering (Highways) has had the opportunity to carefully consider this scheme, which includes additional information submitted to address the previous reasons for refusal. This information includes:

1. Traffic Survey
2. A revised Design and Access Statement
3. A supporting statement attempting to balance the highway-related issues with the benefits that the proposed development would bring to the community
4. A petition signed by approximately 1118 signatories requesting the Council to review their previous refusal of application P/14/199/FUL.

This latest submission provides a case in support of the proposal, which outlines the need for the expansion of the surgery and the community benefits that this would bring to the locality. It also explains that the surgery has considered re-locating, however, they have been unable to locate a suitable site or premises.

The Group Manager Transportation and Engineering (Highways) has assessed the scheme with the additional information supplied and there is objection to the submitted proposals for the following reasons:

1. The proposed additional use of the substandard access known as New Street (in both primary vehicular and pedestrian access terms) will create increased traffic hazards to the detriment of highway safety and the free flow of traffic.
2. In the absence of adequate off street parking facilities the development will generate additional on street parking along the substandard access known as New Street and the surrounding constrained roads/streets to the detriment of highway safety and the free flow of traffic.

3. The proposed development will generate additional vehicular turning movements at the substandard Bridgend Road/New Street junction, creating further traffic hazards to the detriment of highway safety and the free flow of traffic.

Having reviewed all relevant planning policies, guidelines and material considerations, it is concluded that the highway safety objections raised by the Group Manager Transportation and Engineering (Highways) and local residents outweigh the case made by the applicant in support of the development. The scheme is, therefore, recommended for refusal.

CONCLUSION

This application is recommended for refusal because the development does not comply with Council policy and guidelines, and is deemed to be detrimental to highway safety.

RECOMMENDATION

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

- 1 The proposed additional use of the substandard access known as New Street (in both primary vehicular and pedestrian access terms) will create increased traffic hazards to the detriment of highway safety and the free flow of traffic.
- 2 In the absence of adequate off street parking facilities the development will generate additional on street parking along the substandard access known as New Street and the surrounding constrained roads/streets to the detriment of highway safety and the free flow of traffic.
- 3 The proposed development will generate additional vehicular turning movements at the substandard Bridgend Road/New Street junction, creating further traffic hazards to the detriment of highway safety and the free flow of traffic.

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None