

Application No	S/34537
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Application Type	Full Planning
Proposal & Location	CONSTRUCTION OF 8 HOUSES TOGETHER WITH ASSOCIATED VEHICULAR AND PEDESTRIAN ACCESSES, CAR PARKING, LANDSCAPING, DRAINAGE AND OTHER ANCILLARY DEVELOPMENT AT LAND ON EASTERN SIDE OF, HEOL BRONALLT, HENDY, LLANELLI

Applicant(s)	GREENWAY HOMES DEVELOPMENTS, CAMBRIAN COMPLEX, YSTRAD ROAD, FFORESTFACH, SWANSEA, SA5 4HJ
Agent	,
Case Officer	Paul Roberts
Ward	Hendy
Date of validation	11/10/2016

CONSULTATIONS

Head of Transport and Engineering - Has raised no objection to the application subject to the imposition of suitable conditions on any permission granted.

Head of Waste and Environmental Services (Land Drainage) – Has confirmed his acceptance of the surface water drainage scheme proposed.

Head of Public Protection and Housing – Has raised no objection to the application.

Coal Authority – Have raised no objection to the application subject to the imposition of a condition on any permission granted securing the submission of a scheme of intrusive investigations to determine whether there are any coal mining constraints within the site and, where necessary, a remediation strategy to safely remediate any identified constraints.

Dwr Cymru Welsh Water – Have examined the drainage proposals submitted with the application and confirmed that they have no objection to the application.

Natural Resources Wales - Have confirmed that they have no objection to the development.

Welsh Government (Transport Division) – Have confirmed that they have no objection to the application.

Llanedi Community Council - Have objected to the application on the following basis:

- Existing drainage problems in the area, lack of capacity in the existing system and the flooding of existing properties.
- Loss of an important wildlife corridor.
- Highway problems along Bronallt Road which is a one way system with poor access.
- Traffic problems in Hendy particularly during peak periods will be exacerbated by the development.

Local Member - County Councillor G B Thomas has objected to the application on the following grounds and has requested that the Planning Committee undertake a visit to the site :

- The loss of a natural wildlife corridor for mammals, invertebrates and insects.
- The existing road infrastructure is not suitable to accommodate the development and is already at maximum capacity.
- Access to the site via Bronallt Road is very narrow with little or no room for pedestrians.
- Concern regarding the steep gradient of the new estate road particularly during periods of frost and snow.
- Concerns regarding the proposal to drain surface water from the development via attenuation tanks and soakaways given the gradient of the site. The development would increase the risk of flooding to the houses at Clayton Road which are located below the site.
- Potential for new springs to appear within the site as a result of a change to the soil structure during construction works.

Neighbours/Public – The application has been publicised with the posting of a number of site notices within the vicinity of the site. Subsequent amendments to the development as part of the application process and the submission of additional supporting information by the applicant also required a further re-consultation exercise whereby further site notices were posted in the area.

As a result of these publicity exercises, a number of third party letters of representation have been received from neighbouring residents who object to the application. Two signed petitions have also been received from local residents and interested parties in opposition to the development.

A number of letters of support have also been received in response to the application together with a further signed petition from local residents expressing their support of the development. The respondents support the provision of eco-friendly and affordable homes on the site and highlight that existing properties that have been built in the area are too expensive for most to afford.

The issues raised by the respondents who object to the application are summarised below:

- Highway impacts of additional traffic – narrowness of Bronallt Road which is one way and has a lack of footways.
- Increased traffic congestion on roadways including Iscoed Road and Fforest Road.
- Impact upon the junction of the M4 at Hendy.

- Dangerous access into and out of the site.
- The application is a first phase of 40 dwellings and combined with other proposed developments such as Clos Benallt it will have unacceptable traffic impacts.
- The development would change the rural character of the area and have a harmful urbanising effect.
- The proposal would constitute ribbon development.
- Houses don't compare to existing properties in the area and will be out of keeping with the area.
- The development will worsen existing surface water and sewage flooding of neighbouring properties in Clayton Road and Iscoed Road downslope of the site.
- The subsoil structure of the site is impermeable and will result in surface water flowing down the slope towards existing properties of Clayton Road and Iscoed Road.
- Concerns regarding the use of attenuation tanks and soakaways to remove surface water – seepage to properties at a lower level.
- Risks of landslips.
- Loss of a recreation area.
- Impact upon the Welsh language.
- Damage to neighbouring properties.
- Loss of trees and hedgerows and impact upon ecology.
- Loss of wildlife habitats.
- Park needs improving.
- Noise pollution to residents.
- Ground contamination – risk to human health.
- Lack of infrastructure – GP surgery, local schools etc.
- No need for additional housing given that a significant number of new houses are to be built in Pontardulais.
- Loss of privacy and light to existing properties.
- Loss of view.
- The drainage strategy report is questioned where the proposal includes an infiltration swale as a “factor of safety”
- Concern that the development would exacerbate any surface water run-off through increased ground water seepage and arises by the lateral movement of water.
- It is documented on the property particulars for certain houses on Clayton Road that there is a well in the field behind.
- Where is evidence to show that there are no underground streams beneath or below the application site.
- The presence past coal workings in the area can exacerbate ground water problems.
- The wisdom of vesting responsibility for the surface water system with a private company is questioned.
- The inclusion of an exclusion clause in the drainage report further heightens concerns expressed.

