

RECOMMENDATION : GRANT WITH CONDITIONS

REFERENCE: P/15/196/OUT
APPLICANT: MS S A BRYANT
THE COTTAGE COYCHURCH

LOCATION: REAR GARDEN OF THE COTTAGE COYCHURCH

PROPOSAL: 2NO. DORMER BUNGALOWS (OUTLINE APPLICATION)

RECEIVED: 24th March 2015

SITE INSPECTED: 8th May 2015

APPLICATION/SITE DESCRIPTION

Outline planning consent is sought for the construction of 2 no dormer bungalows in the garden of the property known as 'The Cottage' in the village of Coychurch.

The site measures approximately 600 sq.m and is roughly rectangular in form. Its boundaries are shared with the retained garden of 'The Cottage', the side boundary of 'The Old Post Office', which is defined by a low wall and existing planting, the side boundary of the extended garden of 22 Glebeland Close which is partially screened by a low hedge and a 2m high hedge that forms the common boundary with the rear gardens of 23 and 24 Glebeland Close. A 1.2m high stone wall forms the north eastern boundary of the site with the public highway, through which the existing driveway access to The Cottage is currently provided.

All matters of detail are reserved for future consideration and a 1:500 scale block plan has accompanied the application illustrating the form of the development, being two modest dwellings served by a centrally positioned access with double driveways and garages. The design parameters are set out in the submission with the approximate dimensions of the dwelling being 7-8m in length by 8-9m wide with pitched roofs having a height between 6-7m.

RELEVANT HISTORY

P/04/367/OUT APPROVED 10-05-2004
+conditions

1 DWELLING (AMENDED DEVELOPMENT DESCRIPTION)

P/07/558/RLX APPROVED 27-06-2007
+conditions

RELAXATION OF STANDARD CONDITION ON P/04/367/OUT TO EXTEND EXPIRY DATE

P/10/323/RLX APPROVED 17-06-2010
+conditions

RELAXATION OF CONDITION ON P/07/558/RLX - TO EXTEND EXPIRY DATE

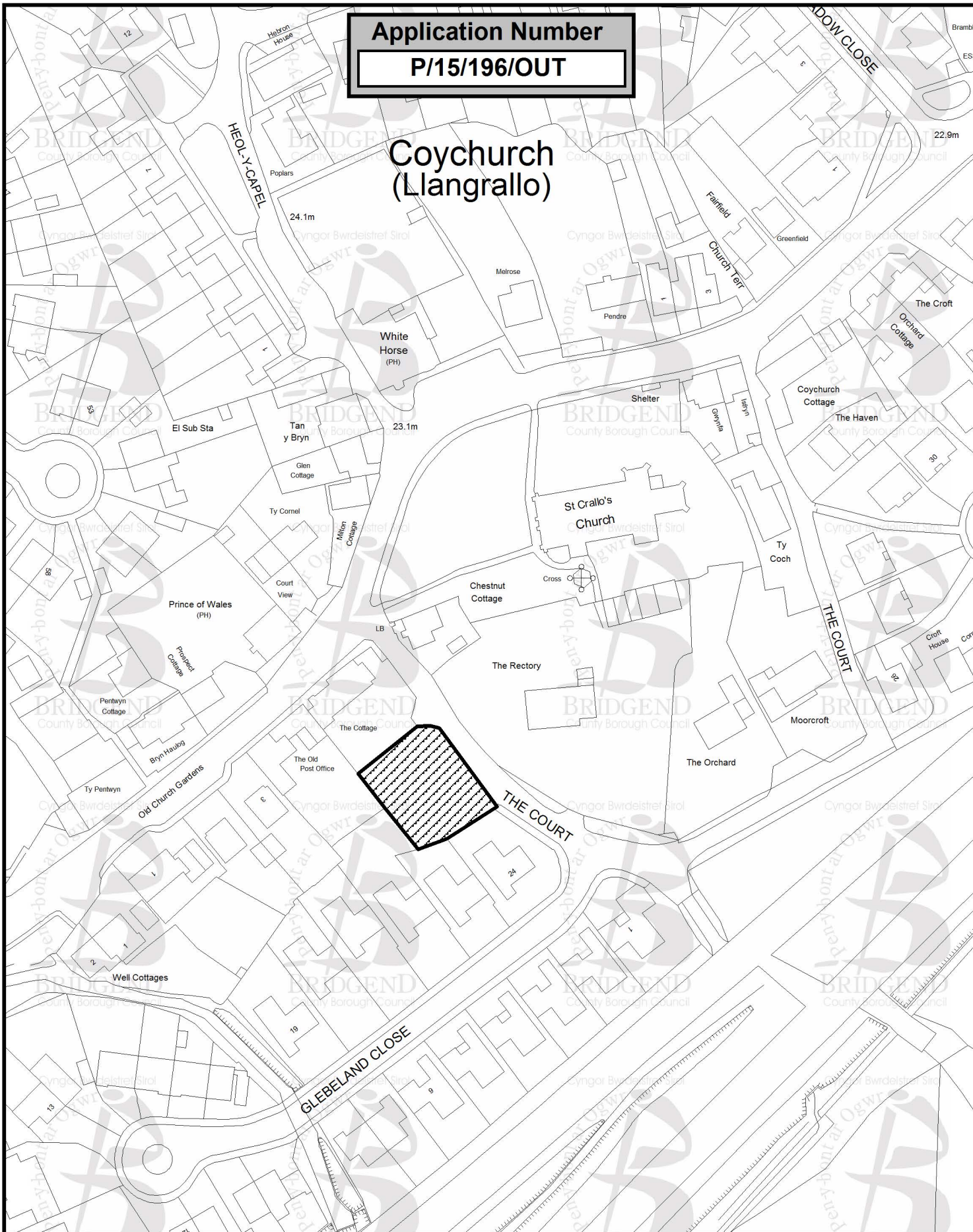
P/14/6/FUL APPROVED 17-02-2014
+conditions

