

Application No	W/34933
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Application Type	Outline
Proposal & Location	CONSTRUCTION OF 20 DETACHED PRIVATE MARKET DWELLING HOUSES WITH INTEGRAL GARAGES AND 2 SEMI-DETACHED AFFORDABLE HOUSES, ALL WITH ON-PLOT PARKING AND PRIVATE AMENITY SPACE, IMPROVEMENT AND WIDENING OF EXISTING ADOPTED HIGHWAY AND CONSTRUCTION OF NEW ADOPTED HIGHWAYS ON LAND ALLOCATED IN THE LOCAL DEVELOPMENT PLAN FOR RESIDENTIAL DEVELOPMENT AT BRON YR YNN, DREFACH, LLANELLI, SA14 7AH

Applicant(s)	MR LEWIS, 16 BETTWS Y COED, CYNCOED, CARDIFF, CF23 6PL
Agent	ROBERTSON FRANCIS PARTNERSHIP - JONATHAN WILLIAMS, 13 CATHEDRAL ROAD, CARDIFF, CF11 9HA
Case Officer	Richard Jones
Ward	Gorslas
Date of validation	06/01/2017

CONSULTATIONS

Head of Transport – No objection subject to conditions.

Head of Education – A contribution of £13,000 is required towards local education provision.

Head of Leisure – No response has been received to date.

Gorslas Community Council – Has raised the following concerns:-

- The proposal would create road safety concerns and will result in a rat run through the estate of Bron yr Ynn.
- Lack of visibility for vehicles travelling in an easterly direction on the main road and seeking to turn right into the proposed entrance.
- Impact on the pedestrian safety of pupils attending the village school.

- Members would also wish to express concern relating to the proposed "amenity space" being a mini park. There is already a good, and well used, park in Drefach and, at a time when public resources are at a premium, the Council would not see a secondary development providing similar provision in the same area. There are considerable costs involved in the ongoing maintenance of a park amenity and it is the Council's view that any such resources would be better spent on the current park provision which is available and well used by the residents of Drefach.
- Construction traffic should not be permitted to access the proposed site through Bron Yr Ynn.

Local Members – County Councillor A Vaughan-Owen and County Councillor D Price have responded jointly with the following comments:-

- The creation of a 'rat run' between Heol Cwmmawr and Heol Blaenhirwaun, Drefach. Drivers heading from Cwmmawr towards the direction of Cross Hands will inevitably look to use Bron yr Ynn as a more direct route, as opposed to having to travel towards Drefach Square and then turning right.
- The position of the junction at Heol Blaenhirwaun near Drefach School is on a bend and therefore does not have the benefit of clear views for drivers. Speed of traffic from the Cross Hands direction is often excessive, and this is clearly a highway safety concern, particularly being so close to the school.
- There are also drainage concerns locally given the topography, and I would want assurances that any runoff water from the site would be diverted accordingly and will not adversely affect current properties at Bron yr Ynn.
- If the decision is taken to approve the application then I would ask that community benefits are accrued via s.106, and I would be grateful for the opportunity to discuss potential projects at that stage.

Land Drainage Officer – No adverse comments raised subject to the submission of a surface water management scheme at detailed planning stage.

Arboricultural Officer – No objection subject to a condition requiring an arboriculture method statement and tree survey prior to the commencement of development.

Countryside Access Officer – If approved regard should be made by the developer of the existence of the footpath and to the requirement not to obstruct or encroach upon it at any time.

Natural Resources Wales – Initial request was made for an assessment of dormouse and bat habitat at the site and to assess the impact on these species. The applicant has subsequently conducted a survey for dormouse. The developer has not deemed a bat survey necessary as trees that would represent bat friendly habitat will not be felled as part of the proposed development.

The applicant has indicated that dormouse mitigation will be provided as part of the development, and this will be achieved through the retention of existing vegetation/trees on the eastern boundary of the site. NRW have raised no objection in the principle to this but have requested greater detail from the applicant as to the location of the mitigation in relation

to the proposed dwellings. Clarity has also been sought by the case officer regarding the level of detail the applicant requires to submit. To date this matter is ongoing.

