

Application No	S/36679
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Application Type	Reserved Matters
Proposal & Location	RESERVED MATTERS RELATING TO ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE, TOGETHER WITH THE DISCHARGE OF CONDITIONS 7, 9 AND 11 ATTACHED TO PLANNING PERMISSION S/27346 AT LAND AT MAES Y BRYN, PENLLWYNGWYN ROAD, BRYN, LLANELLI, SA14 9RQ

Applicant(s)	BOWTREE LTD, HEOL PARC MAWR, CROSSHANDS BUSINESS PARK, CROSSHANDS, SA14 6RE
Agent	ASBRI PLANNING - RICHARD BOWEN, SUITE 4 J SHED, KINGS ROAD, SA1 SWANSEA WATERFRONT, SWANSEA, SA1 8PL
Case Officer	Paul Roberts
Ward	Llangennech
Date of validation	17/01/2018

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 Street Scene (Highway Adoptions) – Has raised no objection to the application.

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

Head of Public Protection and Housing – Has raised no objection to the application subject to the imposition of a suitable conditions relating to noise and dust mitigation.

Llangennech Community Council – Has objected to the application on the following grounds:-

- The development is for social housing and the development is lacking in the basic requirements for such housing in that there are no nearby facilities such as local shops or post office and the site has poor road access to Penllwyngwyn Road below a brow of a hill on a busy road.

- The entrance to the site is not conducive to any significant traffic without being widened/improved.
- The overdevelopment of the site and the consequent effect on the road system and other services given a major housing development has recently commenced at Pendderi Road.
- The villages of Llangennech/Bryn are becoming substantially overdeveloped with little changes to the roads or infrastructure.

Local Member – County Councillor Gary Jones has objected to the application on the basis that too many properties are being developed in Llangennech and the Bryn and putting a strain on local services such as schools, surgeries, sewerage and roads. He also raises concerns regarding the access leading to the site, the nature of the development in that it consist solely of affordable housing and the lack of access to existing facilities. Councillor Jones also notes that the Section 106 contributions previously agreed will not now be provided.

Cllr Jones has requested that the Planning Committee undertake a site visit in order to fully consider the highway and visual impacts of the development.

County Councillor Gwyneth Thomas objects to the application on the following grounds:-

- The village of Bryn has already been overdeveloped with the development of the large estate at Bryn Uchaf and additional 240 units now being built at Genwen Farm.
- A local needs assessment should be completed before further housing is permitted.
- The additional traffic from the development will add to existing traffic and congestion problems in the Bryn and Llangennech areas.
- Additional traffic in the Maes y Bryn estate will cause possible road safety issues as there is a sharp corner where Maes Y Bryn joins with Penllwyngwyn Farm Road.

Dwr Cymru Welsh Water – Has raised no objection to the foul and surface water drainage strategy proposed.

Natural Resources Wales - Has raised no objection to the application subject to compliance with condition no. 5 of the outline permission which requires the retention of the existing trees and hedgerows on the northern and eastern boundaries of the site.

Wales and West Utilities – Has raised no objection to the application.

Neighbours/Public - The application has been publicised with the posting of a number of site notices within the vicinity of the site and the publication of a notice in the local press. In response, a large number of letters of representation have been received from neighbouring residents who object to the application on the following grounds:-

- Disruption and damage to neighbouring properties – light pollution, disturbance and noise.
- The design of the proposed scheme bears no relation to the existing residential estate and is not therefore acceptable in visual amenity terms and local character.