SINGLE STOREY EXTENSION, FIRST FLOOR EXTENSION OVER EXISTING GARAGE,
REAR FACING BALCONY & INTERNAL ALTERATIONS

Application Number

P/15/196/OUT

Coychurch (Llangrallo)



Scale 1:1,250

Date Issued:
15/07/2015

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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Cyngor Bwrdeistref Siro



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 22nd April 2015.

NEGOTIATIONS

None.

CONSULTATION RESPONSES

Town/Community Council Observations

Notified on 26th March 2015

The road outside this site is narrow and without footpaths. It is extensively and continually used as an access road by a housing estate and the staff of the nearby ecclesiastical offices, any traffic parking outside the proposed dwellings is likely to obstruct this traffic and impede and endanger pedestrians. The developer should provide vision splays within the curtilage and double yellow lines should be introduced to prohibit parking on the road outside.

Councillor E Venables

I would like to object to the above application and make the following comments:

1) The road, which the development will exit onto, is a No Motor Vehicles Except for Access road which is narrow in places and cars have difficulty passing through it. This may cause a number of problems. Namely, residents from the development may have problems with the exiting on to this road. Secondly, visitors to the development may park on the road which in turn would cause problems with traffic passing and cause congestion. Finally, there would be a general increase in traffic using the road which would then cause traffic problems for the residents currently living in the vicinity.

2) The application states that it is not a flood risk to other properties. However, the development is on high ground above two other properties which are categorised as high risk of flooding from rivers and also high risk of flooding by surface water. This development would reduce the current soakaway area and therefore place those flood risk properties at a higher risk of flooding.

3) According to SPG17 each house needs 1 parking space per bedroom (max 3). That would mean that each house needs 2 parking spaces. It is not clear on the plan as to whether there are 2 parking spaces for each house, visitor parking and an adequate turning area.

4) There may be a loss of light to the property at 24 Glebeland Close. The proposed development appears to be very near to the boundary, and also to the actual property.

5) There may be loss of privacy to a number of properties, including 22, 23, & 24 Glebeland Close, The Cottage, and The Old Post Office. As the development is actually at the top of an incline there may also be loss of privacy to other properties including 2 & 3 Old Church Gardens, 1 & 2 Well Cottage, and 19, 20 & 21 Glebeland Close.

6) The density of the development is high. The plot is quite small and not suitable for two properties to be built on it.

7) Within the village of Coychurch there are a number of different dwellings. The development proposes to construct bungalows. However it would appear that within the village of Coychurch there is not a need for more bungalows as there are a number of these dwellings within the area already.

8) The development does not propose to address the needs of affordable housing within the village.

Head Of Street Scene (Drainage)

No objection subject to conditions.

Welsh Water Developer Services

We request that if you are minded to grant consent that our recommended conditions and advisory notes are included within the consent to ensure no detriment to existing residents or the environment to Dwr Cymru Welsh Water assets.