CADW – Has responded but make no observations.

The Coal Authority – Concerns have been raised that the application has not been accompanied by a coal mining risk assessment. This has been requested by the LPA but to date has not been submitted by the Applicant for assessment.

Dwr Cymru/Welsh Water (DC/WW) – The application form indicates that the developer proposes to drain foul water to a main sewer. We expect that connection to be made to the existing 150mm combined sewer that runs to the north eastern side of 10 Hen Ffordd.

DC/WW have no reason to believe that the capacity of that sewer will be exceeded by the addition of the new foul flow from proposed development.

Any new foul sewer serving the development will have to be offered for public adoption and therefore constructed to a standard suitable for public adoption as governed by “Sewers for Adoption Ed 7 “ Water Research Centre (WRc) ISBN978 1 898920 65 6.

In terms of public rights of way I can advise that a sewer of this type would be routinely constructed by the developer’s contractor before it becomes adopted. The need for a footpath closure or diversion is not, therefore, a matter for this company.

Neighbours/Public – The application was advertised on site by the posting of site notices and in the local press given the proposal’s status as a ‘major’ development. Further consultations have been issued following the submission of further information to allow consultees to comment further. Twenty letters of objection have been submitted and these are summarised below:

- General concern from a highway safety perspective – poor access and visibility entering the site, insufficient road dimensions to meet highway standards, new road will be used as a “rat-run”; impact of pedestrian safety specially school children accessing Drefach Primary School which is located opposite the site entrance; new road inadequate for refuse vehicle. The proposed access is on a dangerous bend. Parking is already a problem on the estate road serving existing dwellings – the proposal will make this worse.
- Concern regarding the quality and destination of the proposed foul drainage.
- Concern regarding flooding of the road and existing footpath running adjacent to the site.
- The development of the site will result in a loss of wildlife.
- There is Japanese knotweed on the site and it appears the developer is unaware of this.
- The site is currently a natural habitat which helps absorb surface water. The proposed development could increase run off on to roads and the existing footpath.
- Will the sewer pipe be of sufficient standard to take the extra sewage from the new development?

- Will the registered public footpath FP31/5 have to be closed whilst trenching for a new foul sewage?
- More favourable access point exists into the site from the adjacent field, whereas there are better housing sites in the village.
- There are already enough houses in the village.

RELEVANT PLANNING HISTORY

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

W/29766	Residential development	Pending
PA/15054	Outline application for a self-build residential development comprising 22 detached dwellings (including two affordable) with all matters reserved save for access and layout	Pending
W/18148	Residential development Non-determination - finally disposed of	02 July 2013
D4/25944	Siting of dwellings Full planning refused	28 November 1995

APPRAISAL

This application was deferred for a site visit at the Planning Committee Meeting of 17th April 2018. Furthermore, information has also been requested of the applicant during the intervening period regarding dormouse habitat mitigation during and following construction of the proposed development. This has now been received along with responses from Natural Resources Wales, the Coal Authority, the Council's Land Drainage Section and Planning Ecologist.

This planning permission will be dependent upon the developer, prior to the commencement of development, entering into a Section 106 Agreement with Carmarthenshire County Council.

THE SITE

The site is located to the immediate south of Heol Blaenhirwaun (B4310) and approximately 2.4 miles to the west of Cross Hands Town Centre. The site subject to this application forms a residential allocation within the Carmarthenshire County Council Local Development Plan to the western side of Drefach.

The site is formed of a parcel of land which is located between Heol Blaenhirwaun to the north and Bron-Yr-Ynn to the south. The site is currently unused and consists of low level grassland and scrub measures 1.2-hectares in area.