RELEVANT PLANNING HISTORY

The following previous applications have been received on the application site:-

S/13659 Proposed residential development

Outline planning permission

30 July 2009

D5/4603

Residential Development
Outline planning permission refused

13 March 1980

APPRAISAL

This application is subject to a Section 106 Agreement.

This is an application in which Carmarthenshire County Council has an interest in terms of land ownership of the highway upon which improvement works are proposed.

THE SITE

The application site consists of an irregular shaped parcel of land located off the eastern side of Bronallt Road in Hendy. It covers an area of approximately 0.56 hectares forming part of a larger field enclosure that extends eastwards from Bronallt Road towards the western edge of the Squirrel Walk and Golwg yr Afon housing estates to the east. The land consists of improved grassland.

The site has a road frontage of approximately 45 metres with Bronallt Road with the area flanking the road having a gentle fall in an easterly and southerly direction. The levels of the remainder of the site fall significantly towards its eastern and southern boundaries.

The site's western, northern and southern boundaries are defined by a mix of hedgerows, trees and fencing/walling. Its eastern boundary is undefined and merges with the remainder of the field enclosure. The site's frontage represents an undeveloped gap along Bronallt Road which is otherwise largely built up on both sides by residential development. The side and rear gardens of a number of these properties abut the northern and southern boundaries of the site.

The site is located in a primarily residential area with Bronallt Road being characterised by a mix of large detached properties as well as former local authority semi-detached housing principally to the north of the site. The latter is adjoined by a small park which abuts the northern boundary of the site. The Squirrel Walk and Golwg yr Afon housing estates are located to the east of the site and set at a significantly lower level. There is a further smaller field enclosure to the south of the site which slopes down towards the rear of the properties of Clayton Road to the south.

Parts of Bronallt Road have been included within the application site in the interests of providing a new footway along the roadway and securing the necessary visibility splays from the new access proposed.

THE PROPOSAL

The application seeks full planning permission for the construction 8 detached dwellings together with associated access, parking, landscaping and drainage works. The scheme is to consist of 3 no. three bedroom houses, 1 no. 4 bedroom house and 4 no. five bedroom houses which are to be of a contemporary design. The proposal represents the first phase of a larger scheme to develop the remainder of the field enclosure and neighbouring field to the south with the overall development potentially providing circa 41 dwellings.

The layout of the development seeks to utilise the sloping nature and southerly aspect of the site while at the same time having regard to the character and amenity of existing neighbouring properties. Vehicular access is to be achieved via a new estate road that will extend through the site in a north easterly direction and egress onto Bronallt Road via a new T Junction. New footways are to be provided either side of the junction along Bronallt Road.

Three of the houses are to front onto Bronallt Road either side of the new access in order to create interest and reinforce the existing frontage of properties along the roadway. The remaining houses all front onto the new estate road with parking to the front and side and private garden areas to the rear. The houses are orientated in a southerly and south easterly direction to maximise the solar gain to the properties and the current outlook and views from the site. The former is reflected in the contemporary design of the houses with their monopitch roof designs and use of solar panel technology as well as the large glazed openings in their south facing elevations.

The three houses fronting Bronallt Road are of a two storey design to reflect those of existing neighbouring properties. Similarly, the three bedroom houses within the estate are of a two storey construction albeit a number are of a split level design to utilise the sloping nature of the site. The two larger five bedroom houses within the estate are of a three storey split level design to, again, utilise the change in levels within the site.

The elevations of the houses will consist of a mix of render, natural slate and oak cladding while the roofs will be clad with a grey standing seam system. The southerly elevations of the houses will include balcony features which have been sensitively designed to safeguard the amenity of adjacent properties. One of the principal objectives of the development is to use sustainable materials and techniques in order to minimise the carbon footprint of the scheme. The latter will include the use of measures such as solar PV systems, triple glazed windows and air source heat pumps.

Each house is to have a minimum of three off road parking spaces with a number of these being provided within integral and detached garages. The significant change in levels within the site will require significant cut and fill earthworks as part of the development and the estate road will have a 1 in 10 gradient through the development. Moreover, the layout will include retaining wall features within and around a number of the houses to accommodate the change in levels. Boundary treatment measures will include a mix of walling, fencing and hedging.

Pedestrian facilities are provided throughout the development with footways either side of the estate road while a footpath link is also provided to the nearby park.

The application has been accompanied by a range of supporting information which include the following:

1. Preliminary Ecological Appraisal.
2. Arboricultural Report.
3. Drainage Strategy Report.
4. Geotechnical and Geo-Environmental Site Investigation.
5. Dust Prevention Scheme.
6. Reptile Survey Report.

The site investigation report identifies a potential risk to ground stability from unrecorded shallow mine workings within the vicinity of the site and outlines a series of remediation measures to be implemented as part of the development.

The ecological appraisal confirms that the site is dominated by improved species-poor pasture which is considered to be of low ecological value. Notwithstanding this, it highlights that the site has potential to support foraging and commuting bats, badgers, birds and reptiles and makes a number of recommendations to mitigate the impacts of the development. At the same time, it provides a series of ecological enhancement measures such as the installation of bird and bat boxes which, alongside new landscaping proposals, will assist in enhancing the foraging, feeding and nesting opportunities within the site. Similarly, the reptile survey report sets out mitigation proposals to prevent any reptiles entering the construction site.