Glamorgan Gwent Archaeological Trust

Recommend a condition be imposed requiring an archaeological watching brief be undertaken during the ground disturbing works.

REPRESENTATIONS RECEIVED

Letters Of Objection Have Been Received From The Following: , .

Mr and Mrs Hyde - 24 Glebeland Close;
Mr Venables - 2 Well Cottages, Coychurch;
Mrs E Keitch - 6 Glebeland Close;
Mr N Hopkins - The Firs, 3 Old Church Gardens;
Christine Phillips - Chestnut Cottage, The Court;
D J Collier - 23 Glebeland Close;

The following is a summary of the objections received:

1. Overdevelopment of the site - it cannot accommodate two dwellings;
2. Proposed dwellings will affect privacy and will reduce light to neighbouring properties - new dwellings will dominate outlook from bedroom window
3. Style of dwellings out of character;
4. Proposed access to serve the dwellings will be on to an 'access only' road - the development will contravene this order. Existing substandard access road (narrow and no footways) cannot accommodate the traffic that will be generated by the development. Car parking is already a problem and the lack of proposed car parking provision will exacerbate the situation.
5. Nuisance (noise, traffic congestion etc.) will be caused by the development;
6. Loss of view;
7. Development not accompanied by a Flood Consequence Assessment - development and the associated hard surfaces will reduce the natural drainage and will displace water onto neighbouring properties;

8. Does not address the need for affordable housing in the village;

COMMENTS ON REPRESENTATIONS RECEIVED

The following comments are provided in response to the representations received:

1. Overdevelopment is an all-encompassing term which covers many aspects of the local objections received. The planning history confirms that permission has been granted for a single dwelling on this plot back in 2004 - this consent was renewed but has now expired. Examination of the original planning application file confirms that two dwellings were proposed but the scheme was revised in response to concerns expressed by the planning officer with regard to overdevelopment. Such an assessment at this stage can only be made on the illustrative plan and the design parameters supplied. The level of amenity space for each dwelling will be modest with the rear gardens extending a maximum of 7m and being on average 10m wide (including the garage). The driveway as illustrated is deficient in width as are the proposed garages. It is therefore estimated that a maximum of two car parking spaces could be provided per dwelling but this would result in a minor change to the position of the dwelling to provide 3.6m wide drives. If 2 dwellings were to be accommodated, changes to the indicative layout would be necessary and the resulting unit designs would be modest in terms of their floorspace.

2. The close proximity of the neighbouring properties to the development site and the need to protect their amenities, constrains the development. Planning conditions could be imposed to control the future siting and design of the dwelling and to ensure that habitable room windows are only provided in the ground floor of the bungalow. Any future design would also have to ensure that any dormer construction containing habitable room windows overlooks the road only. With the provision of an appropriate screen fence, the privacy enjoyed in the gardens of the neighbouring properties could be protected. No proposed window opening should directly face existing window openings in the neighbouring properties given the siting of the dwellings which are perpendicular to the neighbouring properties.

Domination of outlook must be considered in the context of the nearest neighbouring properties, 'The Cottage' and 24 Glebeland Close. The occupier of 24 Glebeland Close has supplied a photomontage which attempts to illustrate the impact of one of the dwellings on the outlook from a rear facing bedroom window. Although the window does not serve a standard reception room, i.e. lounge, living room etc., in the design of these bungalows it is reasonable to assume that the bedroom can be classed as habitable and therefore be afforded a degree of protection. Based on a generally level site, the 25 degree daylight protection zone from the bedroom window would be marginally infringed by a pitched roof bungalow constructed to a height of 7m based on the separating distance of 10m which is recorded from the submitted plans. The design parameters that are set out on the submitted plan suggest that the height of the dwellings could however range between 6-7m. Taking the lower figure, the development lies just outside the 25 degree line. It is necessary to take account that the driveway dimensions are not properly scaled on the plan and therefore the position of the dwellings may vary slightly. Again planning conditions could be imposed to control the position and height of the dwelling to ensure that the outlook from 24 Glebeland Close is not affected to such a degree as to warrant refusing planning permission when assessed against the Council's current guidelines.