In terms of the key landscape features/boundaries, the site is bound to the north by fencing with a row of trees between the site and Heol Blaenhirwaun, which is at a higher ground level than the application site; to the east is enclosed by fencing with a row of trees and

agricultural fields beyond; to the south the site abuts the existing access to the site from the B4310, with fencing along the boundary and semi-detached bungalows beyond; from the west the site borders the Bron yr Ynn estate, with largely two storey semi-detached dwellings beyond.

The site is bordered by a significant length of Bron-Yr-Ynn, and access to the site is shown directly from this road. This is similar to the previous planning application, for which Planning Committee resolved to grant planning permission (in June 2014) for 30no. residential units, (planning application No. W/29766). This has yet to be determined pending the signing of a S.106 agreement. The current proposal, in addition, proposes vehicular and pedestrian access is provided more directly from the public highway which bounds the northern boundary of the site (Heol Blaenhirwaun).

The nearest bus stops are located on Heol Cwmmawr, within easy walking distance of the site (approximately 300 metres, or a 4-minute walk), and with regular services in both directions to Llanelli and Ammanford. The site is in close proximity to Drefach Primary School and Ysgol Y Gwendraeth as well as a post office and number of other facilities and services within Drefach.

The topography of the site is such that there is a slope down the site, from north to south.

The characteristics of the local area comprise a range and mix of building types within close proximity to the application site. The Bron-Yr-Ynn estates extends to some 50 semi-detached dwellings set over a cul-de-sac formation, extending to a junction with Heol Cwmmawr at the village centre. On Heol Blaenhirwaun, to the north of the site, development is sparser, with a pair of semi-detached cottages at Cwmmawr Lodge separated from the remainder of the village and Drefach Primary School, located approximately 70 metres north-west of the site.

To the south-west of the application site, lies the Bron-Yr-Ynn residential estate, providing semi-detached two storey houses and bungalows. The estate adjoins Uwch Gwendraeth, a further estate development consisting of detached bungalows and additional dwellings to the rear of the street frontage at Hen Ffordd, in a further cul-de-sac formation.

THE PROPOSAL

Outline planning permission is sought for the development of 22 residential dwellings, including 2 affordable dwellings along with an associated estate road and an upgrade to the existing road that accesses the site through the Bron yr Ynn residential estate. At this stage the applicant seeks approval for details of layout, scale, and access.

The submitted housing layout shows a new estate road accessing off Heol Blaenhirwaun which crosses an existing area of green space relating to Bron yr Ynn estate. This then connects with the existing estate road which will be widened as part of the proposal as it is currently substandard in width. The road widening will allow for two way traffic into the site from the primary road network, whilst also improving the road dimensions for existing residents

The main body of the site comprises the irregular parcel of land located to the north Nos. 32-52 Bron yr Ynn. The proposed development will comprise 20 detached 4 and 5 bedroom dwellings and a pair of semi-detached dwellings located in the site's southwest corner. The four bedroom dwellings will be split across two house types that will measure 12-14m in

width x 8-10m x 8-10m ridge height and 16m-18m in width x 8-10m in depth x 8-10m in height. The 5 bedroom dwellings will have an L shape footprint and measure 14-16m in width x 13-15m in depth x 8-10m in height. The semi-detached pair of dwellings will have a combined footprint and scale of 10-12m in in width x 8-12m in depth x 10-13m.

The road access within the estate will comprise a central spine road with private shared access drives serving 15 of the dwellings, a separate shared private drive off Bron yr Ynn will serve 6 of the proposed dwellings, whilst the pair of semis will be accessed directly off Bron yr Ynn.

Car parking will be provided either directly to the front of properties within short front curtilage driveways, or driveways to the side of the properties and integral garaging

The following supporting information has been submitted with the application:-

- Location Plan;
- Site Plan;
- House Types;
- Drainage Plan;
- Design and Access Report;
- Planning Statement;
- Ecological Report;
- Dormouse Survey;
- Arboricultural Report;
- Pre-Application Consultation Report;

PLANNING POLICY

The site lies within the defined development limits of the area as delineated in the Adopted Carmarthenshire Local Development Plan December 2014 (LDP), and is identified as a residential allocation

In respect of the application's policy context reference is drawn to the following policies:-

Local Planning Policies

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.