The arboricultural report presents the findings of a tree survey of the site and concludes that the site can accommodate the development whilst retaining the trees that are of amenity value on the perimeter of the site. The dust prevention scheme sets out a series of measures designed to minimise the impacts of construction works upon neighbouring residents.

The drainage report confirms that there are no watercourses within or close to the boundary of the site and that it falls outside the fluvial and tidal flood risk zones defined under TAN15. The report draws on the findings of the geotechnical and geo-environmental investigation of the site as well as an extensive programme of soakaway testing to inform the design of the surface water drainage strategy proposed to serve the development. These confirm that the majority of the site is underlain by approximately 3 metre depth of free-draining superficial deposits overlying the bedrock. Moreover, the underlying rock also displays a good degree of vertical permeability.

The surface water disposal strategy for the development is designed to mimic the existing drainage characteristics of the site whereby run-off will be dissipated into the ground at source via infiltration. This is to be achieved with the use of porous surfacing across the development which will allow rainfall infiltration into the ground surface at the point it hits the ground. All hard surface areas including the estate road, private driveways, patios and footpaths will be designed with discrete, individual sub-base infiltration areas and the roof areas of each individual property will discharge to the porous paving area within each respective property.

The scheme will utilise a 'Formpave' system for the estate road with the road being split into discrete zonal areas each with a flat infiltration base area. The overall scheme has been designed to achieve 'zero runoff' for a 1 in 100 yr plus 30% storm event. Notwithstanding this, the scheme will also include an integrated land drainage system that will act as a 'factor of safety' to intercept any overland flow and any shallow lateral ground water flow thus protecting the proposed on-site and existing properties downslope of the site. The system will include a series of land drains that will convey any flows to an infiltration swale to be constructed at the lowest point in the eastern periphery of the site. This land drainage network will be modified on any subsequent phases to suit the full development layout and will include the replacement of the swale with crate soakaways further downslope serving future phases. The roadway and soakaway systems are to be privately maintained.

It is of note that the original drainage strategy submitted with the application proposed that runoff from the estate road be collected and via gullies and discharged to a soakaway at the lowest point of the site. However, following discussions with officers of the Authority's land drainage team the scheme was amended to incorporate the 'Formpave' system described above.

In terms foul drainage, the three dwellings fronting Bronallt Road will connect to the public sewer in Bronallt Road. The remaining dwellings will drain to the existing sewer running north-south centrally down the site.

Community Benefits

The applicants have agreed to enter into a Section 106 Agreement whereby they will provide the following level of contributions as part of the development.

1. Affordable Housing – one of the three bedroom detached dwellings on the site is to be provided as an affordable dwelling in accordance with the (10%) requirement of Policy AH1 of the LDP.

The Authority's Education Department have confirmed that the relevant catchment schools serving the site have surplus places and as such no commuted payment towards education is required. Furthermore, the Authority's Parks Manager has not requested a commuted payment towards the provision or improvement of play or open space facilities in the local area.

PLANNING POLICY

Local Development Plan (LDP)

In the context of the Authority's current Development Plan the application site is located within the development limits of Hendy and is allocated for housing purposes under Policy H1 of the Plan.

The site forms part of housing allocation TR3/7/H5 in the Plan which relates to the wider field enclosure wherein it is located. The allocation is identified as being capable of accommodating 28 units. It is of note that the field enclosure to the south of the site is also allocated for housing purposes under reference T3/7/H4. This allocation is identified as being suitable for a further 20 units giving an overall figure of 48 units for both allocations. The current application relates to a first phase of 8 dwellings on housing allocation TR3/7/H5 and the applicant has provided an indicative layout of future phases which depicts an overall development of circa 41 units on both allocations.

Reference is drawn to the following policies of the Plan:

In terms of the Plan's strategic policy context, Policy SP1 promotes environmentally sustainable proposals and encourages the efficient use of vacant, underused or previously developed land.

Policy SP2 supports proposals which respond to, are resilient to and adapt to minimise for the causes and impacts of climate change. Proposals for development which are located within areas at risk from flooding will be resisted unless they accord with the provisions of TAN15.

Policy SP3 states that provision for growth and development will be at sustainable locations in accordance with the LDP's settlement framework wherein Hendy is identified as a Service Centre which is located on sustainable transport corridors and has a broad range facilities and services that provide for the needs of the settlement and wider local catchment.

Policy SP9 promotes the provision of an efficient, effective, safe and sustainable integrated transport system.

Policy SP14 requires that development should reflect the need to protect, and wherever possible enhance the County's natural environment in accordance with national guidance and legislation.

Policy SP17 states that development will be directed to locations where adequate and appropriate infrastructure is available or can be readily available.

Policy GP1 is a general policy which, amongst others, promotes sustainability and high quality design, and seeks to ensure that development conforms with and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing, elevation treatment and detailing. Developments should also not have a significant impact upon the amenity of adjacent land uses and properties, be served by appropriate access provision and have regard to the safe and efficient use of the transport network. Proposals are also required to have regard to the generation, treatment and disposal of waste.