With regard to 'The Cottage' (the applicant's property) it is noted that a distance of some 15m separates the side elevation of one of the new dwellings to the rear of the existing property. 'The Cottage' is however being extended and that distance will be reduced to 13m when measured from the extended kitchen. A first floor balcony extension is also being added to the applicant's property but again the separating distance of 12m should ensure that the privacy of the occupiers of the existing and new properties will meet the Council's Guidelines and should therefore be protected.

3. Concerns about the style of development cannot really be substantiated at this stage as the final design of the dwelling is not before us. The scale and character of the properties vary greatly in the village of Coychurch and it would be difficult to envisage a future design that would be so out of keeping that would warrant a refusal of permission.

4. The Transportation and Engineering Section has considered the existing highway network that serves the site, the proposed development, including the car parking and access arrangements and has not objected to the development. The objections raised by residents on highway safety grounds cannot be substantiated given the scale of the development.

5. Inevitably construction can result in noise, disturbance, additional traffic etc. but given the scale of development it is not grounds for refusing planning permission. Other legislation will manage any adverse effects during construction and for schemes of this scale there is no justification for the Local Planning Authority to impose further controls.

6. Loss of view/outlook is not a material planning consideration. The domination of outlook in respect of those properties closest and directly overlooking the application site are addressed above.

7. The application has not been accompanied by a Flood Consequence Assessment as the application site lies outside of any flood zone defined in the Welsh Government Development Advice Maps. Furthermore, the Council's Land Drainage Section has not opposed the development although they require the submission and agreement of a comprehensive drainage scheme for the site.

8. Policy COM5 establishes the threshold for affordable housing and that is on sites accommodating 5 or more dwellings or exceeding 0.15 hectares in size. The threshold is not reached by the proposed development.

APPRAISAL

The application is referred to Committee due to the number of objections received from local residents.

Outline planning consent is sought for the construction of 2 dormer bungalows in the garden of the property known as 'The Cottage' in the village of Coychurch. Policy COM3 of the Bridgend Local Development Plan (BLDP) permits small-scale housing developments within the designated small settlement of Coychurch. The proposal therefore represents an opportunity to develop under-utilised land within the urban area for residential development. Strategic Policy SP14 requires that applications for development include material proposals which deal with the fair and reasonable infrastructural requirements of the development and which help to mitigate any negative impacts that might arise as a consequence of the development. The scale of the scheme does not require any such planning obligation.

The scheme is assessed against Policy SP2 of the BLDP which establishes the criteria for acceptable design and place making. The applicant has reserved all matters for subsequent approval and therefore, much of the criteria under Policy SP2 cannot be fully assessed and will be the subject of a future application if planning permission is forthcoming.

The submitted 1:500 scale block plan does however enable an assessment of the potential impacts of the development on the amenities of the neighbours to be made and this has been addressed in some detail in the previous section of the report.

A single dwelling could reasonably be accommodated on the plot but this submission seeks to maximise the development and the critical issues are whether this can be done without compromising the amenities of the area, its residents and those that will occupy the dwellings in

the future as well as not being detrimental to highway safety.

The principle of residential development is accepted through the policies of the Bridgend Local Development Plan and it is considered that, through planning conditions, the siting and design of the dwellings can be managed to ensure that the amenities of all neighbours can be protected when assessed against the current planning guidelines for such developments.

Controlling the siting of the dwellings could potentially limit the footprint of the dwellings as it will be necessary to provide the correct dimensioned parking and access arrangements. It is necessary therefore to consider if such limitations would result in a development that, in terms of scale, would be out of character with the area and, secondly, would provide sufficient amenity space for the future occupiers.

As referred to in the previous section of the report, Coychurch has a mix of dwelling types on varying plot sizes. The character of the village is not so well defined that two modest properties would be appearing so out of scale. The private garden space will not be generous whatever the form of the future development but there may be some opportunity to position the units forward to maximise the rear garden. Again however, when referencing garden sizes in the village, a great variation is noted.

It is considered that the development, whilst maximising the space, does not constitute over development and consequently the amenities of the neighbouring properties can be safeguarded through appropriately worded planning conditions. Furthermore, although the level of amenity space afforded to the future occupiers will be limited, it is nonetheless sufficient. In terms of criteria 2, 3, 4 and 12 of SP2 the development complies.

With reference to highway safety, the Transportation and Engineering Section has no objection to the proposal subject to conditions and advisory notes. It is therefore considered that the indicative access arrangements are acceptable, albeit it will be necessary to provide parking on any future planning application in accordance with the Council's Parking Guidelines.