- The outline permission granted related to 29 dwellings consisting of a mix of property types that would be in keeping with the current character and finish of Phases 1 and 2 of the Maes Y Bryn development. The increase in dwelling numbers to 34 represents a 17.2% increase in the number of dwellings with a consequential increase in traffic flows.
- The need for details of construction traffic numbers, timescales and management measures to safeguard existing resident's amenity.
- The need for a Construction Environmental Management Plan to manage the impacts of the development such noise mitigation, dust control, surface water run-off.
- Concerns regarding the additional volume of traffic and the safety impact particularly on the 'blind' turn into the Maes y Bryn estate where there are vehicles parked on the road.
- The semi-detached houses and flats proposed with their red facing brick finish and blue/black roof tiles will be completely different to the existing 4/5 bed detached houses and 2 bedroom bungalows.
- The amount of fencing and walling will make the development feel enclosed compared to existing properties in the estate.
- The development shows a split-level site layout with engineered retaining structures and bears no resemblance to the existing built development or natural environment.
- Lack of detail on the type of affordable housing proposed.
- If the proposal is to be publicly funded, confirmation is needed to confirm that funding exists to complete the development so as to avoid the amenity impacts of a partially completed development.
- The need for an updated ecological appraisal of the site.
- Reduction in existing property values.
- Danger to children playing in the estate road.
- Concerns regarding the type of occupants and problems of anti-social behaviour.
- Concerns regarding the capacity of local schools and health facilities.
- Lack of sewerage capacity.
- Impact upon the privacy of adjacent properties.
- The application should not have been accepted as a reserved matters application in that it bears no relationship to the original outline permission.
- Question the need for social housing in that affordable housing has and is to be provided on neighbouring large developments while there are also properties available to rent in a neighbouring estate.

- Lack of consultation with residents.
- Presence of mine shafts in the area.
- Concerns regarding surface water drainage.
- The noise impact to the occupiers of the development from the neighbouring farm.
- Disruption to existing wildlife.
- Amenity impact upon existing residents.
- Impact upon the main gas pipeline running through the site.
- Impact upon stability of existing properties.
- Lack of parking spaces for visitors.
- No need for additional houses given previous developments in the area.
- Loss of views for existing residents.
- Low water pressure.
- Lack of play area for children.
- No documentation has been provided to confirm that the Head of Transport has fully considered the proposal and raised no objection.
- The access into the site contains no road markings or parking restrictions at the junction and has a blind bend that causes daily safety issues.
- The developer and Bro Myrddin Housing should be required to pay the Section 106 contributions towards the improvement of parks and education facilities, as required under the original Section 106 agreement. These contributions are badly needed and Bro Myrddin Housing Association turned over £4.6 million last year and would appear to be given preferential treatment over other developers.
- The Committee should visit the site to fully consider residents' safety concerns regarding the access to the development.
- The properties proposed look nothing like those in the existing estate.
- The development is a stand-alone 100% affordable housing scheme that will allow no social integration with the existing community.
- Concern regarding the construction impacts of the development while acknowledging that the submission of a Construction Method Statement will assist in controlling potential issues during the course of the construction.

- The need to ensure that the development blends in with and compliments existing properties for the benefit of existing residents and occupiers of the new development.
- Concern that the Authority and Head of Transport have not considered residents' concerns regarding the acceptability of the existing access leading to the Maes y Bryn estate and in particular the pre-existing bend where there is no visibility and on street parking by existing residents.
- The need to manage larger vehicles and plant during the construction period and concerns regarding their highway safety impacts. It is suggested that construction traffic could use the farm to access the site rather than traversing Maes y Bryn.
- The proposal is not in accordance with Policies GP1 and TR3 of the LDP in terms of its access, traffic and amenity impact.

RELEVANT PLANNING HISTORY

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

S/36809	Deed of variation in respect of planning obligation attached to current extant outline planning permission S/27346 granted on 03/11/2015	Pending
S/27346	Variation of Condition no. 3 on application S/15323 to Enable submission of reserved matters in a further period of time of 3 years Approval of Variation of Condition	03 November 2015
S/15323	Residential development Outline planning permission	10 July 2008
S/14372	7 Residential units consisting of 6 houses and 1 bungalow Full planning permission	10 July 2008
S/10984	To retain development (6 houses, 3 bungalows) as amended scheme to that previously granted planning permission (S/08862) dated 15 December 2004 Full planning permission	2 November 2005
S/08862	Amendment of Condition no. 1 of planning permission S/01959 for an extension of five years to the time period for commencement of works for 9 residential units Full planning permission	17 February 2005
S/01959	9 residential units consisting of 6 houses and 3 bungalows and associated road works Full planning permission	22 December 1999
D5/14915	Housing development - Phase One Full planning permission	31 March 1994

APPRAISAL

This application is subject to a Section 106 Agreement.