Policy GP2 requires that proposals within defined development limits will be permitted, subject to policies and proposals of the plan, national policies and other material planning considerations.

Policy GP3 states that the Council will, where necessary seek developers to enter into planning obligations or to contribute via the Community Infrastructure Levy to secure improvements to infrastructure, community facilities and other services to meet the requirements arising from new developments. Allied to this, Policy AH1 states that a contribution towards affordable housing will be required on all housing allocations and windfall sites. It goes on to state that the Council will seek a level of affordable housing of 30% in the higher viable areas, 20% in the middle viable areas, and 10% within the Ammanford/Cross Hands sub market areas. The application site falls within the 10% viability area.

Policy GP4 states that proposals for development will be permitted where the infrastructure is adequate to meet the needs of the development. Proposals where new or improved infrastructure is required but does not form part of an infrastructure provider's improvement programme may be permitted where it can be satisfactorily demonstrated that this infrastructure will exist, or where the required work is funded by the developer. Planning obligations and conditions will be used to ensure that new or improved facilities are provided to serve the new development.

Policy TR2 requires that developments which have the potential for significant trip generation should be located in a manner consistent with the Plan's objectives and in locations which are well served by public transport and are accessible by cycling and walking.

Policy TR3 relates to the highway design and layout considerations of developments and states that proposals which do not generate unacceptable levels of traffic on the surrounding road network, and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted. Reference is also made to the need to meet required access and parking standards as well as promoting the interests of pedestrians, cyclists and public transport as part of proposals.

Policy EQ4 relates to biodiversity and states that proposals for development which have an adverse impact on priority species, habitats and features of recognised principal importance to the conservation of biodiversity and nature conservation (i.e. NERC & Local BAP, and other sites protected under European or UK legislation), will not be permitted unless satisfactory mitigation is proposed, and in exceptional circumstances where the reasons for development outweigh the need to safeguard biodiversity and where alternative habitat provision can be made.

Similarly, Policy EP1 requires that proposals will be permitted where they do not lead to a deterioration of either the water environment and/or the quality of controlled waters.

Policy EP2 states that proposals should wherever possible seek to minimise the impacts of pollution. New developments will be required to demonstrate that they satisfactorily address any issues in terms of air quality, water quality, light and noise pollution, and contaminated land.

Policy EP3 requires proposals to demonstrate that the impact of surface water drainage, including the effectiveness of incorporating Sustainable Urban Drainage Systems (SUDS), has been fully investigated. Furthermore, Policy EP6 states that in areas where land instability is known, proposals must be accompanied by a scoping report to ascertain the nature of the instability.

Policy REC2 requires that all new development of five or more units will be required to provide on-site open space in accordance with the Council's adopted standards.

National Planning Policy

Planning Policy Wales (PPW) (Edition 9, November 2016) provides a national overview of planning policy on a wide range of issues relevant to the proposed development. The Welsh Government supports the vision for good quality, mixed housing accessible to all which conforms to sustainability principles which underpin all planning policy guidance.

The document refers to the Welsh Government's approach, as set out in its National Housing Strategy, to provide more housing of the right type and to offer more choice while ensuring that new housing and residential environments are well designed and make a significant contribution to promoting community regeneration and improving the quality of life. Further emphasis is placed on the requirement to ensure that new housing development in villages, towns or edge of settlement is a mix of affordable and market housing that retains and, where practical, enhances important landscape and wildlife features in the development.

Para 9.1.2 of PPW goes on to highlight that local planning authorities should, amongst others, promote sustainable residential environments that are easily accessible by public

transport, walking and cycling, have good access to employment, retail and other services and make the most efficient use of land.

PPW is supplemented by a continually updated series of Technical Advice Notes (TANs). The following TANs are relevant in the consideration of this application:

TAN 2 (Planning and Affordable Housing) provides guidance on the role of the planning system in delivering affordable housing.

TAN 5 (Nature Conservation and Planning) seeks to ensure that protected species, habitats and designated sites are both protected and conserved by the planning system.

TAN 12 (Design) seeks to promote sustainability principles through good design and identifies how local planning authorities can facilitate this process through the planning system.

TAN 15 (Development and Flood Risk) aims to direct new development away from those areas that are at high risk of flooding and defines what is considered to be vulnerable development and provides advice on permissible land uses in relation to the location of the proposed development and the consequences of flooding.

TAN 18 (Transport) endeavours to ensure Wales develops an efficient and sustainable transport system to meet the needs of a modern, prosperous and inclusive society.

TAN 20 (The Welsh Language) provides guidance on how the planning system considers the implications of the Welsh language when LDPs are prepared. In essence, the TAN advises that planning applications should not be subject to Welsh language impact assessment as this would duplicate LDP site selection processes where LDP objectives indicated the need for such an assessment.

THIRD PARTY REPRESENTATIONS

The application has attracted a large number of objections in the form of letters and signed petitions. A small number of letters of support have also been received as has a petition signed by local residents who support the application. The issues of concern raised by the respondents are addressed in the following appraisal.