It is considered that the principle of developing the site accords with planning policy and, subject to any future planning application being in accord with the recommended planning conditions, the development should not compromise the amenities of the area and those of the existing and future residents, should not be detrimental to highway safety or conflict with any other planning interest of acknowledged importance.

CONCLUSION

The objections received have been taken into account and the proposed agreed in accordance with Council policy and guidelines. Subject to a scheme being designed in accordance with the planning conditions it should not adversely affect privacy or visual amenities nor so significantly harm neighbours' amenities as to warrant refusal. Furthermore, the development will not be detrimental to highway safety. Notwithstanding the objections received it is considered, on balance, that the development is acceptable.

RECOMMENDATION

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

- 1 No more than two dwellings are permitted on this site.

Reason: To enable the Local Planning Authority to retain effective control over the

development in the interests of safeguarding the amenities of the area and in the interests of highway safety.

2 The plans and particular for any reserved matters application for the layout, scale, appearance and access shall incorporate the following:

(i) a distance of 21 metres when measured directly between habitable room windows, (including bedrooms) in the new dwellings and habitable room windows in neighbouring properties;

(ii) no habitable room windows (including bedrooms) at first floor level or serving rooms in the roof space on the south western elevations of the proposed dwellings, facing the rear gardens of The Old Post Office and 22 Glebeland Close;

(iii) the maximum ridge height of the dwellings not exceeding 6m from existing ground levels and the dwellings sited a minimum distance of 10.5m measured from the bedroom window in the rear elevation of 24 Glebeland Close and new kitchen window in the extension of 'The Cottage';

(iv) a 1.8m high screen wall/fence along the south western, north western and south eastern boundaries of the site;

(v) a centrally positioned access serving both properties with minimum driveway widths of 3.6m and lengths of 10m;

Reason: To enable the Local Planning Authority to retain effective control over the development in the interests of safeguarding the amenities of the area and in the interests of highway safety.

3 No development shall take place until a car parking scheme has been submitted to and agreed in writing by the Local Planning Authority. The development shall not be brought into beneficial use until space has been laid out within the site in accordance with the agreed plans for cars to be parked.

Reason : To ensure adequate off street parking is provided, in the interests of highway safety.

4 No works whatsoever shall commence on site until such time as a scheme has been submitted to and agreed in writing by the Local Planning Authority for the setting back of the Eastern site frontages of both the site and The Cottage and the provision of a 1.8m footway to link the existing footway adjacent to 24 The Court to the existing footway at the Northern corner of The Cottage. The scheme should also include details of the replacement boundary treatment for the proposal and The Court to ensure vision splays of 2.4m x 17m are provided to the existing and proposed vehicle accesses. Such a scheme shall be implemented, as approved, in permanent materials before the development is brought into beneficial use.

Reason: In the interests of highway safety. The development shall not be brought into beneficial use until space has been laid out within the site in accordance with the approved plans for cars to be parked.

5 No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul drainage, roof/yard water, highway drainage and land drainage 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 any dwelling being occupied.

Reason: To ensure effective drainage facilities are provided for the proposed development

- 6 The developer shall ensure that a suitably qualified archaeologist is present during the undertaking of any ground works in the development area, so that an archaeological watching brief can be conducted. The archaeological watching brief will be undertaken to the standards laid down by the Institute of Field Archaeologists. The Local Planning Authority shall be informed in writing, at least two weeks prior to the commencement of the development, of the name of the said archaeologist.

Reason: To ensure that any non replaceable archaeological assets are investigated and noted, as the site lies in an area of potential archaeological interest.

* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a. The objections received have been taken into account and the proposed agreed in accordance with Council policy and guidelines. Subject to a scheme being designed in accordance with the planning conditions it should not adversely affect privacy or visual amenities nor so significantly harm neighbours' amenities as to warrant refusal. Furthermore, the development will not be detrimental to highway safety. Notwithstanding the objections received it is considered, on balance, that the development is acceptable.

b. Off street parking, both operational and non-operational must be provided to the satisfaction of the Local Planning Authority and attention is drawn to Supplementary Planning Guidance 17: Parking Standards.

c. Dwr Cymru Welsh Water has provided the following advisory notes:

* Foul water and surface water discharges shall be drained separately from the site

* No surface water shall be allowed to connect either directly or indirectly to the public sewerage system unless otherwise agreed in writing by Dwr Cymru Welsh Water.

* Land drainage run off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None