THE SITE

The application site consist of an irregular shaped parcel of land located to the north of the Maes y Bryn estate on the eastern periphery of the Bryn in Llanelli. It covers an area of approximately 1.2 hectares that bounds the northern edge of the Maes y Bryn estate and the eastern side of the neighbouring Haulfryn estate. The site consists of agricultural improved grassland.

The site's southern boundary is defined by the side and rear boundaries of the existing properties of the Maes Y Bryn estate and the existing estate road terminates at its boundary. The levels of the site fall gradually towards its northern boundary which is defined by hedgerows and trees. There are hedgerows and trees along the eastern boundary of the site with the farmstead of the neighbouring Penllwyngwyn Farm located beyond these. The site's western boundary is contiguous with the estate road and side and rear gardens of the neighbouring properties of the Haulfryn estate and is characterised by a mix of fencing and hedging. An existing gas pipeline traverses the western periphery of the site which runs in a north west – south east direction parallel to its western boundary.

Access to the site is via the Maes y Bryn estate which leads from Penllwyngwyn Farm Drive and the B4297 to the south east. The former is a relatively new estate consisting of a mix of detached houses and bungalows with its estate road having footways to either side and has been adopted by the Highway Authority. Penllwyngwyn Farm Drive is flanked by three detached properties and has been the subject of highway improvements as part of the Maes Y Bryn development with a footway being provided along its western edge which links with those in the estate and along the B4297.

The Haulfryn estate to the west of the site is characterised by detached and semi-detached properties. There are areas of countryside to the north and east of the site with the latter separating the Bryn from the village of Llangennech which is located some 500 metres to the east.

THE PROPOSAL

The application seeks approval of all the reserved matters for the proposed residential development granted outline planning permission under planning application reference S/27346 on 3 November 2015. It is noteworthy that this permission was renewal of a previous outline planning permission granted in July 2008 under application reference S/15323. All detailed matters were reserved under the permission granted whereby it relates to the principle of the residential development of the site and does not specify dwelling numbers. The current reserved matters application seeks approval of the proposed means of access, appearance, landscaping, layout and scale of the development.

The development will consist of 34 dwellings which will be made up of a mix of 20 two bedroom semi-detached houses, 8 one bedroom flats, 4 four bedroom semi-detached houses and 2 four bedroom detached houses. All the units are to be affordable and of a social rented tenure and will be operated by Bro Myrddin Housing Association. They will all

be Development Quality Requirements (DQR) compliant which is the Welsh Government's standard that Registered Social Landlords' housing must meet.

The layout of the development seeks to maximise the development potential of the site while at the same time having regard for its sloping nature, DQR and highway gradient standards as well as the character of the surrounding area. The existing estate road is to be continued into the site before turning eastwards and eventually northwards down the slope to traverse the development. It will be constructed to an adoptable standard with a 5.5 metres wide carriageway and flanking footways. The new units are to be arranged around and orientated towards the estate road with each having its own off road parking area provided mainly in the form of side driveways. Private garden areas are provided to the side and rear of the dwellings.

Cross sectional details show the development being set on two levels in order to achieve the development layout proposed and meet the relevant DQR and highway adoption standards. The latter require that the gradient of the estate road shall not exceed 1 in 12 while the Lifetime Homes Criteria of the DQR standards stipulate maximum gradients for the curtilages of new dwellings including those for parking bays, pathways, approaches to all dwelling entrances and usable garden areas. As a result, the development has had to be laid out across the contours with considerable cut and fill works. The units in the southern part of the site are set at existing levels comparable to those of adjacent existing properties with the cut and fill works taking place principally in the central and northern parts of the site. The change in levels in the central part has been sympathetically designed with the incorporation of both a landscaped bank and planted wooden crib retaining walls. Reinforced earth retaining walls are provided along the northern boundary of the site with their siting and design ensuring they will not unacceptably harm the adjacent trees and hedgerows that are to be retained as part of the development. These features will all be maintained by Bro Myrddin Housing Association as the registered social landlord for the development.

The units themselves will have traditional saddle roof designs with red facing brick elevations and roofs clad with blue/black tiles. The 8 bedroom flats will be provided in two separate detached units with each having two flats on both the ground and first floors. Moreover, their design is reflective of the appearance of the semi-detached houses. Boundary treatment measures will consist of a mix of rendered walling and timber fencing and the application has been accompanied by a detailed landscaping scheme which provides for the retention of the existing landscape features along the site's perimeter as well as the implementation of new planting frameworks throughout the development. The layout of the development also ensures the provision of a 15 metre easement zone between the built development and the gas pipeline located to the site's western boundary.

