

THE VALE OF GLAMORGAN COUNCIL

PLANNING COMMITTEE : **23 OCTOBER, 2019**

REPORT OF THE HEAD OF REGENERATION AND PLANNING

1. BUILDING REGULATION APPLICATIONS AND OTHER BUILDING CONTROL MATTERS DETERMINED BY THE HEAD OF REGENERATION AND PLANNING UNDER DELEGATED POWERS

(a) Building Regulation Applications - Pass

For the information of Members, the following applications have been determined:

2018/1094/BN	A	29, Greenacres, Barry	Single storey orangery to extend kitchen
2019/0008/PV	AC	47, Highwalls Avenue, Dinas Powys	Rear single storey extension
2019/0631/BR	AC	2, The Malthouse, Llanblethian	Remove existing G/F cloakroom. Install spiral staircase from G/F to LG/F. Construct new cloakroom / utility room. Remove section of wall between utility room and family room on LG/f. Remove existing staircase from dining room to LG/F and replace flooring. remove section of wall between kitchen and dining room
2019/0688/BR	AC	Old Carriageway Stables, Hensol	Construction of eco centre visitor and educational building
2019/0779/BR	AC	21, Millbrook Road, Dinas Powys	Structural support to chimney
2019/0805/BR	AC	40, Pontypridd Road, Barry	Two storey rear extension and loft conversion
2019/0812/BN	A	19, Lynmouth Drive, Sully	Re-roof
2019/0814/BN	A	Vale View, Welsh St. Donats	Single storey extension with first floor dormer

2019/0816/BR	AC	145 Redlands Road, Penarth	Single storey extension to rear and side of property to provide amended accommodation of Living Room/Kitchen/Utility/WC
2019/0817/BN	A	3 Campbell Court, S.t Nicholas	Construction of a single storey contemporary glazed orangery extension to the rear of an existing double storey single occupancy residential property
2019/0819/BN	A	11, Paget Terrace, Penarth	2 rooms into 1 kitchen / dinner, re-wire, re-plumb, bi-fold doors, rise floor level and fit steels
2019/0820/BN	A	28, Whitcliffe Drive, Penarth	Single storey rear extension, plus first floor extension and refurbishment of existing property
2019/0821/BN	A	34, George Street, Barry	Knock Through
2019/0823/BN	A	3, Lewis Road, Llandough.	Loft conversion, non dormer and single storey kitchen extension
2019/0824/BR	AC	16, Evenlode Avenue, Penarth	Loft conversion and internal alterations
2019/0825/BR	AC	77, Enfield Drive, Barry	Proposed single storey rear extension and garage conversion to form disabled living accommodation
2019/0826/BN	A	25, Tair Onen, Bonvilston	Single storey extension (garage) with first floor storage over
2019/0827/BR	AC	53, Althorp Drive, Penarth	Proposed single storey rear extension and internal alterations to rear ground floor with associated external works
2019/0828/BR	AC	54, Castle Avenue, Penarth	Demolition of existing rear lean-to structure and construction of a new

			replacement single storey extension. Demolition of existing frontal porch structure and construction of new single storey replacement porch structure. Replacement driveway surfacing using porous pebble resin covering. Complete re-rendering of elevations
2019/0830/BN	A	48, Hillside Drive, Cowbridge	A single storey extension to create a dining room to the rear of the property. The dimensions of the extension will be 3m x 3m with a flat roof
2019/0832/BN	A	69, Cardiff Road, Dinas Powys	Enclosure of existing first floor balcony to provide additional accommodation
2019/0833/BR	AC	Bar 44, 14, Windsor Road, Penarth	Single storey extension to rear
2019/0834/BN	A	33, John Street, Penarth	Basement level/ ground floor, converting 2 rooms into 1, using steels in the ceiling for support. An additional concrete lintel with be going into rear external wall, due to French doors being installed
2019/0835/BR	AC	Isca, Twyncyn, Dinas Powys	Single storey rear extension to main dwelling. Replacement garage to the rear and self-contained living unit
2019/0836/BR	AC	15 Clevedon Avenue, Sully	Disabled alterations
2019/0839/BN	A	55, Hinchsliff Avenue, Barry	Single storey front elevation and two storey side and rear extension
2019/0840/BR	AC	24, Station Road, Penarth	To take down existing lean to kitchen, reconstruct to existing footprint, works to include taking rear down and internal works

2019/0842/BN	A	2, Pinklands, Church Road, Llanblethian, Cowbridge	New single storey and two storey extension to rear and new porch to front
2019/0843/BR	AC	42, Purcell Road, Penarth	Two storey rear extension with single storey front porch
2019/0845/BN	A	19, St. John Close, Cowbridge	Bathroom upstairs
2019/0846/BN	A	Porth Y Felin, Town Mill Road, Cowbridge	Knock through opening of two single garage doors to double door
2019/0847/BN	A	Glanville House, Town Mill Road, Cowbridge	Knock through opening of two single garage doors to double door
2019/0848/BN	A	58, Porth-Y-Castell, Barry	Removing internal wall
2019/0849/BR	AC	4, Evenlode Avenue, Penarth	Knock down existing dwelling and re-build new 2 storey dwelling
2019/0851/BN	A	15, Minehead Avenue, Sully	Garage conversion
2019/0852/BN	A	Land off 1, Treharne Road, Barry	2 new dwellings
2019/0853/BN	A	5 Twchwyn Garth, Llangan	Front extension, involving moving exterior wall. 1st floor extension on existing single story section, to become en suite Internal works, internal wall removal, kitchen renovation.
2019/0855/BN	A	52, Windsor Road, Penarth	Basement and ground floor renovation including reconfiguration and additional structural support. All work to be within the confines of existing structure
2019/0856/BN	A	45, Castle Avenue, Penarth	Single storey porch
2019/0857/BN	A	8, Sully Terrace, Penarth	Add dormer to the rear sider of the roof

2019/0858/BN	A	Tyn-Y-Coed Farm, Bonvilston	Single and double storey extension to west elevation to enlarge kitchen and lounge with an additional bedroom to 1st floor
2019/0859/BN	A	27, Rhodfa Sweldon, Barry	Garage conversion
2019/0860/BN	A	4 Clos-Yr-Onnen, Llantwit Major	Removal of internal block wall and installation of supporting beam.
2019/0862/BR	AC	4, Sunnycroft Lane, Dinas Powys	Side and rear two storey extension with integral basement with associated external works
2019/0866/BN	A	22, Rhodfa Felin, Barry	Rear window size alteration and porch (new)
2019/0868/BN	A	4, Byron Place, Penarth	Main roof replacement from slate to fibre cement slate material. New felt, batons, UPVC gutters, downpipes, weatherboards and other trims.
2019/0869/BN	A	25, Clevedon Avenue, Sully	Single storey extension to garage
2019/0872/BN	A	159, Stanwell Road, Penarth	Single storey rear kitchen extension
2019/0875/BN	A	16, Althorp Drive, Cosmeston, Penarth	Double storey side extension
2019/0876/BN	A	11, Cwrt Pencoedtre, Barry	Extension to rear kitchen
2019/0877/BN	A	8, Crib Y Sianel, Rhoose	Single storey rear extension to enlarge dining area
2019/0878/BN	A	7, Norseman Close, Rhoose	Porch extension
2019/0879/BN	A	7, The Green, Leckwith	Supply and fit a new bathroom. Rewire out buildings, partial rewire
2019/0880/BN	A	8, Gwenog Court, Barry	Supply and fit wet room. Renew kitchen and wet room ceilings (asbestos)