A common ground of concern amongst the respondents is that the local highway network within the surrounding area is inadequate to accommodate the additional traffic generated by the development and the resulting detrimental impact upon highway safety. Many are of the perception that the narrowness of Bronallt Road and lack of pedestrian facilities long the same make it unsuitable to serve the development while others draw reference to it being a one-way route. Traffic congestion on the wider network of Iscoed and Fforest Road has also been raised as has the safety of the access into the site. Concerns have also been raised regarding the capacity of the nearby M4 motorway junction.

The Head of Transport having carefully assessed the proposal has raised no objection to the application from a highway capacity or safety perspective. He is satisfied that the local roads serving the site can safely accommodate the increase in traffic resulting from the proposed 8 new dwellings and that the access serving the development meets the requisite standards.

Concerns that access to the site will be via a one way system up Bronallt Road are misjudged in that the Highway Authority have recently implemented a Traffic Order which extends the current two-way traffic section at the northern end of Bronallt Road down beyond the proposed new access into the application site. This will, in effect, allow vehicles to access the development from either direction via Bronallt Road rather than having to follow the one way route to the south as suggested by the respondents.

In terms of pedestrian safety, whilst it is acknowledged that Bronallt Road does not have the benefit of a continuous footway on its northerly route up to the site, the general alignment of the road does nevertheless provide a good level of intervisibility whereby drivers are able to clearly see any pedestrians walking along the roadway. Moreover, pedestrians are only required to utilise the carriageway along short sections of the road where there is sufficient space to allow them to seek refuge from any traffic flows.

Concerns regarding the traffic impact of potential future phases of the development are not material in the determination of the current application which relates solely to the 8 dwellings proposed. Furthermore, Welsh Government have raised no concerns regarding the impact of the proposal upon the signalised junction of the M4 in Hendy.

The proposal is therefore considered to be in compliance with Policies SP9, GP1, and TR3 of the LDP in terms of the highway impacts of the development.

A further common ground of concern amongst respondents is that the development will lead to surface and foul water flooding of neighbouring properties downslope of the site. Particular reference is made to the flooding of properties in Clayton Road and Iscoed Road.

In terms of foul drainage, Welsh Water have raised no objection to the applicants' proposal to discharge foul water into the existing public sewer that crosses the site and the sewer located in Bronallt Road.

Turning to surface water drainage, the site has been the subject of detailed ground investigations and infiltration testing which have informed the final design of the scheme proposed. The scheme will dispose of surface water in a sustainable and controlled manner via the use of soakaway systems throughout the development while an integrated land drainage system is also provided as a 'factor of safety'. The Authority's land drainage engineers are satisfied that the scheme has been designed to mimic the current water drainage within the site and will cause no detriment to existing properties downslope of the site by way of surface water flooding. NRW have also raised no objection to the development in this regard subject to the appropriate maintenance of the scheme. As highlighted earlier in the report, the estate road and surface water drainage scheme are to be maintained by a private company and the applicant will be required to provide details of the same as part of the Section 106 agreement.

The Authority's land drainage engineers and NRW have raised no concerns regarding the potential creation of new springs within the site as a result the development.

The proposal is therefore considered to be in accord with the objectives of policies EP2 and EP3 of the LDP in that it will dispose of foul and surface water in an acceptable and sustainable manner without causing unacceptable harm to neighbouring properties or the wider water environment.

In terms of the respondents' ecology concerns, the ecological appraisal submitted in support of the application confirms that the site is of low ecological value. Notwithstanding this, the Authority's Planning Ecologist has recommended that the permission granted be conditioned to require the submission of an Ecological Management Plan designed to mitigate the impacts of the development while providing enhancement measures alongside new planting proposals. The development is also to be implemented in accordance with the recommendations of the Reptile Survey Report submitted in support of the application. The permission granted will therefore be conditioned in accordance with this advice to safeguard against any unacceptable ecological impacts and ensure compliance with the requirements of Policy EQ4 of the LDP. NRW have raised no objection to the application in this regard.

The issue of the impact of the development upon the amenity levels of neighbouring residential properties in terms of loss of privacy, light and potential overshadowing have been carefully examined as part of officers' assessment of the application. The separating distances and orientation of the new houses relative to the existing properties along Bronallt Road will avoid harmful overshadowing and loss of outlook or privacy. Similarly, although the proposed houses will be elevated above the existing properties of Golwg yr Afon and Squirrel Walk to the east of the site, the differing orientations of the existing and new properties combined with a separating distance of some 65 metres to the nearest existing property will safeguard against any unacceptable overshadowing or loss of privacy effects. Whilst it is accepted that the development will cause noise and disruption to neighbours during construction works, this will be temporary in duration.

As to the concerns regarding the urbanising impact of the development upon the surrounding area, the application site is allocated for residential development in the Authority's adopted LDP. Moreover, the density of the development falls within the parameters of the allocation set out in the Plan. In addition, whilst a number of respondents have referred to the proposal as ribbon development, the estate form and layout of the development is such that it would clearly not constitute such a development or result in a linear extension of the settlement.

The general scale, design and spatial layout of the development are considered to be acceptable within the context of the surrounding pattern of development which consists of a mix of dwelling types and densities. Although the dwellings exhibit a bespoke and contemporary appearance in comparison with existing properties in the locality, the high quality design of the houses combined with the palette of external finishes and hard and soft landscaping will result in the creation of an attractive residential estate that will complement and enhance the visual amenity of the surrounding area.