In addition to the reserved matters aspect of the proposal, the application also includes details pursuant to the discharge of a number of specific conditions attached to the outline planning permission. These are condition no. 7 – scheme of parking; condition no. 9 – landscaping and condition no. 11 – finished floor levels.

The application has been accompanied by a drainage strategy for the development which sets out the means by which foul and surface water will be disposed of. The strategy confirms that ground conditions will not permit the use of soakaways as a suitable means of surface water disposal. As such, surface water is to be disposed of to an existing watercourse via new gravity sealed piped network within the development. The rate of discharge will be attenuated to a maximum of 5 litres per second via underground storage

within the development the capacity of which will include a 30% allowance for climate change. The system is to be adopted by Welsh Water.

Foul water from the development will be again be collected by a gravity sealed piped system and discharge to an existing public foul sewer located immediately to the north of the site. This system will again be adopted by Welsh Water.

Community Benefits

The Section 106 Agreement completed in respect of the outline planning permission requires the provision of a series of community benefits as part of the development. These include the provision of 7 affordable units, a financial contribution towards the improvement of educational facilities in the relevant catchment schools, and a financial contribution towards the improvement of open space in the local area based upon a calculation of £1,363 per dwelling.

As mentioned above, all 34 of the units to be provided within the scheme will be affordable on a social rented tenure and operated by Bro Myrddin Housing Association as the registered social landlord.

The applicant has submitted a financial viability assessment in support of the scheme which seeks to demonstrate that the development cannot support the payment of the financial contributions referred to above given the construction costs associated with the development, and in particular the change in levels across the site and associated retaining walls and deep strip foundation works of the dwellings. The assessment concludes that the required payments would make the scheme unviable to deliver a 100% affordable housing scheme and provide a reasonable return for the developer of the site. On this basis, the applicant has submitted a separate application to modify the Section 106 agreement of the outline permission whereby it is proposed it will secure a 100% proportion of affordable housing and forgo the contributions towards open space and education facilities. Application S/36809 refers.

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 Llanelli and allocated for housing purposes under Policy H1 of the Plan. Housing allocation reference GA2/H49 refers. The allocation is identified as accommodating 46 dwellings under Policy H1.

Reference is drawn to the following policies of the Plan which are of relevance to the proposal.

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 identifies Llanelli as being one of three Growth Areas within the Plan's Settlement Framework for the County which reflects their high population levels and the availability of an extensive range of services and facilities in the strategic context. The settlements are well served by facilities that are vital to support sustainability being on sustainable transport routes and are therefore capable of accommodating a proportionally higher level of growth and development.

Policy SP5 allocates sufficient land for 15,778 new dwellings within the Plan area in accordance with the Settlement Framework with a high proportion (8,333) of these dwellings being directed towards the Growth Areas.

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 permits proposals within defined development limits subject to the 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 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 H1 allocates land for residential development for the plan period to 2021.

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.

Policy EP1 permits proposals 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 significant number of objections from local residents while the local members and community council have also raised concerns regarding the development. The issues raised are addressed in the following appraisal.

The majority of respondents are concerned that the local highway network within the surrounding area is inadequate to accommodate the additional traffic generated by the development with a resulting impact upon traffic congestion and highway safety. A number draw reference to the cumulative impact with other large housing developments that have been completed or are under construction in the surrounding area while others are of the perception that the access along Penllwyngwyn Farm Drive and the Maes y Bryn estate road is not suitable for a development of the scale proposed. The lack of parking within the development has also been raised as an issue of concern.

Matters relating to the adequacy of the wider road network to accommodate the development of the site were considered in detail as part of the previous outline applications

where the Head of Transport raised no objection to the development. Having carefully assessed the current reserved matters application the Head of Transport has again raised no objection to the proposal from a highway capacity and safety perspective and is satisfied that the likely additional traffic can be safely accommodated on the local highway network including the access road leading from the B4297. He has also confirmed his acceptance of the level of parking provision included in the scheme while the Highway Adoptions officer has also accepted the layout and design of the new estate road proposed.