2019/0881/BN	A	28, Peterswell Road, Barry	Supply and fit a fire door and frame
2019/0882/BN	A	38, Redlands Avenue, Penarth	Supply and fit a new kitchen, renew kitchen and bathroom ceilings (asbestos). Partial rewire
2019/0883/BN	A	24, Grange Avenue, Wenvoe	Supply and fit a new kitchen. Rewire property
2019/0884/BN	A	16, Springfield Rise, Barry	Supply and fit a fire door and frame
2019/0885/BN	A	14, Culver Close, Penarth	Change from bathroom to shower room
2019/0886/BN	A	31, Caernarvon Gardens, Barry	Change bathroom to shower room
2019/0887/BN	A	12, Royal Close, Penarth	Small single storey rear extension with roof terrace and installation of sliding patio doors on and first floor
2019/0888/BN	A	37, Dyfan Road, Barry	Remove existing windows and replace with French doors in the rear living space
2019/0889/BN	A	9, Norris Close, Penarth	A single storey porch at the rear of the house
2019/0890/BN	A	7, Plas Taliesin, Penarth	Balcony, changing window to French doors, new sliding doors on ground floor, garage to habitable room, knock through on GF, creating a new en suite
2019/0891/BN	A	24, Mallory Close, St. Athan	Install new beam and supporters to take load of timber floor joists on 1st floor (structural engineer to design)
2019/0892/BN	A	9, Ty Gambig, Close Yr Wylan, Barry. CF62 5DF	Forming one structural opening
2019/0893/BN	A	7, Well Walk, Barry	Replacement roof using fibre cement slate in keeping with other houses

			in road and attached property at No. 8 Well Walk. Also re-pointing of chimney stack and thermal insulation of roof space to comply with current standards.
2019/0896/BN	A	Claremont House, Slon Lane, Ogmore By Sea	Ground floor extension and partial attic conversion
2019/0899/BN	A	20, Romilly Park Road, Barry	Install new steels in kitchen area for knock through.
2019/0900/BN	A	21, Colcot Road, Barry	Detached garden room and two storey extension and loft conversion
2019/0901/BN	A	1, Tewdrig Close, Llantwit Major	Knock down part of a load bearing internal wall and fit steel beams
2019/0903/BN	A	16, Mountjoy Avenue, Penarth	Internal modifications to an existing dwelling with alterations to ground floor level doors and windows to the rear elevations
2019/0908/BN	A	26, John Bachelor Way, Penarth	Creating a new balcony with door from lounge

(b) Building Regulation Applications - Reject

For the information of Members, the following applications have been determined:

2019/0861/BN	R	170, Jenner Road, Barry	Single storey extension to rear, convert garage to utility room, detached garage less than 100m2
2019/0864/BN	R	1, Downs View Close, Aberthin	Extension to existing garage
2019/0870/BN	R	7, John Batchelor Way, Penarth Marina, Penarth	Elevational change to front and new balcony
2019/0905/BN	R	Lower House Farm, Colwinston	Single storey side extension and front canopy porch

(c) The Building (Approved Inspectors etc.) Regulations 2000

For the information of Members the following initial notices have been received:

2019/0129/AI	A	Llanmihangel Cottage, Llanmihangel, Cowbridge	Proposed refurbishment of barn to provide holiday let accommodation (works to include material alterations to structure, controlled service, fittings and thermal elements)
2019/0130/AI	A	29, Palmerston Road, Barry	Proposed sub division of existing retail store and new shop front (including any associated drainage works and modifications to services, etc.)
2019/0131/AI	A	Spider Camp, Barry	Construction of 6 commercial blocks sub-divided into 43 units
2019/0132/AI	A	Southlands, Town Mill Road, Cowbridge	External wall alterations and internal alteration (works to include material alterations to structure, controlled service, fittings and thermal elements)
2019/0133/AI	A	5, Old Port Road, Wenvoe	Proposed front and rear flat roof extension (works to include material alteration to structure, controlled services, fittings and thermal elements)
2019/0134/AI	A	30, Borough Avenue, Barry	Single storey front and side extension (works to include material alterations to structure, controlled services, fitting and thermal elements)
2019/0135/AI	A	Pippins, Trerhyngyll, Cowbridge	Proposed single storey rear extension and internal alterations (works to include controlled services, fittings and thermal elements)

2019/0136/AI	A	Danes Lodge, Highlight Lane, Barry	Proposed single storey rear extension (works to include material alterations to structure, controlled services, fittings and thermal elements)
2019/0137/AI	A	Plot 25, Heritage Park, Llys Dewi, Llantwit Major	Conservatory extension (works to include material alterations to structure, controlled services, fittings and thermal elements)
2019/0138/AI	A	Unit B1, Cardiff Road, Barry	Fit out of part new/part existing B1 Unit for First Impression Veterinary Facility (CANCELLED)
2019/0139/AI	A	Travis Perkins, Unit 21, Llandow Trading Estate, Llandow	Alterations to trade unit including tool hire install, structural alterations, shop expansion and installation of Temps store
2019/0140/AI	A	13, Archer Road, Penarth	Proposed general refurbishment (works to include material alterations to structure, controlled services, fittings and thermal elements)
2019/0141/AI	A	15, Augusta Crescent, Penarth	Dormer loft conversion
2019/0142/AI	A	The Barns, Penylan Road, St. Brides Major	Proposed single storey
2019/0143/AI	A	5, Belle Vue Terrace, Penarth	Proposed removal of chimney breast and insertion of steel beam (works to include material alterations to structure, controlled services, fittings and thermal elements)
2019/0144/AI	A	27, Morgan Street, Barry	Dormer loft conversion and associated works

(d) Section 32 Building Act, 1984

It is proposed to implement the above section of the Building Act with a view to remove from the filing system, building regulation plans relating to work which has not commenced. This section of the Building Act makes provision for the Local Authority to serve notice in respect of plans which are three or more years old. Where such notices have been served (when the proposal has not commenced), it means that the plans are of no further effect and can be destroyed.

It is proposed to serve notices in respect of the following Building Regulations applications.

2016/1138/BN
2016/1353/BR
2016/1359/BR
2016/1373/BR
2016/1404/BR
2017/0012/BR
2017/0015/BR
2017/0112/BR

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2. PLANNING APPLICATIONS DETERMINED BY THE HEAD OF REGENERATION AND PLANNING UNDER DELEGATED POWERS

If Members have any queries on the details of these applications please contact the Department.

Decision Codes

A - Approved	O - Outstanding (approved subject to the approval of Cadw OR to a prior agreement)
C - Unclear if permitted (PN)	B - No observations (OBS)
EB - EIA (Scoping) Further information required	E - Split Decision
EN - EIA (Screening) Not Required	G - Approved the further information following "F" above (PN)
F - Prior approval required (PN)	N - Non Permittal (OBS - objections)
H - Allowed : Agricultural Condition Imposed : Appeals	NMA – Non Material Amendments
J - Determined by NAFW	Q - Referred to Secretary of State for Wales (HAZ)
L - Approved <u>AND</u> refused (LAW)	S - Special observations (OBS)
P - Permittal (OBS - no objections)	U - Undetermined
R - Refused	RE - Refused (Enforcement Unit Attention)
	V - Variation of condition(s) approved