Reference is drawn to the following policies of the Plan which are considered relevant in this instance.

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 Drefach as being within the Ammanford-Cross Hands Growth Area - 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 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 EQ1 requires proposals for development affecting landscapes, townscapes buildings and sites or features of historic or archaeological interest which by virtue of their historic importance, character or significance within a group of features make an important contribution to the local character and the interests of the area will only be permitted where it preserves or enhances the built and historic environment.

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. Proposals will, where appropriate, be expected to contribute towards improvements to water quality.

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:

TAN2 - 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.

TAN12 (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.

MAIN ISSUES

Procedural Requirements

The applicant has submitted a Pre-Application Consultation report with the application. This details the pre-submission consultation that was carried out by the applicant to accord with statutory legislation. The purpose of this is to obtain feedback from public and statutory consultees on the development proposal. Having assessed the procedures taken to comply with the pre-application guidelines it is considered the applicant has met its duty in this regard. Due to recent changes to the thresholds for the carrying out of screening opinions in the revised 2016 EIA Regulations, one is not required in this instance.

Design, Layout and Access

The design and layout of the scheme comprises an estate road and shared private drives emanating off Bron Yr Ynn. As referred to above dwellings will primarily be larger detached units save for a pair of semi-detached dwellings at the south west corner of the estate. Dwellings will occupy plots with satisfactory space for private amenity to the rear and parking and to the front.

The dwellings maintain adequate space from one another to ensure no significant harm in terms of privacy or physical overbearing impacts. Furthermore the existing dwellings to the south of the application site will maintain adequate separation distance so that amenity levels are not significantly harmed.

The detailed design of the dwellings will be submitted at the reserved matters stage, however at present the layout and scale proposed is consistent with the mix of dwellings in the village and as such as to maintain character from this perspective.

Highways

The Head of Highways has assessed the scheme and notes that traffic calming will be required to ensure the access off Heol Blaenhirwaun meets highway standards. The traffic calming works will be on the highway in the form of a speed hump therefore approval of this will need to be secured through S.278 of the Highways Act. A condition will nevertheless be in place to ensure this is carried out before development. Further conditions are proposed to ensure the new estate road and layout comply with highway standards. On this basis no highway objection has been raised.

Foul and Surface Water Drainage

The applicant has submitted a Drainage Plan showing new foul and surface water connections for the site. The foul water will connect into the existing system. Welsh Water have raised no objection regarding this proposal.

The application form indicates that the developer proposes to drain foul water to a main sewer. We expect that connection to be made to the existing 150mm combined sewer that runs to the north eastern side of 10 Hen Ffordd.

WW have no reason to believe that the capacity of that sewer will be exceeded by the addition of the new foul flow from proposed development.

Any new foul sewer serving the development will have to be offered for public adoption and therefore constructed to a standard suitable for public adoption as governed by “Sewers for Adoption Ed 7 “ Water Research Centre (WRc) ISBN978 1 898920 65 6.

In terms of public rights of way concerns raised by the third party objector. The need for a footpath closure or diversion is not, therefore, a matter for this company. The Council’s Access Officer has indicated that the PRow should not be obstructed, however, if work is required to temporarily close the PRow then the developer will need to apply to the Council for a Traffic Regulation Order.

CCC Land Drainage have been consulted on the acceptability of the scheme, and have not raised any adverse comments. They note that from the site gradients an attenuated discharge to a watercourse should be feasible. The detail of this will need to be agreed in a surface water management scheme for the site. A planning condition requesting this will be included.

Ecology

The applicant has submitted an Ecological report with the application and following concerns from the Council requested a Dormouse survey to assess the site’s habitat for this species. Mitigation has been requested by NRW in the form of a method statement and mitigation plan showing areas of dormouse habitat post construction. The applicant has provided details which show areas that will be retained post-development so that a corridor of vegetation is maintained for dormouse habitat. NRW have approved the principle of the mitigation put forward.