It is noteworthy that the Head of Transport previously sought further information from the applicant regarding the level of visibility that can be achieved around the internal estate road and from the driveways of a number of the plots within the development. In response, the applicant has reviewed the development layout and subsequently reduced the extent of the retaining wall features on the internal bends of the estate to improve the level of forward visibility. The Head of Transport has formally confirmed his acceptance of these revisions and recommended the approval of the application subject to the imposition of suitable conditions. Any permission granted will be conditioned in accordance with his advice.

The proposal is considered to be in compliance with Policies SP9, GP1, and TR3 of the LDP in terms of its highway impacts upon the surrounding area.

A further common ground of objection is the impact of the development upon the surrounding area with many citing concerns regarding the overdevelopment of the site and wider Bryn and Llangennech areas. A number question the need for additional housing or affordable housing in the area while others suggest that the outline permission granted relates to just 29 dwellings.

The application site is allocated for residential development in the LDP and its suitability for the same was deemed to be acceptable by the Inspector presiding over the examination of the Plan. The allocation of the site and other sites in the wider area is a reflection of their location within the Growth area of Llanelli as defined in the LDP with its extensive range of services and facilities and sustainable transport routes.

As to the issue of dwelling numbers, the scale of the development (34 units) falls within the parameters of the allocation in the LDP where it is identified as accommodating 46 dwellings with the principle of the development having been reaffirmed with the granting of the outline permission. Whilst being of a higher density than the neighbouring Maes y Bryn estate which consists of larger detached properties, the general scale, design and spatial layout of the development with its mix of housing types and sizes is considered to be acceptable within the context of the surrounding pattern of development. In this regard, it is in accord with the objectives of national planning policy which advocates that Local Authorities should ensure the most efficient use of land and a mix of housing types.

Suggestions that the outline planning permission permits just 29 dwellings on the site are misjudged in that all detailed matters were reserved for future consideration and there is no planning condition restricting the development to this number of units.

Turning to the issue of the need for additional affordable housing, information provided by the Authority's Housing Service confirms that the Authority currently have 527 applications (from individuals or families) on their housing choice register for rented accommodation in the Llangennech ward wherein the application site is located. The majority of these applications are seeking 1 and 2 bedroom homes, however, a number of families are also seeking 3, 4 and 5 bedroom properties. Furthermore, the information confirms that over the

last three years an average of just some 27 rental properties were re-let each year whereby there is a significant shortfall in available affordable rented housing in the ward. Meeting this housing need is one of the strategic priorities of the Authority's Housing Service and as a result £3 million of the Authority's Social Housing Grant from the Welsh Government has been allocated to the development with the intention of providing more affordable homes in the Llangennech area. The proposal is therefore in accordance with the objectives of AH1 of the LDP and TAN2 in that it will secure the provision of affordable housing within the local area.

Concerns that the proposal will allow no social integration with the existing community are unfounded in that the development will be an extension of the existing Maes y Bryn estate whilst also being well related to existing developments and facilities in the wider area.

Certain of the respondents have suggested that the differing levels of the development with its engineered retaining structures will bear no resemblance to the existing estate. Concerns have also been raised regarding the finishes of the houses relative to existing properties and the amount of fencing and walling proposed.

The significant change in ground levels across the site combined with the need for the estate road and new dwellings to meet the maximum gradient requirements of both the Highway Authority and the Welsh Government's DQR standards have required the applicant to undertake cut and fill works within the site that will result in differing levels within the development. Following discussions with officers, the change in levels has been designed in a sensitive manner with the inclusion of a landscaped bank and planted wooden crib retaining walls within the development as well as reinforced earth retaining walls along the northern boundary. Whilst there are also concrete rendered retaining walls and fencing within parts of the development, the engineered structures do not dominate or detract from the appearance of the development and the provision of soft landscaping proposals throughout the estate and retention of existing perimeter hedgerows will assist in creating an attractive residential estate that will complement the appearance of the surrounding area.

As to concerns regarding the finishes of the dwellings, the red brick elevations and blue/black roof tiles will not be at variance with the palette of similar finishes of the existing estate. Notwithstanding this, any permission granted will be conditioned to require the submission and approval of these finishes thereby ensuring there will be no unacceptable visual impact.