2012/00451/1/C D	A	Llanmihangel Cornmill and Barn, Llanmihangel, Cowbridge	Discharge of Conditions 4 - Further details of access track required, 5 - Means of enclosure to be submitted, 7 - Ecology, 8 - Archaeological watching brief, 9 - Programme of building recording and analysis, 10 - Drainage scheme, 11 - Scheme detailing curtilages to be submitted, 20 - Proposed levels, 21 - Decked terraced area and 22 - Chimney/flue details. Planning permission ref. 2012/00451/FUL: Conversion and repair to Cornmill and Barn for
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			conversion of barns to holiday let accommodation.
2012/00451/2/C D	A	Llanmihangel Cornmill and Barn, Llanmihangel	Discharge of Condition 26 - NRW Licences Planning Permission ref. 2012/00451/FUL: The development proposed is rehabilitation of former Cornmill (not listed) with repairs and alterations. Conversion of barn (listed) with new roof and new window/door openings to south and west elevations
2013/00305/1/N MA	A	Greenway Farm, Bonvilston	Non-Material Amendment - Minor amendments to elevations. Repositioning of some windows and doors. Introducing some cladding as relief to stonework. Planning Permission. ref. 2013/00305/FUL: Erection of single dwelling
2014/00229/1/N MA	A	Land at Barry Waterfront adjacent to Dock No. 1, Barry	Non-Material Amendment - Amendment to Phasing Plan cited in Condition 19. Planning Permission ref. 2014/00229/EAO: Deletion of Conditions 1 and 2, Variation of Conditions 3, 5, 19 and 20 of 2009/00946/OUT for the development of vacant land at Barry Waterfront for residential (C3), retail (A1), cafes, bars and restaurants (A3), hotel (C1), offices (B1) and community and leisure uses (D1 and D2). Development of vehicular and pedestrian/cycle access including a new link road, re-grading of site to form new site levels and associated infrastructure works, parking, servicing,

			landscaping, public realm and public open space provision at Land at Barry Waterfront adjacent to Dock No. 1, Barry
2014/00831/2/C D	A	Land at Plasnewydd Farm, Cowbridge Road, Llantwit Major	Discharge of Conditions 6-wheel washing, 8- Construction traffic management plan. and 9 - Construction management plan. Planning Application- 2014/00831/FUL: Construction of 149 dwellings, informal and formal open space, new means of vehicular and pedestrian access from Cowbridge Road and associated infrastructure
2014/00995/4/C D	A	Land adjacent to Llantwit Major Bypass, B4265	Discharge of Condition 5 - Means of enclosure. Planning Permission ref: 2014/00995/FUL: Change of use of agricultural land to residential development (C3) including demolition of a disused building and the development of 65 residential dwellings, public open space, landscaping, highway improvements and associated engineering works
2015/00203/2/C D	A	Pump House, Hood Road, Barry	Discharge condition 5 - Grease Trap and 6 - Fume Extraction Details
2015/01032/3/C D	A	Land at Barry Waterfront, Phase 2, Barry	Discharge of Condition 13-a3 frontages and sitting out areas Planning Ref 2015/01032/RES: Approval is sought for the layout, scale, appearance, access and landscaping of Phase 2 (109 dwellings)

2016/00078/2/N MA	A	1, Mill Barn, Mill Road, Boverton, Llantwit Major	To make a door opening, (with consent) 2400mm wider, as shown on the plans and elevations, from the garden into the sitting room
2016/01290/5/C D	A	Arno Quay, Barry Waterfront, Barry	Discharge of Condition 14 - Soft Landscaping of Public Open Space on the Pontoons. Planning ref: 2016/01290/RES : Development of the site known as Arno Quay for residential development and associated infrastructure works, parking and landscape
2017/00564/7/C D	A	Northern Access Road, St. Athan	Discharge of Condition 14 - Lighting Details and Condition 26 - Engineering details of the surface water drainage strategy of planning permission ref. 2017/00564/FUL: Proposed construction of a new highway (called the Northern Access Road) with footways and a cycleway, new junctions, lighting, signs, fencing, flood alleviation works, acoustic barriers and other environmental mitigation measures, landscaping, demolition of garage at Rose Cottage, and all associated engineering and building operations
2017/01197/1/N MA	A	Land to the east of Holm View Leisure Centre, Barry	We are looking to make some amendments to the car parking arrangements on site plus some alterations to the proposed retaining walls

2017/01356/1/C D	A	Land at Barry Waterfront, Barry	Discharge of Condition 7- Schedule of Materials in construction (incl. samples). Planning Ref 2017/01356/RES: Construction of new District Centre comprising of 57 residential apartments, 1,885sq.m food and drink use (A3), 390sq.m flexible commercial use (D1/D2/A3), together with associated infrastructure works, parking and landscaping
2018/00092/2/C D	A	Provincial House, Kendrick Road, Barry	Discharge of Conditions 5 - CEMP and 8 - CTMP. Planning Ref. 2018/00092/FUL: Change of use and conversion of building to provide 32 affordable residential units, external alterations and associated works
2018/00196/2/N MA	A	1, River View, East Aberthaw	Variation of Conditions 2 - Driveway surface finish and Condition 3- Tree root protection and 4 material - of 2018/00196/FUL
2018/00246/1/C D	A	South Quay, Waterside, Barry Docks	Discharge of Conditions 2, 3, 4, 6 and 7. Planning Ref 2018/00246/RES: Waterside public open space and public realm so far as it relates to Barratt Homes parcel at South Quay, Waterside, Barry Docks
2018/00592/1/N MA	A	South Quay Waterside, Barry Waterfront	Non-Material Amendment - Amendment to Phasing Plan cited in Condition 2. Planning Permission ref. 2018/00592/RES: Approval is sought for the access, appearance, landscaping, layout and scale for a

			residential development and associated infrastructure
2018/01231/4/C D	A	Cwrt Canna, Ruthin Road, Llangan	Discharge of Conditions 9 - Drainage 2 and 11 - CEMP. Planning permission ref. 2018/01231/FUL : Residential-led mixed use development comprising of 13 affordable homes, 2 additional office buildings, a community building and ancillary development including landscaping, drainage, car parking, creation of a new vehicular access and other associated infrastructure
2018/01311/1/C D	A	Chantry House, Burial Lane, Llantwit Major	Discharge of Condition 4- Details / Additional Details. Planning permission ref: 2018/01311/LBC : To rebuild a small section of boundary wall (approx.. 1.6msq)
2018/01391/1/N MA	A	52, Llanmead Gardens, Rhoose	Non-material Amendment- to make extension 500mm smaller to meet the requirements of Welsh Water. Planning Application 2018/01391/FUL: Proposed single storey side and rear extension
2019/00132/1/N MA	A	15, The Wheate Close, Rhoose	Install Fortex wood grain effect pvc cladding panels to the existing walls in lieu of render, which was approved and conditioned within the application

2019/00162/FUL	A	Penllyn Estate Farm, Llwynhelig, Cowbridge	Erection of a new building to house a farm shop, cafe and associated facilities along with a new carpark and private access track from the A48. The application is a replica of that already approved under TP 2018/00607/FUL with amendments to the internal layout and the enclosing of the loading bay with a fence
2019/00170/FUL	A	21, Porthkerry Road, Barry	Conversion to 8 affordable residential flats, rear extension, parking and alterations.
2019/00171/FUL	A	5, Westgate, Cowbridge	Proposed demolition and change of use from Class A1 (retail) to Class C3 (dwelling) and construction of one 3 bed dwelling, car parking and associated works at No 5, Westgate
2019/00214/FUL	A	Unit 2, 1a, Paget Road, Barry	Proposed change of use of unit 2, 1a Paget Road, Barry from Use Class A1 (shops) to Use Class A3 (food and drink), utilising the existing plant / extraction system installed to the rear of 1a Paget Road and all associated works.
2019/00229/FUL	A	10, Westgate, Cowbridge	Retention of dwellinghouse as built for holiday let.
2019/00256/FUL	A	77, White Farm, Barry	Proposed 2 storey side extension
2019/00324/FUL	R	61, Porth Y Castell, Barry	Double storey side, single storey rear extension and loft extension with rear dormer window

2019/00508/1/C D	A	Land South of Weycock Cross Waste Water Treatment Works, Barry	Discharge of Condition 3- Landscaping. Planning Ref: 2019/00508/FUL: Installation of 2 no. pipe bridges, 5.3 square metres of concrete hardstanding to be surrounded by 9.5 metres of stock proof fencing and 1no. access gate extending to a height of 1.2 metres
2019/00512/FUL	R	Great House Yard, Southerndown	Demolish existing dwelling and workshop. Construct new 4 bed house / rural workshop
2019/00546/FUL	A	Barns at Siop Newydd, Monknash	Conversion of existing barns to 4 no. holiday let units and associated works
2019/00564/FUL	A	Fairston, 69, Westbourne Road, Penarth	Two-storey and single- storey rear extension with associated refurbishment and alterations. Single- storey side extension. Loft conversion including rear pitched roof dormer window. Removal and replacement of existing detached garage.
2019/00590/FUL	A	6, Heol Sant Bridget, St. Brides Major	Demolition of sun room. Single storey extension to the rear and side of the property with rear balcony.
2019/00596/FUL	A	25, Aberdovey Close, Dinas Powys	Two storey extension to side of existing dwelling
2019/00598/FUL	R	Land at Oakwood, Llanmaes, Llantwit Major	Proposed construction of 2 bed 2 storey dwelling accessed from new entrance onto private shared driveway
2019/00628/FUL	A	5, Clive Place, Penarth	Proposed rear dormer/attic conversion, internal works and modification to rear yard shed