The development will provide a mix of dwelling types and sizes that will be well related to the built form of the settlements of Hendy and Fforest and their associated services and facilities. Furthermore, new development will benefit from good levels of accessibility to public transport being close to a number of bus services in the local area.

The development therefore accords with policies SP1, SP2, SP3, GP1, EP2, TR2 and TR3 in terms of its sustainability and impact upon the surrounding area.

A number of respondents have concerns regarding the impact of the development upon local services and facilities such as schools and health facilities and question whether sufficient capacity exists to accommodate the development. As highlighted above, the site is well related to the range of services and facilities available in Hendy as well as those in

the wider areas of Pontardulais and Llanelli. The relevant catchment schools serving the settlement have surplus places that can accommodate a development of the scale proposed. Furthermore, it is envisaged that the range of health care services available in the wider area including doctor's surgeries and hospital facilities will be able to accommodate the development.

Turning to concerns regarding the stability of the site, the Coal Authority who have recommended the imposition of a condition requiring the submission of a scheme of intrusive investigations and, where necessary, a remediation strategy to safely remediate any identified constraints. The permission granted will be conditioned in accordance with their advice.

It is not envisaged that a development of the scale proposed will have an impact upon the long terms viability of the Welsh language as suggested by a number of respondents. To the contrary, the provision of a mix of dwelling types and sizes including an affordable unit will make a positive contribution towards retaining young potentially Welsh speaking residents in the local area.

The Head of Public Protection has raised no objection to the application from a ground contamination perspective while concerns that the development will result in the loss of a recreation area are unfounded in that the site is in private ownership. With regard to the perceived need to improve existing parks in the area, the Authority's Parks Manager has not requested a commuted payment towards the same as part of the development.

Finally, matters raised regarding loss of existing views and damage to neighbouring properties are not material in the determination of the application.

CONCLUSION

On balance, and after careful examination of the site and its surrounding environs, together with the representations received to date, the proposal is considered to represent an acceptable form of residential development that will be in keeping with and complement the general character and appearance of the surrounding area. The site is allocated for housing purposes and its development complies with the key policy and sustainability objectives of the Authority's adopted Local Development Plan and National Planning Policy.

The general design and layout of the scheme are acceptable and will provide a high quality development that will respond well to the site's setting in the wider area. The permeability of the site in terms of vehicular and pedestrian links together with the mix of parking solutions and quality boundary treatment measures will reinforce the attractiveness of the scheme.

The development will provide a range and choice of housing types and sizes that will be well related to the existing services and facilities in Hendy and the wider Pontarddulais and Llanelli areas as well as being within easy access of existing public transport facilities and the M4 motorway.

The proposal also satisfies the sustainability requirements of the LDP from an environmental quality and utility provision perspective by implementing a drainage strategy that will dispose of foul and surface water in a sustainable and controlled manner.

Furthermore, and as outlined in the appraisal above, there are no highway, amenity, or ecological objections to the development

Accordingly, the application is put forward with a favourable recommendation subject to the successful completion of a Section 106 Agreement securing the community benefits outlined above.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The development shall begin not later than five years from the date of this decision.
- 2 The development shall be carried out in accordance with the following approved plans and documents:
 - Location plan referenced PAS01 REV 01 received on 29 June 2017
 - Block Plan Phase 1 drawing referenced PAS02 REV 04 received on 21 July 2017.
 - Existing levels drawing referenced PAS56 REV 0 received on 29 June 2017.
 - Proposed levels drawing referenced PAS57 REV 02 received on 21 July 2017.
 - Visibility splays drawing referenced PAS50 REV 03 received on 29 June 2017.
 - Parking and splays drawing referenced PAS50a REV 03 received on 21 July 2017.
 - Pedestrian visibility splays drawing referenced PAS50b REV 04 received on 21 July 2017.
 - Vertical visibility envelope drawing referenced PAS50c REV 01 received on 29 June 2017.
 - Drainage Strategy Report referenced C0675/R2 dated June 2017 received on 29 June 2017.
 - Plot 6 Ground floor drawing referenced PAS29 REV01 received on 20 December 2016.
 - Plot 6 First Floor Plan drawing referenced PAS30 REV 01 received on 20 December 2016.
 - Plot 6 Roof plan drawing referenced PAS33 REV 01 received on 20 December 2016.
 - Plot 6 Elevations drawing referenced PAS31 REV 01 received on 20 December 2016.
 - Plot 6 Cross Sections drawing referenced PAS32 REV 01 received on 20 December 2016.
 - Reptile Survey Report referenced GHD081116 received on 15 November 2016.
 - Dust Pollution Prevention Statement dated November 2016 received on 29 June 2017.