Community Contributions

The applicant has been notified that a financial contribution towards local education provision will be required to the sum of £13,000. This will need to be secured through a S.106 legal agreement.

The Council’s Parks Officer has not responded to date, although it is noted that the village is well served by a park and playing pitches within comfortable walking distance of the site.

An onsite contribution of 2 affordable dwelling is required in this case as the site is within the 10% provision area. This provision will be safeguarded within the S.106 legal agreement.as all the proposed dwellings are all earmarked for affordable housing.

Other Issues

The site is within an area of former mine workings therefore the applicant has prepared a coal mining risk assessment report for consideration. The Coal Authority have been consulted and they have responded by raising no objection to the proposal subject to a standard planning condition

THIRD PARTY REPRESENTATIONS

A large number of concerns have been submitted in respect of highway safety, however, the Head of Highways has raised no concerns regarding the proposal and considers that the development can be effectively controlled by conditions. These will include a condition

for traffic management along Heol Blaenhirwaun in the form of a speed hump to reduce traffic speed and ensure the proposed access meets the necessary standard.

The matter relating to the foul and surface water drainage has been addressed in the Drainage section of the report.

In terms of the loss of wildlife at the site, NRW have raised no objection from an ecological perspective and are satisfied with the detailed dormouse assessment and mitigation proposals that have been submitted by the applicant. No adverse comments have been raised from NRW, nor the Council's Planning Ecologist on all other ecological and biodiversity matters. Approval will be subject to the implementation of the details in the applicant's dormouse mitigation report.

The concerns raised by a third party in respect of Japanese Knotweed are noted as are the results of the applicant's Ecology Survey which details that the site contains this invasive species. In the event that members determine to approve the application a suitably worded planning condition will be imposed to deal with its eradication prior to development commencing.

A third party representation has highlighted that a more favourable access into the site exists off Heol Blaenhirwaun. The LPA must assess the scheme before them and in this instance the access into the site has been considered acceptable by the Head of Transport.

Concern has been raised that there are already enough houses in the village and that the proposed development is not required. Whilst this might be the view held by the local resident, the site is allocated for residential development in the LDP and its provision is based on the housing need in the area as evidenced through the LDP process.

CONCLUSION

The application site is located within the defined settlement limits of Drefach and is also allocated for residential use within the Adopted LPD. The applicant has demonstrated that highway access can be provided satisfactorily subject to conditions and a S.278 agreement. Furthermore the density, scale and layout of the proposed development can be accommodated within the site without significantly harming the character of the area of the amenity of existing residents. No objections have been received from NRW and the Council's Planning Ecologist regarding the impact on site ecology/habitat, the Coal Authority, and the Council's Land Drainage Section.

On balance therefore, after careful examination of the site and its surrounding environs in the context of this application, together with the representations received to date, it is considered that the proposal accords with the aforementioned policies and is therefore put forward with a favourable recommendation subject to the imposition of the following conditions. Approval is also subject to the signing of a S.106 legal agreement committing to education and affordable housing provision.