2019/00629/LAW	R	Annexe, 23 St Brides Road, Wick	Lawful Development Certificate - Granny annexe
2019/00660/FUL	A	9, Tarrws Close, Wenvoe	Loft Conversion and rear dormer
2019/00666/CAC	A	Heathcliffe, Clive Crescent, Penarth	Variation of Condition 1 of Planning Permission ref. 2014/00965/FUL to extend the permission for a further 5 years
2019/00667/FUL	A	Fox Hollows, Slon Lane, Ogmore By Sea	Extension and partial demolition of existing dwelling
2019/00677/FUL	A	332, Gladstone Road, Barry	Demolition of existing ground floor shower and WC and erection of a living suite
2019/00693/FUL	A	36, Plas Taliesin, Penarth	Demolish existing front porch and construct new porch at lower level, remove French doors at side and rear and replace with bi-fold doors. New privacy screen to top of dwarf wall in garden and privacy glass in front of bi-fold doors
2019/00700/LAW	A	The Cwm, Brook Lane, St. Nicholas	Occupation of dwelling in compliance with the Rural enterprise condition, with the rural enterprise being a dog boarding business.
2019/00701/FUL	A	2, Thaw Close, St Mary Church	To turn/move fence, to enclose part of the drive to create a garden space and secure parking
2019/00703/FUL	A	42, Castle Avenue, Penarth	Double storey rear extension with flat roof dormer

2019/00712/FUL	A	4, Rhodfa'r Mor, Rhoose	Reconfiguration internally at ground floor, replacement of windows with 2 larger bi-fold doors to the rear. External works, a levelled terrace with steps relocated to provide improved accessibility.
2019/00713/FUL	A	Ty Shwllac, Heol Shwllac, St Brides Major	Single storey side and rear extension
2019/00719/FUL	A	17, Murch Crescent, Dinas Powys	Retention of decking and summerhouse as built and construction of fence
2019/00727/FUL	A	159, Stanwell Road, Penarth	Rear single storey kitchen extension and rear loft conversion
2019/00728/LAW	A	53, Althorp Drive, Penarth	Proposed single storey rear extension with associated external works
2019/00737/FUL	A	49, Westbourne Road, Penarth	Proposed single storey side and rear extension
2019/00739/FUL	A	27, Afal Sur, Barry	Internal garage conversion to a bedroom
2019/00743/FUL	A	Fonmon Hall, Fonmon	Proposed dry turn out paddock
2019/00750/FUL	A	12, Llanmead Gardens, Rhoose	Proposed two storey side and single storey rear extension
2019/00753/FUL	A	3, Campbell Court, St. Nicholas	Construction of a single storey contemporary glazed orangery extension to the rear of the existing property
2019/00754/FUL	R	Ty Mochyn, Upper House Farm, Port Road, East Aberthaw	First floor extension over the flat roof to accommodate a master bedroom

2019/00755/FUL	A	10, Plassey Street, Penarth	Single storey rear extension with raised terrace area
2019/00766/FUL	A	Greendown, Bonvilston	Construction of various extensions and remodelling of existing dwelling, including new entrance gates, driveway and external works
2019/00767/FUL	A	Y Ffermdy Gwyn, Heol St. Cattwg, Pendoylan	Conversion and upgrade of unused poultry shed to a co-working space to include: Function/ event and childcare facilities
2019/00777/FUL	A	Newfields, Buttrills Road, Barry	Single storey side extension
2019/00779/HH	R	131, Fontygary Road, Rhoose, CF62 3DU	High hedge
2019/00781/FUL	R	Wayside Cottage, Cowbridge Road, Talygarn	Proposed alterations and extension to existing cottage to form 4 bedroom house, including detached garage as approved 2016/00878/FUL
2019/00785/FUL	A	31e, Ludlow Street, Penarth	Change of use for unit 3 of the retail space from A1 (retail) to D1 (chiropractic clinic).
2019/00786/FUL	A	4, Cook Road, Barry	Ground floor rear and first floor side extension to include conversion of garage to living space and alterations to rear elevation openings at ground floor level
2019/00787/FUL	A	16, Cae Gwyn, Penarth	Single storey extension and loft conversion
2019/00788/FUL	A	2, Powys Place, Dinas Powys	Single storey and double storey rear extension plus associated works

2019/00791/FUL	A	Keepers Lodge, St. Athan Road, St. Mary Church	Single storey oak framed porch extension to side
2019/00792/ADV	A	Outside 11, Windsor Road, Penarth	Display of a double sided digital advertising panel full integrated into the bus shelter
2019/00793/ADV	A	Windsor Terrace, Penarth	Display of a double sided digital advertising panel fully integrated into the bus shelter
2019/00794/FUL	A	1, The Verlands, Cowbridge	Extension and refurbishment of two storey, four bedroom detached house with integral single garage to provide two storey, five bedroom detached house with integral single garage
2019/00797/FUL	A	12, Harbour View Road, Penarth	Proposed rear ground floor alterations and loft conversion with dormer
2019/00798/ADV	A	In front of Windsor Court on Broad Street, Barry	Display of a double sided digital advertising panel fully integrated into the bus shelter
2019/00799/ADV	A	Outside The County Library, Kings Square, Barry	Display of a double sided digital advertising panel fully integrated into the bus shelter
2019/00800/ADV	A	Outside 92, Port Road East, Barry	Display of double sided digital advertising panel fully integrated into the bus shelter
2019/00802/ADV	A	Opposite 82, Port Road East, Barry	Display of a double sided digital advertising panel fully integrated into the bus shelter
2019/00803/FUL	A	Woodside, Park Road, Dinas Powys	Single storey side extension

2019/00804/FUL	A	13, Court Road, Barry	Single storey side and rear extension
2019/00807/LBC	A	United World College Of The Atlantic, East Drive, St. Donats	Reconstruction of former East entrance arch, partly demolished by vehicle impact
2019/00808/FUL	A	60, The Broad Shoard, Cowbridge	Demolition of garage, construction of two storey side extension and single storey rear extension
2019/00812/FUL	R	16, Michaelston Close, Barry	Construction of two storey extension to the front of the property. Extension to provide extra bedroom and a family room
2019/00814/LAW	A	8, Sully Terrace, Penarth	Rear Dormer roof extension to the existing habitable loft space
2019/00816/FUL	A	291, Barry Road, Barry	Proposed front porch
2019/00818/FUL	A	70, Bron Awelon, Barry	Two storey side extension above existing garage
2019/00820/FUL	R	21, Heol Y Brenin, Penarth	Three storey side extension to enlarge kitchen and WC at ground floor and create two equally sized bedrooms above
2019/00821/FUL	A	Ysgol Pen Y Garth, Redlands Road, Penarth	Proposed alterations and extensions to entrance hall and staff room
2019/00824/FUL	A	14, Winston Road, Barry	Construction of single storey side extension to allow enlargement of kitchen and placement of garage with downstairs w/c
2019/00829/FUL	A	68, Winston Road, Barry	Proposed double storey side and single storey rear extensions