- Plot 7 elevations referenced PAS 38 REV 02 received on 18 July 2017.
- Plot 7 elevations referenced PAS 39 REV 02 received on 18 July 2017.
- Plot 7 basement plan referenced PAS 34 REV 02 received on 19 July 2017.
- Plot 7 ground floor plan referenced PAS 35 REV 02 received on 19 July 2017.
- Plot 7 garage plan referenced PAS 37 REV 02 received on 19 July 2017.
- Plot 7 first floor plan referenced PAS 36 REV 02 received on 19 July 2017.
- Plot 7 roof plan referenced PAS 41 REV 02 received on 19 July 2017.
- Plot 7 section referenced PAS 40 REV 02 received on 19 July 2017.
- Plot 8 elevations referenced PAS 46 REV 02 received on 21 July 2017.
- Plot 8 elevations referenced PAS 47 REV 02 received on 21 July 2017.
- Plot 8 basement plan referenced PAS 42 REV 02 received on 21 July 2017.
- Plot 8 ground floor plan referenced PAS 43 REV 02 received on 21 July 2017.
- Plot 8 garage plan referenced PAS 45 Rev 02 received on 21 July 2017.
- Plot 8 first floor plan referenced PAS 44 REV 02 received on 21 July 2017.
- Plot 8 roof plan referenced PAS 49 REV 02 received on 21 July 2017.
- Plot 8 section referenced PAS 48 REV 02 received on 21 July 2017.
- Plot 1 elevations referenced PAS 06 REV 01 received on 26 September 2016.
- Plot 1 first floor plan referenced PAS 05 REV 01 received on 26 September 2016.
- Plot 1 ground floor plan referenced PAS 04 REV 01 received on 26 September 2016.
- Plot 1 roof plan referenced PAS 08 REV 01 received on 26 September 2016.
- Plot 1 typical section referenced PAS 07 REV 01 received on 26 September 2016.
- Plot 1 garage elevations referenced PAS 57 REV 02 received on 21 July 2017.
- Plot 1 garage plan referenced PAS 56 REV 02 received on 21 July 2017.
- Plot 1 garage roof plan referenced PAS 58 REV 02 received on 21 July 2017.
- Plot 2 elevations referenced PAS 11 REV 01 received on 26 September 2016.
- Plot 2 first floor plan referenced PAS 10 REV 01 received on 26 September 2016.
- Plot 2 ground floor plan referenced PAS 09 REV 01 received on 26 September 2016.
- Plot 2 roof plan referenced PAS 13 REV 01 received on 26 September 2016.
- Plot 2 typical section referenced PAS 12 REV 01 received on 26 September 2016.

- Plot 3 elevations referenced PAS 16 REV 01 received on 26 September 2016.
- Plot 3 first floor plan referenced PAS 15 REV 01 received on 26 September 2016.
- Plot 3 ground floor plan referenced PAS 14 REV 01 received on 26 September 2016.
- Plot 3 roof plan referenced PAS 18 REV 01 received on 26 September 2016.
- Plot 3 sections referenced PAS 17 REV 01 received on 26 September 2016.
- Plot 4 elevations referenced PAS 21 REV 00 received on 26 September 2016.
- Plot 4 first floor plan referenced PAS 20 REV 00 received on 26 September 2016.
- Plot 4 ground floor plan referenced PAS 19 REV 00 received on 26 September 2016.
- Plot 4 roof plan referenced PAS 23 REV 00 received on 26 September 2016.
- Plot 4 section referenced PAS 22 rev 01 received on 26 September 2016.
- Plot 3 and 4 garage elevations referenced PAS 51 REV 01 received on 26 September 2016.
- Plot 3 and 4 garage plan referenced PAS 50 REV 01 received on 26 September 2016.
- Plot 3 and 4 roof plan referenced PAS 52 REV 01 received on 26 September 2016.
- Plot 5 elevations referenced PAS 26 REV 00 received on 26 September 2016.
- Plot 5 first floor plan referenced PAS 25 REV 00 received on 26 September 2016.
- Plot 5 garage elevations referenced PAS 54 REV 01 received on 26 September 2016.
- Plot 5 garage plan referenced PAS 53 REV 01 received on 26 September 2016.
- Plot 5 garage roof plan referenced PAS 55 REV 01 received on 26 September 2016.
- Plot 5 ground floor plan referenced PAS 24 REV 00 received on 26 September 2016.
- Plot 5 roof plan referenced PAS 28 REV 00 received on 26 September 2016.
- Plot 5 section referenced PAS 27 REV 00 received on 26 September 2016.
- Geotechnical and Geo-Environmental Site Investigation Report referenced 13706 received on 27 September 2016.
- Preliminary Ecological Appraisal prepared by ECOSA dated August 2016 received on 26 September 2016.

3 The parking spaces and layout shown on the plans herewith approved shall be provided in accordance with the details shown prior to any use of the development herewith approved. Thereafter, they shall be retained, unobstructed, for the

purposes of parking only. In particular, no part of the parking or turning facilities is to be obstructed by non-motorised vehicles.