The proposal is therefore in accord with the objectives of policies GP2 and GP1 of the LDP in terms of its visual impact.

A number of respondents have questioned the surface water impacts of the development while others raise sewerage capacity concerns. Welsh Water have confirmed their acceptance of the applicant's proposal to discharge foul water to the existing public sewer to the north of the site while the Authority's drainage engineers have no objection to the attenuated discharge of surface water to an existing watercourse on the northern perimeter of the site. The latter will provide a sustainable means of disposal ensuring that no surface water will enter the public sewerage system and no detriment is caused to neighbouring occupiers and landowners.

It is of note that the submission of the detailed designs of the foul and surface water schemes are conditional requirements of the outline planning permission (condition nos. 6 and 10 respectively) and the applicant will need to submit these details pursuant to the discharge

of both conditions and receive the Authority's formal acceptance of the same prior to commencing any of 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.

Turning to the respondents' concerns regarding the ecological impacts of the development. The Authority's Planning Ecologist and Natural Resources Wales have raised no objection to the development and are satisfied that there is no requirement for a further ecological survey of the site. They've both requested that the existing trees and hedgerows along the northern and eastern boundaries of the site be retained and protected as part of the development. Whilst the development layout has been designed to safeguard these features from any unacceptable harm, condition no. 5 of the outline permission requires the submission and approval of a tree protection plan to safeguard them during the course of the development. The applicant will again need to submit these details pursuant to the discharge of the condition and receive the Authority's approval of the details prior to commencing any of the development.

The proposal is therefore considered to be in accord with the ecological objectives of Policy EQ4 of the LDP.

The issue of the impact of the development upon the residential amenity of surrounding residential properties has been carefully examined as part of officer's assessment of the application. The orientation and separating distances to existing properties adjoining the development will be such that any overlooking would not be intrusive or unacceptably harmful to existing amenity levels. Similarly, the layout will not cause any unacceptable impacts by way of loss of light and overshadowing.

It is not envisaged that the scale of development proposed will result in any adverse impacts in terms of traffic noise and disturbance and it is of note that the Head of Public Protection has raised no objection to the development from a residential amenity perspective. Any permission granted will be conditioned to require the submission and approval of a Construction Management Plan which will include measures such as a dust and noise mitigation as well as surface water run-off controls designed to minimise the impact of construction works upon local residents and the surrounding environs.

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

A number of respondents have highlighted the perceived lack of services and facilities in the local area of the site while also suggesting that services such as schools and health care facilities don't have sufficient capacity to accommodate the development. As noted previously, the application site is well related to the wide range of services and facilities available in Llanelli as well as nearby public transport facilities. In terms of the impact upon local schools, colleagues in the Authority's education department have confirmed that there are sufficient surplus spaces in the catchment schools of the development to accommodate the likely pupil numbers. Furthermore, it is not envisaged that the range of health care services available in the wider Llanelli area including doctor's surgeries and hospital facilities will be adversely affected by a development of the scale proposed.

As to concerns that there is no park in the development, there is an existing park adjacent to the neighbouring Haulfryn estate which has been the subject of significant investment and improvement by the Authority in the last few years. This is within a short walking distance of the application site whereby it will be easily accessible to the occupiers of the development.

Concerns regarding the impact upon water supply in the area are unfounded in that Welsh Water have raised no concerns in this regard. Similarly, Wales and West Utilities have raised no objection in respect of the impact of the development upon the existing gas pipeline within the site given the provision of a 15 metre easement zone to the proposed built structures in the scheme.

The site is not located within a high risk development area as defined by the Coal Authority whereby there are no known mine shafts within the site. Furthermore, it is not envisaged that the location of the neighbouring farm adjacent to the development and beyond the existing boundary trees and hedgerows will cause any unacceptable amenity impacts to the occupiers.

Objections to the type of occupants and potential anti-social behaviour in the development are outside the scope of planning control. Similarly, matters relating to the loss of existing views, a reduction in existing property prices and damage to properties are not material in the consideration of the application.

The respondents' suggestion that the application should not have been accepted by the Authority are misjudged in that the development falls within the parameters of the outline permission granted. Furthermore, the application has been publicised in accordance with the relevant statutory requirements.