2019/00830/FUL	A	Corton, Claude Road, Barry	Ground floor rear extension
2019/00832/ADV	E	Units 6 and 7, Waterfront Retail Park, Heol Ceiniog Barry	New application for signs to identify site as a Burger King with appropriate freestanding items to enable the Drive Thru operation. All signs to be to Burger Kings brand standards 2019.
2019/00834/FUL	A	Llanmihangel Cottage, Llanmihangel	Renovation of existing barn and lean-to plus construction of free standing covered storage area with access route to provide holiday let accommodation
2019/00836/FUL	A	14, Sully Terrace, Penarth	Single storey side and rear extension plus associated works
2019/00837/FUL	A	20, Craig Yr Eos Avenue, Ogmore By Sea	Retrospective application for the retention of detached outbuilding to be used as ancillary to the enjoyment of the dwelling house
2019/00838/FUL	A	Neveleon, Graig Penllyn	Two storey side extension with balcony to front and single storey rear extension with internal remodelling
2019/00839/FUL	A	Land on North side of Cnepyn Lane, Peterston Super Ely	Proposed Stable Block on concrete base
2019/00843/FUL	A	4, Evenlode Avenue, Penarth	Extend the existing house with 3 bedrooms at first floor replacing existing first floor lounge and rear two storey dayroom extension plus ancillary works

2019/00844/FUL	A	4, The Barns, Penylan Road, St Brides Major	Proposed single storey rear extension
2019/00847/FUL	A	7, Raglan Close, Dinas Powys	Single storey extension to the side of existing property. Alterations to kitchen door and window to rear elevation
2019/00848/FUL	A	67, Jenner Road, Barry	Demolition of rear extension and construction of new rear extension (granny annexe), hip to gable roof extension and rear dormer
2019/00850/FUL	A	P. W. Millar Limited, 148, Port Road East, Barry	Proposed extension to existing car dealership to provide car preparation facilities
2019/00852/FUL	A	6, Lettons Way, Dinas Powys	New rear extension with balcony and connection to existing garage with balcony. Create new first floor dormer to front and loft conversion including a flat roof rear dormer
2019/00853/FUL	A	170, Jenner Road, Barry	Single storey extension to rear. Existing garage to become new utility/WC and shower room. New detached garage to rear of existing garden
2019/00857/FUL	A	Barry Island Pleasure Park, Friars Road, Barry Island	Permission to include the Starflyer at Barry Island Pleasure Park on a permanent basis - AMENDED PROPOSAL
2019/00860/FUL	A	Land adjacent to Claypit Farm, Claypit Lane, Colwinston	Extension to existing pole barn for multi-purpose implement and fodder storage
2019/00865/FUL	R	Pebbles, 3, Weston Avenue, Sully	Access spiral staircase to the rear roof terrace

2019/00869/FUL	A	64, Grove Terrace, Penarth	Single storey side return extension and rear loft dormer
2019/00875/FUL	A	Plas Y Bryn, The Lane, The Downs, St. Nicholas	Single storey side extension
2019/00876/FUL	A	2, Boverton Brook, Boverton, Llantwit Major	Existing garage to be demolished and replaced with single storey extension to side complete with associated works
2019/00878/OUT	R	Caerlan Cottage, Bridge Street, Cadoxton, Barry	Garage demolition, New House, alterations to parking and access
2019/00881/FUL	A	7, Cwrt Yr Eglwys, Dinas Powys	Siting and erection of 8' x 6' summer house at the bottom of the garden
2019/00887/FUL	A	28, Channel View, Ogmore By Sea	Replace all windows. There are damaged windows which require replacements due to water leakage confirmed by David Wilson who built the house. Will be replacing all windows currently UPVC and upgrading to aluminium frames. Rear garden patio French UPVC doors to be replaced with aluminium sliders with fixed side glass panels. Front door to be replaced with aluminium front door
2019/00889/ADV	A	Opposite 9, Station Approach Road, Barry	2 x Single sided static advertising panel fully integrated into bus shelter
2019/00894/ADV	R	Land North of Cardiff Road, Eastbrook, Dinas Powys	Directional and advertisement hoarding sign for Kier Living's Development at Caerwent Gardens, Dinas Powys. Measuring 2.4m wide by 1.5m high, set on posts 1.8m high

2019/00895/FUL	A	Old Masonic Buildings, Station Approach, Penarth	To supply and fit directional sign to side wall elevation (To Town/Esplanade) - Visitors from Train Station
2019/00899/FUL	A	7, St. Davids Avenue, Llantwit Major	Single storey rear extension
2019/00902/LAW	A	24, Albert Road, Penarth	New white upvc windows and coloured composite front door
2019/00910/FUL	A	66, Beechwood Drive, Penarth	Proposed single-storey rear extension (and associated alteration works)
2019/00912/LAW	A	41, Coleridge Avenue, Penarth	Proposed ground floor single storey extension to the rear of the property
2019/00922/LAW	A	27, Port Road East, Barry	Proposed single storey rear extension, internal alterations and proposed front porch
2019/00925/FUL	A	24, Channel View, Ogmore By Sea	Replacement of Existing Bedroom Window with Patio Doors and Juliet Balcony on Rear Elevation
2019/00926/FUL	A	29, Heol Cae Pwll, Colwinston	Install a new 900x2100mm door into an existing detached garage. Door to match existing doors in dwelling
2019/00928/FUL	A	Swanbridge Stables, Beach Road, Sully	Manege/exercise paddock for our own personal use
2019/00932/FUL	A	18, Stallcourt Avenue, Llantwit Major	First floor extension to the rear above existing single storey to create one additional bedroom. Revised plans have been submitted

2019/00937/LAW	A	Rear garden at The Acorns, Maendy Road, Aberthin	Use of the application site as curtilage associated with (and incidental to the enjoyment of) the dwelling known as The Acorns
2019/00946/FUL	A	7, Conybeare Road, Sully	New enclosed front entrance porch
2019/00949/LAW	A	3, Larkwood Avenue, Penarth	Erect a 1m high fence to extend back garden
2019/00960/FUL	A	5, Plymouth Road, Penarth	Proposed works to existing rear dormer to comprise new wall finish and pitched roof in place of flat roof

THE VALE OF GLAMORGAN COUNCIL

PLANNING COMMITTEE: **23 OCTOBER 2019**

REPORT OF THE HEAD OF REGENERATION AND PLANNING

3. APPEALS

(a) Planning Appeals Received

LPA Reference No: 2019/00601/FUL
Appeal Method: Written Representations
Appeal Reference No: 19/3237278
Appellant: Mr Huw Pickford
Location: 181, Stanwell Road, Penarth
Proposal: Extension of drop kerb from neighbouring property 179 Stanwell Road. Removal of cast iron fence and bricks, approx. 4.5m of drop kerb extension. Front garden paved. If required, removal of bollard shown in picture 1.
Start Date: 20 September 2019

(b) Enforcement Appeals Received

None

(c) Planning Appeal Decisions

LPA Reference No: 2019/00007/FUL
Appeal Method: Written Representations
Appeal Reference No: 19/3233215
Appellant: Mr and Mrs Greenaway
Location: 4, Thorn Grove, Penarth
Proposal: Extension and re-modelling works.
Decision: Appeal Allowed
Date: 13 September 2019
Inspector: Claire MacFarlane
Council Determination: Committee

Summary

The main issues were considered to be the effect of the proposed development on residents' living conditions with particular regard to the relationship with 5 Thorn Grove.

The appeal property is a two-storey detached dwelling located at the head of a residential cul-de-sac and it was identified that the surrounding area consists of detached properties of similar appearance and scale with the neighbouring properties, 3 and 5 Thorn Grove, set back from the highway and facing either side of the appeal site.

The Inspector noted that the proposed development would extend the dwelling to the side and rear, with a first-floor extension to the side and part of the rear, however the Council's reason for refusal referred solely to the effect of the first-floor extension at the rear, with the two-storey side and single-storey rear elements being considered acceptable, with which she agreed. The Inspector identified that due to the bulk of the proposed development being to the rear of the dwelling and the position of other dwellings and separation distances within the cul-de-sac and Craven Walk, the proposal would have most effect on the occupiers of No. 5. She acknowledged that some elements of the proposal would be visible from the front elevation of nos. 3 and 6 however, due to the separation distances involved, it was concluded that this would not cause significant harm to the living conditions of those occupiers.