RECOMMENDATION – APPROVAL

CONDITIONS

- 1 The permission now granted is an outline permission only, within the meaning of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012.
- 2 The development shall be carried out in accordance with the following approved plans and documents:-
 - Transport Statement – Nov 2016 received on 30th November 2016;
 - Ecology Report - Nov 2016 received on 30th November 2016;
 - Planning Statement received on 30th November 2016;
 - Pre-Application Consultation (PAC) Report received on 30th November 2016;
 - Design and Access Statement received on 30th November 2016;
 - Tree Protection Plan 9TPP) [TW3631] 1:750 @A3 received on 30th November 2016;
 - Tree Report [TW3631] Nov 2016 received on 30th November 2016;
 - Site Location Plan [DP100 rev A] 1:1250 @A3 received on 30th November 2016;
 - Additional Site Plan [DP100 Rev G] 1:1000 @A3 received on 16th January 2017;
 - Ecology/Dormouse Survey 11/10/17 received on 13th October 2017;
 - Refuse Vehicle Swept Path Analysis Details [SLW0004_TK01] 1:1250 @A3 received on 11th January 2018;
 - Coal Mining Risk Assessment received on 6th April 2018;
 - Dormouse Method Statement received 28th June 2018;
 - Existing Site Plan (Survey) [DP 1010 RevB] 1:1250 @A3 received 28th June 2018;
 - Proposed Site Plan [DP 110 RevC] 1:1000 @A3 received 28th June 2018;
 - Proposed Site Drainage Plan [DP 113 RevC] 1:1000 @A3 received 28th June 2018;
 - Proposed Site Plan [DP 150 RevG] 1:1000 @A3 received 28th June 2018.
- 3 Application for approval of reserved matters must be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development must be commenced not later than whichever is the later of the following:-
 - a) the expiration of five years from the date of this outline planning permission;
 - b) the expiration of two years from the date of approval of the last of the reserved matters to be approved.
- 4 Development shall not commence until detailed plans of appearance and landscaping of each building stated in the application have been submitted and received the written approval of the Local Planning Authority.
- 5 Detailed cross sections indicating finished floor and ridge levels compared to the highway and existing/proposed ground levels shall be included in any reserved matters application.
- 6 A sample/detailed specification of the external finishes to be used in the construction of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

- 7 Prior to the beneficial occupation of the dwellings hereby approved, all the required boundary walls and fences to serve those respective dwellings shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved scheme.
- 8 No development approved by this permission shall be commenced until a detailed scheme and programme for the provision and implementation of surface water drainage works has been submitted to and approved by the Local Planning Authority. Such a scheme shall include a management plan of surface water drainage during the construction phase of the development and shall be implemented in accordance with the approved details and programme of implementation.
- 9 All boundary trees within and adjoining the development area should be protected for the duration of any future work following the guidelines in BS5837 (Trees in relation to construction). They should be fenced off to the outermost limit of their branches and no materials or equipment stored or dumped inside the fence.
- 10 A detailed landscaping scheme for the whole site including the retention of any existing landscape features and the indication of species, size and number of trees and/or shrubs to be planted shall be submitted to and specifically approved in writing by the Local Planning Authority prior to the commencement of the development and shall, following approval of such a scheme, be implemented in the first planting season following commencement of the development or at such other time as may be specifically approved in writing by the Local Planning Authority.
- 11 No development shall commence until a detailed method statement for the removal/eradication of Japanese knotweed on the site has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/root/stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Thereafter, the approved method statement shall be carried out.
- 12 Prior to any use of the access road by vehicular traffic, a visibility splay of at least 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 the Heol Blaenhirwaun carriageway.
- 13 The access, visibility splays and turning area required, shall be wholly provided prior to any part of the development being brought into use, and thereafter shall be retained unobstructed in perpetuity. In particular, no part of the access, visibility splays, or turning area, is to be obstructed by non-motorised vehicles.
- 14 Prior to the occupation of any of the dwellings herewith approved, the required access roads and footways from the existing public highway shall be laid out and constructed strictly in accordance with the plans herewith approved, to at least the base course levels, and with the visibility splays provided.

- 15 The parking spaces and layout shown on the plans herewith approved shall be provided 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.
- 16 No development shall take place until a detailed Construction Environment and Traffic Management Plan is submitted for the written approval of the Local Planning Authority and thereafter shall be implemented in full and as agreed.
- 17 Prior to any use of the access road onto Heol Blaenhirwaun a scheme of Traffic Management shall be submitted to the written approval of the Local Planning Authority and specification of the Local Highway Authority that incorporates a speed hump to the east side of the proposed access together with all necessary associated measures.
- 18 Prior to any use of the access road onto Heol Blaenhirwaun a scheme of Traffic Management shall be submitted for the written approval of the Local Planning Authority and specification of the Local Highway Authority that provides for signage and necessary infrastructure to incorporate 'Except for Access' signs at the junctions of the new access with Heol Blaenhirwaun and also at the junction of Bron Yr Inn with Heol Cwmmawr.
- 19 No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
 - 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;
 - details of emergency contacts, for example Natural Resources Wales hotline.