CONCLUSION

The application seeks reserved matters approval in accordance with the provisions of the outline planning permission granted under application S/27346. It forms part of a multi stage process in securing detailed planning permission, with the principle of the residential development of the site having already been established.

After careful examination of the site, together with the representations received to date, the detailed proposals submitted in respect of the reserved matters of the development are considered to be acceptable and in compliance with the key policy and sustainability objectives of the Authority's adopted LDP as well as those of National Planning Policy. Furthermore, the details submitted pursuant to the partial discharge of condition nos. 7, 9 and 11 of the outline permission are also considered to be acceptable within this policy context.

The general scale, design and layout of the scheme will be in keeping with the character and appearance of the surrounding area and the development will provide a range and choice of affordable housing that will be well related to the existing services and facilities in the wider Llanelli area. Moreover, they will have access to a range of sustainable modes of transport and the development will make a valuable contribution towards the Authority's strategic priority of meeting the significant shortfall of affordable homes in the surrounding area.

The provision of 34 affordable dwellings in the local area must be balanced against the requirements of the Section 106 agreement of the outline permission to also provide

contributions towards education and open space in the local area. Following consideration of the financial viability assessment submitted in support of the development, officers are satisfied that given the significant construction costs associated with the development of the site, the payment of these additional contributions would make it unviable to deliver a housing scheme that will provide a 100% proportion of affordable housing. Moreover, in terms to the need for these additional financial contributions, members will have noted from the above appraisal that the catchment schools currently have adequate surplus space to accommodate the development and the existing play area close to the site has recently been the subject of significant investment and improvement. It is therefore considered reasonable to modify the planning obligations contained in the Section 106 agreement of the outline permission to secure a 100% proportion of affordable housing within the development and forgo the financial contributions towards education and open space facilities.

In addition to the above, the proposal 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, ecological or utility service objections to the development

Accordingly, the application is put forward with a favourable recommendation subject to the modification of the Section 106 agreement of outline planning permission S/27346 securing a 100% proportion of affordable housing in the development and the omission of the requirement for a contribution towards the improvement of open space and education facilities, as sought under application S/36809.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The development shall begin either before the expiration of five years from the date of the outline permission to which this development relates or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- 2 The development shall be carried out in accordance with the following approved plans and documents:-
 - Site survey (01) received on 20 December 2017;
 - Proposed drawings Type B – 2 person 1 bed flat individual entry – Elevations Plan (B003 REVA) received on 20 December 2017;
 - Proposed drawings Type B – 2 person 1 bed flat individual entry – First floor layout plan (B002 REV A) received on 20 December 2017;
 - Proposed drawings Type B – 2 person 1 bed flat individual entry – Ground floor layout plan (B001 REV A) received on 20 December 2017;
 - Proposed Drawings Type C – 7 person 4 bed house – Elevations plan (C003 – REV A) received on 20 December 2017;
 - Proposed Drawings Type C – 7 person 4 bed house – First floor layout plan (C002 – REV A) received on 20 December 2017;
 - Proposed Drawings Type C – 7 person 4 bed house – Ground floor layout plan (C001 – REV A) received on 20 December 2017;
 - Proposed Drawings Type A – 4 person 2 bed house – Elevations plan (A003 – REV A) received on 20 December 2017;

- Proposed Drawings Type A – 4 person 2 bed house – First floor layout plan (A002 – REV A) received on 20 December 2017;
- Proposed Drawings Type A – 4 person 2 bed house – Ground floor plan First floor layout plan (A001 – REV A) received on 20 December 2017;
- Site location plan (32A) received on 16 January 2018;
- Boundary details (07 Rev A) received on 21 February 2018;
- Proposed site layout (02 Rev S) received on 27 February 2018;
- Site sections Proposed – 1 of 2 (03 Rev B) received on 21 February 2018;
- Site sections Proposed – 2 of 2 (04 Rev C) received on 12 March 2018;
- Landscape Scheme (05 Rev D) received on 5 March 2018;
- Drainage Strategy Report (19743 – v01) received on 23 January 2018.