With regard to the impact on No. 5 Thorn Grove, it was noted that the windows in the front elevation of No. 5 would face directly onto the eastern elevation of the proposed development, the ground floor of which would be situated close to the appeal site boundary. Although the first-floor extension would be visible from No. 5, due to its position being set back further from the boundary than the ground-floor, the low eaves height to this elevation and the pitch of the roof sloping away from No. 5, the Inspector did not consider that this would lead to a significant enclosing effect. In addition, the use of varied materials and colours would break up the mass of the proposed development to mitigate its scale. The Inspector therefore concluded that the proposal would not cause significant harm to the outlook from No. 5. Due to the height of the first-floor extension, the Inspector considered that there may be some effect on light to the front of No. 5. However, due to the orientation and roof form, it was considered that this would be limited to the area corresponding to the length of the first-floor extension and to certain times of the day and any loss of light would therefore not cause significant harm.

The Inspector acknowledged that concerns had also been raised regarding the potential for overlooking from the first-floor windows in the rear and eastern elevations of the proposal, which serve two en-suites and a secondary window to bedroom one and in order to overcome any harmful effect on privacy, a condition was necessary to ensure the provision and retention of obscure glazing and non-opening panes. For the same reason, a 2m high enclosure along the boundary with No. 5 was also considered to be required to prevent overlooking from the ground floor glazed doors and full-height window in the eastern elevation.

In respect of the effect on the design on the character and appearance of the area, the Inspector considered that the first-floor side extension would reflect the features, materials, roof form and building line of the existing dwelling and would appear subordinate in its scale. Whilst acknowledging that the rear extension was of a contemporary design, it was considered that the views of

this would be limited from the highway and would therefore have a negligible visual impact on the street scene.

In terms of the adequacy of car parking, the Inspector noted that the conversion of the double garage as part of the proposal would result in reduced off-street parking provision, however there was sufficient space within the appeal site to accommodate the Council's requirement for two off-street parking spaces within the appeal site. Subject to formalising this arrangement, it was considered that the proposal would have a limited impact on parking demand within the area. The Inspector confirmed that she was unable to consider comments made regarding the fact that the development would intensify the use of the property for a commercial enterprise, as this had not formed part of the application and could not therefore be considered as part of the appeal.

The overall conclusion reached by the Inspector was that the proposed development would not be harmful to residents' living conditions and would comply with the Council's LDP and Supplementary Planning Guidance relating to Residential and Householder Development and planning permission was therefore granted, subject to conditions.

LPA Reference No:	2018/01026/FUL
Appeal Method:	Written Representations
Appeal Reference No:	19/3229820
Appellant:	Mr Mark Knott
Location:	1, Oakfield Road, Barry
Proposal:	Proposed new dwelling and erection of new double garage to the rear.
Decision:	Appeal Dismissed
Date:	20 September 2019
Inspector:	Claire MacFarlane
Council Determination:	Delegated

Summary

The main issues were considered to be the effect of the proposed development on the character and appearance of the surrounding area.

The new dwelling was proposed within the garden to the rear of 1 Oakfield Road, a corner plot on the junction of Oakfield Road and Highlight Lane. The Inspector considered that the surrounding area was characterised by semi-detached and detached dwellings of similar appearance are set back from the highway and that the consistency of layout and appearance contributed to the distinctiveness of the immediate area.

The Inspector identified that although the proposed two-storey dwelling would be in the same location as the existing garage that it would replace, its increased height and footprint, along with the introduction of a pitched roof, would result in a significantly larger building. Its location close to the footway would not be in keeping with the building line along both Oakfield Road and Highlight Lane and would increase the visibility of the proposal when approaching the site from Highlight Lane. Furthermore, the orientation and

steep pitch of the roof of the proposed dwelling was also not considered to be in keeping with the dominant roof styles in the area. The Inspector therefore concluded that due to its scale, position and roof form, the dwelling would appear discordant when viewed against the surrounding properties of Oakfield Road and Highlight Lane.

It was also considered by the Inspector that due to its scale and siting to the rear of no. 1, the proposed development would also be visible when approaching the site along Hellas Drive. Whilst acknowledging that the dwellings to the north side of Hellas Drive are of varied appearance and roof style, it was noted that the principal elevations are generally orientated to face onto Hellas Drive, whereas the proposed dwelling would have its frontage onto Highlight Lane. As the south side of Hellas Drive is comprised of the rear gardens of the dwellings along Oakfield Road, this was considered to afford a sense of openness in an otherwise built-up area. The Inspector therefore considered that the proposed development would diminish this openness by introducing a significantly larger building on the appeal site, which would be poorly related to the surrounding pattern of development and appear incongruous when viewed from both Highlight Lane and Hellas Drive.

In reaching her decision, the Inspector considered other permitted developments in the wider area highlighted by the appellant, but in the absence of full details being provided, concluded that they did not represent a direct comparison to the appeal proposal. She also noted the appellant's comments that the proposal would have an acceptable impact on the living conditions of neighbouring occupiers and highway safety and would provide housing in a sustainable location, however concluded that these matters had to be balanced against other material considerations and did not outweigh the significant harm she had identified and the resultant conflict with the adopted LDP.

The overall conclusion reached by the Inspector was that the proposed development would be harmful to the character and appearance of the surrounding area and would not comply with the Council's LDP or Supplementary Planning Guidance relating to Residential and Householder Development.

LPA Reference No:	2019/00248/FUL
Appeal Method:	Householder
Appeal Reference No:	19/3237297
Appellant:	Mr Julian Mabbitt
Location:	9 Tarrws Close, Wenvoe
Proposal:	Loft conversion incorporating rear dormer with balcony and roof extension front elevation.
Decision:	Appeal Invalid
Date:	20 September 2019
Inspector:	N/A
Council Determination:	Delegated

Summary

This appeal was lodged against the Council's decision to refuse planning permission for a loft conversion incorporating a rear dormer with balcony and roof extension front elevation. The Planning Inspectorate confirmed that the deadline for the submission of an appeal under the Householder Appeal Service is within 12 weeks of the Council's decision and as such, the appeal received on 17th September was submitted out of time and was therefore unable to be accepted.

(d) Enforcement Appeal Decisions

None

(e) April 2019 – March 2020 Appeal Statistics

		Determined Appeals			Appeals withdrawn /Invalid
		Dismissed	Allowed	Total	
Planning Appeals (to measure performance)	W	8	1	9	2
	H	-	-	-	-
	PI	-	-	-	-
Planning Total		8 (89%)	1	9	2
Committee Determination		1 (50%)	1	2	-
Other Planning appeals (inc. appeal against a condition)		-	-	-	-
Enforcement Appeals	W	1	1	2	-
	H	-	-	-	-
	PI	1	-	1	-
Enforcement Total		2 (67%)	1	3	-
All Appeals	W	9	2	11	-
	H	-	-	-	-
	PI	1	-	1	-
Combined Total		10 (83%)	2	12	2

Background Papers

Relevant appeal decision notices and application files (as detailed above).

Contact Officer:

Mrs Sarah J Feist - Tel: 01446 704690

Officers Consulted:

HEAD OF REGENERATION AND PLANNING

THE VALE OF GLAMORGAN COUNCIL

PLANNING COMMITTEE : **23 OCTOBER, 2019**

REPORT OF THE HEAD OF REGENERATION AND PLANNING

4. TREES

(a) Delegated Powers

If Members have any queries on the details of these applications please contact the Department.