- 4 Prior to the occupation of the dwellings the required access roads and footpaths leading from the existing public highway to the respective units shall be laid out and constructed in accordance with the details shown on the drawings hereby approved.
- 5 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and site glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.
- 6 The foul and surface water drainage scheme proposed to serve the development shall be undertaken in strict accordance with the details contained in the Drainage Strategy Report referenced C0675/R2 dated June 2017 received on 29 June 2017.
- 7 No development or site clearance shall take place until an appropriate and comprehensive Detailed Landscape Design Scheme, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the indication of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development, together with detailed design proposals which effectively integrate appropriate site specific landscape, ecological and biodiversity objectives and functions and shall be in compliance with relevant guidance as provided by the Local Planning Authority.
- 8 No development shall take place until an intrusive site investigation has been carried out in accordance with a methodology first submitted to and approved in writing by the local planning authority. The results of the intrusive site investigation shall be submitted to the local planning authority before any development begins. If any land instability issues are found during the intrusive site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development shall be submitted to and approved in writing by the local planning authority. Remedial measures shall be carried out prior to the first beneficial use of the development in accordance with the approved details and retained for the lifetime of the development.
- 9 No development or site clearance shall take place until Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The scheme shall deliver detailed design proposals which effectively integrate appropriate site specific landscape, ecological and biodiversity objectives and functions. The scheme shall be in compliance with the principles of the landscape and ecological contained in the ecological assessment prepared by ECOSA dated August 2016 and received on 26 September 2017.

- 10 The development hereby approved shall be undertaken in strict accordance with the recommendations contained within section 6.0 of the reptile survey report referenced Doc. Ref: GHD081116 received on 15 November 2016
- 11 The vehicular access into the site shall at all times be left open, unimpeded by gates or any other barrier.
- 12 The gradient of the vehicular access serving the development shall not exceed 1 in 10 for the first 20.0 metres from the nearside edge of the carriageway.
- 13 Prior to any use of the accesses onto Bronallt Road by vehicular traffic, visibility splay of 2.4 metres x 59 metres shall be formed and thereafter retained in perpetuity, either side of the centre line of the access roads in relation to the nearer edge of carriageway. In particular there shall at no time be any growth or obstruction over 0.9m within this splay area.
- 14 Prior to any use of the shared private drive serving plot nos. 3 and 4 by vehicular traffic, a visibility splay of 2.4 metres x 25 metres shall be formed and thereafter retained in perpetuity, either side of the centre line of the access road in relation to the nearer edge of carriageway. In particular there shall at no time be any growth or obstruction over 0.6m within this splay area.
- 15 Prior to occupation of the dwellings hereby approved, a tactile crossing point shall be created crossing Bronallt Road at the northern end of the footway provided to the front of plot no. 3. The work shall be completed to the written approval and specification of the Local Planning Authority.
16. The Detailed Landscape Design Scheme as submitted to discharge condition 7 shall be fully implemented prior to the occupation of any dwelling on the development site. Any new landscape elements constructed, planted or seeded; or existing landscape elements retained; in accordance with the approved Detailed Landscape Design Scheme which, within a period of 5 years after implementation are removed; die; become diseased; damaged or otherwise defective, to such extent that, in the opinion of the Local Planning Authority, the function of the landscape elements in relation to this planning approval is no longer delivered, shall be replaced in the next planting or seeding season with replacement elements of similar size and specification.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 To ensure that only the approved works are carried out
- 3-4 In the interests of highway safety.
- 5 To prevent the pollution of the environment
- 6 To ensure the installation of an appropriate drainage scheme and to prevent the pollution of the environment.

- 7 To ensure the provision, establishment and maintenance of a suitable landscape scheme.
- 8 To ensure any ground instability issues are dealt with in an acceptable manner.
- 9-10 To safeguard against unacceptable biodiversity impacts.
- 11-15 In the interests of highway safety.
- 16 To ensure the provision, establishment and maintenance of a suitable landscape scheme.

REASONS FOR GRANTING PLANNING PERMISSION

The decision to grant planning 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 proposal complies with Policy H1 of the LDP in that it is allocated for residential development.
- The proposal complies with Policy SP1 of the LDP in that the proposed development is environmentally sustainable.
- The proposal complies with Policy GP1 of the LDP in that it is appropriate in terms of scale and will not cause unacceptable loss of amenity to neighbouring properties.
- The proposal complies with Policy EQ1 of the LDP in that it will not adversely affect landscapes, townscapes and features of historical or archaeological interest.
- The proposal complies with Policy TRS3 of the LDP in that it will be served by suitable access and parking provision and the traffic generated by the proposed development will not adversely affect highway safety or residential amenity.
- The proposal complies with Policies AH1 and GP3 of the LDP in that the applicant/developer will contribute towards community benefits as part of the development.
- The proposal complies with Policy EQ4 and SP14 in that the development will not cause demonstrable harm to priority species or their habitats and the natural environment.
- The proposal complies with Policy EP3 of the LDP in that adequate surface water disposal methods can be put in place.
- The proposal complies with Policy GP4 and EP2 in that will be served by adequate infrastructure and not pose an unacceptable risk to the natural environment.

NOTES

- 1 The applicant/developer is advised that the outline application relating to this development is the subject of a Section 106 Agreement requiring an element of affordable housing within the development and the payment of commuted sums to the Council in respect of improvements to educational and recreational facilities in the locality and improvements to the local highway and surface water drainage networks.
- 2 Further advice and guidance from consultees is provided in their consultation responses which can be viewed on the Authority's website. This may include reference to other relevant permissions and legislation.
- 3 Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any Conditions which the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developers') responsibility to ensure that the terms of all Conditions are met in full at the appropriate time (as outline in the specific condition).

- 4 The commencement of development without firstly meeting in full the terms of any Conditions which require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.
- 5 Failure on the part of the developer to observe the requirements of any other Conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.