- 3 The parking spaces and layout shown on the plans herewith approved shall be provided in accordance with the details shown prior to the beneficial occupation of the dwellings. Thereafter, they shall be retained, unobstructed, for the purpose of parking only.
- 4 The detailed landscaping design scheme shown on the Landscape Scheme drawing (05 Rev D) received on 5 March 2018 shall be carried out in the first planting and seeding seasons following the occupation of the dwellings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
- 5 No development shall commence until details of the design of the crib lock retaining walls shown on the proposed site layout (02 Rev S) received on 27 February 2018 have been submitted to and approved in writing by the local planning authority. These shall include details of the structural design, precise height and finish of the walls together with a scheme soft landscape works within the walling which shall include planting plans; written specifications (including cultivation and other operations associated with plant establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities. The walls shall be provided in accordance with the approved details prior to the occupation of the dwellings and the landscape works therein shall be carried out in the first planting season following the occupation of the dwellings or completion of the development, whichever is the sooner.
- 6 No development shall be commenced until a construction management plan (CMP) detailing all necessary pollution prevention measures for the construction phase of the development is submitted to and approved in writing by the local planning authority. The details of the CMP shall be implemented as approved and must be efficiently communicated to all contractors and sub-contractors (for example, via toolbox talks) and any deficiencies rectified immediately. The scheme shall include as a minimum:-
 - identification of surrounding watercourses and potential pollution pathways from the construction site to those watercourses;
 - how each of those watercourses and pathways will be protected from site run off during construction;
 - how the water quality of the watercourses will be monitored and recorded;
 - how surface water runoff from the site during construction will be managed/discharged;

Please note that it is not acceptable for ANY pollution (e.g. sediment/silt/oils/chemicals/cement etc.) to enter the surrounding watercourses.

- storage facilities for all fuels, oils and chemicals;
- construction compounds, car parks, offices etc.;
- details of the nature, type and quantity of materials to be imported on to the site;
- measures for dealing with any contaminated material (demolition waste or excavated waste);
- identification of any buried services, such as foul sewers, so that they are protected;
- loading and unloading of plant and materials;
- wheel washing facilities;
- measures to manage noise and the emission of dust and dirt during demolition and construction.

- 7 No development shall commence until details and/or samples of the materials to be used in the construction of the external surfaces of the dwellings have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 8 Prior to the occupation of the dwellings hereby approved 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.
- 9 No construction or demolition works shall take place other than within the hours of 08:00 – 18:00 Monday – Friday, Saturday 08:30 – 14:00 and not at all on Sundays, Bank or Public Holidays.
- 10 There shall at no time be any growth or obstruction to visibility over 0.6 metres above the adjacent carriageway crown, over the site's whole estate road frontage within 2.0 metres of the near edge of the carriageway.

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 In the interests of highway safety.
- 4,5+7 In the interests of visual amenity.
- 6 In the interests of safeguarding residential amenity and safeguard against unacceptable harm to the surrounding environs.
- 8 In the interest of highway safety.
- 9 In the interests of safeguarding residential amenity.

10 In the interest of highway safety.

NOTE(S)

1 The applicant/developers attention is drawn to the conditional requirements of the outline planning permission (S/27346) to which this development relates. The following conditions of the outline planning permission are hereby fully/partially discharged:-

Condition no. 7 – Scheme of parking within the curtilage of the site - PARTIALLY DISCHARGED insofar as the pre-commencement elements of the condition has been satisfied.

This discharge of condition relates to the following schedule of plans:

- Proposed site layout (02 Rev R) received on 21 February 2018.

Condition no. 9 – Scheme of landscaping – PARTIALLY DISCHARGED insofar as the pre-commencement elements of the condition have been satisfied.

This discharge of condition relates to the following schedule of plans and documents:

- Landscape Scheme (05 Rev C) received on 21 February 2018.

Condition no. 11 – Finished Levels – PARTIALLY DISCHARGED insofar as the pre-commencement elements of the condition have been satisfied.

This discharge of condition relates to the following schedule of plans:

- Proposed site layout (02 Rev R) received on 21 February 2018;
- Site sections Proposed – 1 of 2 (03 Rev B) received on 21 February 2018;
- Site sections Proposed – 2 of 2 (04 Rev C) received on 12 March 2018.

2 The applicant/developer is advised that the outline application (S/27346) relating to this development is the subject of a Section 106 Agreement.

3 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.

4 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).

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.

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.