Decision Codes

A - Approved
E Split Decision

R - Refused

2019/00467/TPO	A	3, Court Drive, Llansannor	Remove Pine Tree and carry out reduction works to Oaks, Willow and Cherry
2019/00748/TPO	A	1, The Drive, Windy Ridge, Dinas Powys	Work to trees covered by TPO no. 2 of 1969: Maple and Beech - reduce back to suitable growing points
2019/00825/TPO	A	1, Tanfield Cottages, West Street, Llantwit Major	Works to tree covered by TPO No. 03, 1977 - Pollard Horse Chestnut Tree (T1)
2019/00845/TCA	A	St. Peters Church, Rhoose	Work to Trees in a Conservation Area: Removal of one mature Plum tree to Ground Level (T1)
2019/00856/TPO	A	5, Maillards Haven, Penarth	Work to trees covered by TPO No. 1 of 1988: Crown reduction of the 3 largest lime trees, identified as T1, T2 and T4 on the sketch.
2019/00861/TCA	A	66, Stanwell Road, Penarth	Works to trees within the Penarth Conservation Area: fell one Leylandii

2019/00862/TPO	A	40, Clos Celyn, Barry	Works to trees covered by TPO No. 1 of 2006: Works to Oak tree
2019/00882/TCA	A	86, Westward Rise, Barry	Removal of Flowering Cherry tree (Prunus Avium) from front garden
2019/00891/TCA	A	The Chestnuts, Llysworney, Cowbridge	Works to trees in the Llysworney Conservation Area - T1 Prunus- Remove
2019/00892/TCA	A	6, Stanwell Road, Penarth	Removal of the Fir tree by the front boundary wall of the property, so that the wall may be rebuilt and not undermined by the tree roots
2019/00903/TCA	A	Coopersale House, Llanblethian	Work to trees in Llanblethian Conservation Area. Crown lift two Silver Birch and reduce branches
2019/00904/TPO	A	The Willows, Llancarfan	Works to trees cover by TPO - No. 24, 1973. Up to 20% reduction of two mature Ash Trees (T1 and T2) overhanging neighbouring property/river
2019/00919/TPO	A	4, Maillards Haven, Penarth	Works to trees covered by TPO - No. 01, 1988
2019/00929/TCA	A	Colhugh House, Colhugh Street, Llantwit Major	Works to trees in Llantwit Major Conservation Area - Removal of diseased Sycamore Tree
2019/00934/TCA	A	15, Elm Grove Road, Dinas Powys	Trim back branches of Silver Birch to the front of the property on the border. Branches overgrown over roof and knocking cement and tiles off roof
2019/00938/TCA	A	Aberthin House, Llanquian Road, Aberthin	Works to trees in Aberthin Conservation Area

2019/00945/TCA	A	Briarbank House, 10, Beach Road, Penarth	Works to trees in Penarth Conservation Area: 50% crown reduction to a Cherry and a Lime tree
2019/00952/TPO	A	Land behind St Mary's Church, Bonvilston	Works to tree covered by TPO No.8 of 1973 - Sectioning down and removal of one mature English Oak Tree to ground level
2019/01000/TCA	A	38, Stanwell Road, Penarth	Plum tree in rear garden - Overall crown reduction of 2 1/2 metres
2019/01010/TCA	A	Monkton Lodge, Holmesdale Place, Penarth	Works to trees in Penarth Conservation Area - T1 Ash Tree reduction of minor branches

THE VALE OF GLAMORGAN COUNCIL

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REPORT OF THE HEAD OF REGENERATION AND PLANNING

5. PLANNING APPLICATIONS

Background Papers

The following reports are based upon the contents of the Planning Application files up to the date of dispatch of the agenda and reports.

APPLICANT: Barratt David Wilson Homes South Wales Ltd Oak House, Village Way, Tongwynlais, Cardiff, CF15 7NE

AGENT: Barratt David Wilson Homes South Wales Ltd Oak House, Village Way, Tongwynlais, Cardiff, CF15 7NE

Land off St. Brides Road, Wick

Retrospective planning application to regularise the shared surface area associated with planning application reference 2014/01424/FUL

REASON FOR COMMITTEE DETERMINATION

The application is required to be determined by Planning Committee under the Council's approved scheme of delegation because there is a dual recommendation for the refusal of the application and the authorisation of enforcement action.

EXECUTIVE SUMMARY

This application seeks retrospective permission to retain a section of road as constructed, with the addition of new signage. The road forms part of a development of 124 houses in Wick. As specified under the original planning permission for the site, the road should have been constructed as a flat shared surface road. Contrary to the approved plans, the road has been constructed with a separate roadway and narrow raised footway either side.

Due to the substandard width of the footway and the overall design of the road, it is considered to create highway safety issues, contrary to local and National planning policy.

Consequently, it is recommended that the planning application be REFUSED and that PLANNING ENFORCEMENT ACTION BE AUTHORISED in the form of a planning Enforcement Notice. The Notice will seek to remedy the breach of planning control by securing compliance with the road plans approved under the original application. In addition, in the event of non-compliance with the enforcement notice authorisation is also sought to take such legal proceeding that may be required.

SITE AND CONTEXT

The application site is land at St. Brides Road, Wick, which adjoins the western part of the village, between Heol Fain and the B4265. The site is bounded by dwellings to the south/south east, the B4265 to the east, fields to the north and Heol Fain to the west.

The site was formerly agricultural land which was granted permission for 124 dwellings in November 2015. The development is largely completed in the northern and eastern sections, with construction continuing on the south western section.

DESCRIPTION OF DEVELOPMENT

The development for 124 houses was approved with a layout that included a shared surface loop road in the eastern section of the site. As built, the shared surface loop road is not constructed to the approved plans. This application seeks retrospective permission to retain the loop road as constructed, with the addition of a 'shared surface zone' sign at each end of the loop to indicate the status of the road.

On the approved plans, the loop road is shown as a shared surface, 7 metres wide, with no separate or raised footway. As constructed on site, the loop road is 7 metres wide overall, but has a 5 metre wide roadway with a 1m wide raised footway either side. The loop road is constructed with a cross hatched brick roadway, a concrete curb up-stand of approximately 3 to 4 cm in height, and a brick footway.

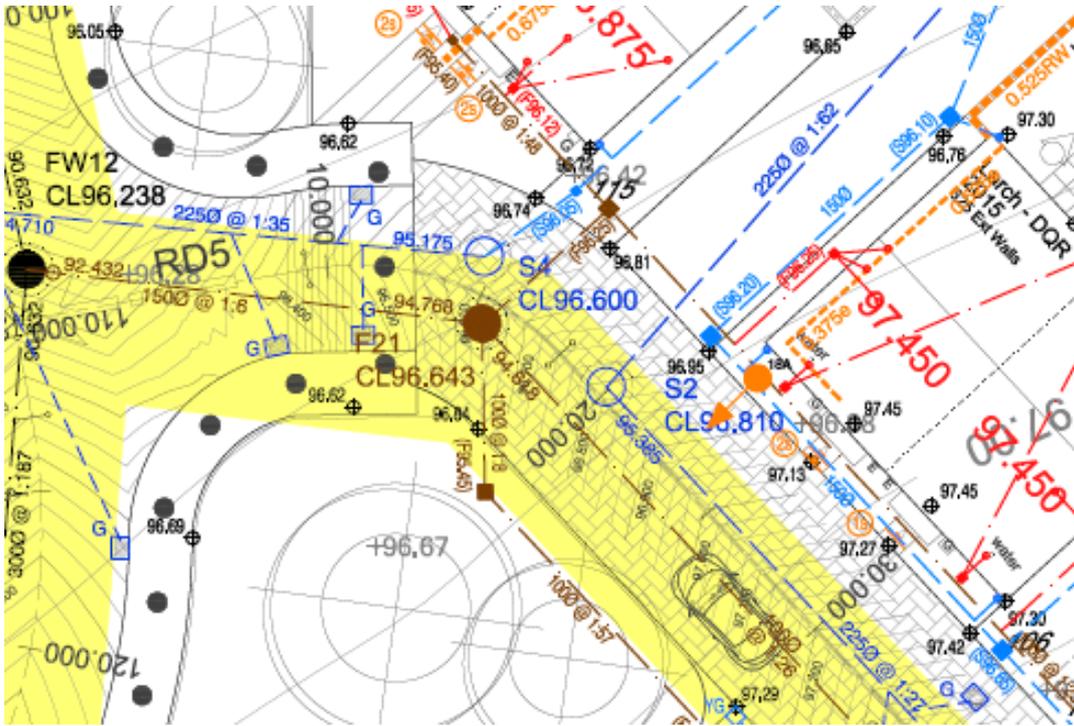
Plan extracts and photos are given below.