- details of the provision and frequency of use of facilities for washing down the wheels of construction vehicles prior to entering the public highway.
- 20 No development shall commence until details of the foul drainage scheme proposed to serve the development which shall include improvements to the public sewerage system have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and to the written approval of the Local Planning Authority prior to the occupation of any of the dwellings hereby approved.
- 21 Prior to commencement of development the development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN 2 or any future guidance that replaces it. The scheme shall include:
- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 10% of housing units/bed spaces;
 - ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
 - iii) the arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing (if no RSL involved)];
 - iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
 - v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
- 22 Prior to the occupation of any of the dwellings herewith approved, the required access roads and footways from the existing public highway shall be laid out and constructed strictly in accordance with the plans herewith approved, to at least the base course levels, and with the visibility splays provided.
- 23 No development shall take place until a detailed Construction Traffic Management Plan is submitted for the written approval of the Local Planning Authority and thereafter shall be implemented in full and as agreed.
- 24 Any proposed external lighting to be erected as part of the residential development should be designed/orientated to avoid illuminating the retained boundary habitats in consideration of their function as wildlife corridors for mammals and birds. No development shall commence until details of a site lighting plan have been submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the approved scheme.

- 25 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.

REASONS

- 1 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.
- 2 For the avoidance of doubt as to the extent of this permission.
- 3-7 In the interest of visual and residential amenity.
- 8 To ensure a satisfactory means of surface water disposal and to prevent localised flooding
- 9+10 In the interests of biodiversity, landscape protection and general site amenity.
- 11 To ensure the removal of this invasive species prior to the commencement of development on site.
- 12-18 In the interests of highway safety.
- 19-20 In the interests of the environment and general amenity.
- 21 To ensure compliance with Policy AH1 of the Carmarthenshire (Local Development (Adopted 2014).
- 22+23 In the interests of highway safety.
- 24 In the interests biodiversity.
- 25 To ensure any ground instability issues are dealt with in an acceptable manner.

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 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 Policy SP2 of the LDP in that the site is not at risk of flooding.
- The proposal complies with Policies REC2, 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 of the LDP 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 the development will be drained in a sustainable and acceptable manner.
- The proposal complies with Policy GP4 and EP2 of the LDP in that it will be served by adequate infrastructure and not pose an unacceptable risk to the natural environment.

NOTE(S)

- 1 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.
- 2 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 outlined 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.

- 3 The developer is advised to contact the Authority's Highways Adoption Officer with regard to the offering of the proposed estate road for adoption by the local authority under Section 38 of the Highways Act 1980.
- 4 It is the responsibility the developer to contact the Streetworks Manager of the Local Highway Authority to apply for a Streetworks Licence under Section 184 of the Highways Act 1980 before undertaking any works on an existing Public Highway.
- 5 Any amendment or alteration of an existing public highway in connection with a new development shall be undertaken under a Section 278 Agreement of the Highways Act 1980. It is the responsibility of the developer to request the Local Highway Authority to proceed with this agreement, and the total cost of completing such an agreement shall be borne by the developers.
- 6 All surface water from the development herewith approved shall be trapped and disposed of so as to ensure that it does not flow on to any part of the public highway.
- 7 No surface water from the development herewith approved shall be disposed of, or connected into, existing highway surface water drains.
- 8 Any vegetation clearance/works should be done outside the nesting season, which is generally recognised to be from March to August inclusive, unless it can be demonstrated that nesting birds are absent. It should be noted that birds may still be nesting outside this season, therefore care should be taken to ensure that no nesting birds are affected.
- 9 A TRO shall be required for the Traffic Management works to be provided in accordance with conditions 17 & 18 above.