The approved shared surface loop road

The extract below is from plan '1465 100 rev L', submitted on 18/6/2015 and approved on 18/11/2015, under application 2014/01424/FUL. It shows the proposed shared surface loop road in the eastern section of the site. It is evident from this plan that the main site road has a separate footway, but the shared surface loop road does not.



The extract below is from plan 'C/S110-1 rev 9', approved on 8/10/2019, under application 2014/01424/1/CD, in discharge of condition 4-Highway engineering details. It shows where the main estate road with raised footways becomes the shared surface loop road with no raised footway.



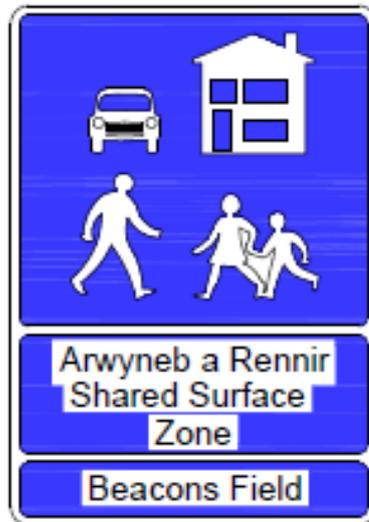
The loop road as constructed and proposed for retention

The plan extract below is from plan 'Engineering Layout May 2018', submitted on 17/5/2018 under this application. The dotted line shows the start of the raised footway each side of the roadway.



A sign stating that the loop road is a 'shared surface zone' is proposed to be added at each end of the loop road.

Proposed 'Shared Surface Zone' signage



Entrance to shared surface road





RELEVANT PLANNING HISTORY

2015/01210/FUL: Land off Heol Fain, Wick - Erection of temporary sales and marketing suite - Approved

2014/01424/FUL: Land off St. Brides Road, Wick - Change of use of agricultural land to residential development (C3) including the development of 124 residential dwellings, public open space, landscaping, highway improvements and associated engineering works - Approved

2014/01424/1/CD: Land off St. Brides Road, Wick - Discharge of Conditions – including Condition 4 - Highway engineering details – Condition 4 details approved 8/10/2019

2014/01424/2/CD: Land off St. Brides Road, Wick - Discharge of Conditions 20, 21 and 22 - all relating to Drainage – Approved

CONSULTATIONS

Wick Community Council and ward member were consulted on 31/5/2019. A member of the community council responded on 21/6/2018 stating that *“During my excursion around the new estate in my powered wheelchair I negotiated the road now laid with paving....I encountered areas of loose and rocking paving under my wheelchair...The concrete kerbs should have been removed in my opinion. There is a real problem of height difference between the paved path and paved road, as much as 40mm in places. This causes difficulties for me in my wheelchair. In order to negotiate them, I had to basically treat the road and path separately. Transferring from one to the other meant finding a place where the concrete kerb wasn't too high, then turning 90 degrees to face it, then adjust my chair to climb or go down the concrete kerb. The road and path are not one. There are deceptive differences which will catch people out. The subtle varying height differences are an obvious trip hazard if approached head on, or if walking parallel to them, there is a risk of rolling one's ankle and falling into traffic...I have almost fallen out of my powered wheelchair due to the kerbs”.*

Comments were also made regarding the overall accessibility of the wider development, as well as other matters, but they are not relevant to this application.

Highway Development commented on this application on 4/7/2019, stating that the road as constructed and proposed for retention, is *“not favoured by the highway authority as the footway widths are insufficient for safe passage of pedestrians and are not inclusive for disabled or vulnerable pedestrians. This arrangement is not classed as shared surface or a home zone as categorised by Manual for Streets and so this arrangement cannot be identified as the same”.* The comments go on to state the footway widths specified in Welsh Government policy, and concludes that as the footway does not meet the specified widths, *“the highway authority considers the scheme not suitable for the needs of all the street users and therefore there is objection to the proposal”.*

REPRESENTATIONS

The neighbouring properties were consulted on 29 May 2018. An objection was received from a resident regarding the initially proposed location of one of the new signs. However, the plans have subsequently been amended with regard to the location and number of signs, removing the sign which had created the objection.

REPORT

Planning Policies and Guidance

Local Development Plan:

Section 38 of The Planning and Compulsory Purchase Act 2004 requires that in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the area comprises the Vale of Glamorgan Adopted Local Development Plan 2011-2026, which was formally adopted by the Council on 28 June 2017, and within which the following policies are of relevance:

Managing Development Policies:

POLICY SP7 - Transportation
POLICY MD2 - Design of New Development
POLICY MD5 - Development within Settlement Boundaries
POLICY MD7 - Environmental Protection

In addition to the Adopted LDP the following policy, guidance and documentation supports the relevant LDP policies.

Planning Policy Wales:

National planning policy in the form of Planning Policy Wales (Edition 10, 2018) (PPW) is of relevance to the determination of this application.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

The following chapters and sections are of particular relevance in the assessment of this planning application:

Chapter 2 - People and Places: Achieving Well-being Through Placemaking, including maximising well-being and sustainable places through placemaking

Chapter 3 - Strategic and Spatial Choices, including Good Design Making Better Places; Accessibility; and Supporting Infrastructure. The following section is of particular relevance:

- Development proposals must address the issues of inclusivity and accessibility for all. [3.6]

Chapter 4 - Active and Social Places, including Transport. The following sections are of particular relevance:

- Well-designed, people orientated streets are fundamental to creating sustainable places and increasing walking, cycling and use of public transport [4.1.18].
- New development should improve the quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy, and children can play [4.1.18].
- In residential areas, Home Zones are a way in which streets can be designed to slow vehicular traffic speeds down and give priority to people over motorised uses. [4.1.23]
- Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle. [4.1.30].
- In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act [4.1.33].

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 12 – Design (2016)
- Technical Advice Note 18 – Transport (2007)

Supplementary Planning Guidance:

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). Some SPG documents refer to previous adopted UDP policies and to ensure conformity with LDP policies, a review will be carried out as soon as is practicable following adoption of the LDP. The Council considers that the content and guidance of the adopted SPGs remains relevant and has approved the continued use of these SPGs as material considerations in the determination of planning applications until they are replaced or otherwise withdrawn. The following SPG are of relevance:

- Parking Standards (2019)
- Residential and Householder Development (2018)
- Model Design Guide for Wales – Residential development (2005)

Other relevant evidence or policy guidance:

- Manual for Streets (Welsh Assembly Government, DCLG and DfT - March 2007) and MfS2
- Development Management Manual

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Issues

The key elements of the above LDP policies which relate to this application are as follows:

- Priority will be given to schemes that improve highway safety and accessibility, public transport, walking and cycling [SP7].
- Development proposals should... Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users [MD2]
- Development proposals should... Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree [MD2]
- New development will be permitted within settlement boundaries where the proposed development ... Has no unacceptable impact on the amenity and character of the locality by way of noise, traffic congestion and parking [MD5]
- Development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment from any identified risk to public health and safety [MD7].

In addition to LDP Policies, Planning Policy Wales (PPW) specifies that development proposals must address the issues of inclusivity and accessibility for all, and seek to create safe, social, attractive streets. PPW also specifies that in determining planning applications, planning authorities must ensure that proposals prioritise provision for access and movement by walking and cycling and in so doing, support active travel, create walkable neighbourhoods and maximise their contribution to the objectives of the Active Travel Act.

The key issues to consider in the determination of this application are therefore the impact of the proposals on:

- Inclusivity, accessibility and safety
- The creation of a walkable neighbourhood which contributes to active travel
- Residential amenity

Inclusivity, accessibility and safety

The application proposes to retain the loop road as constructed on site, but with the addition of 'Shared Surface Zone' signage. As constructed, the loop road has a 5 metre wide brick roadway, a concrete curb up-stand of approximately 3 to 4 cm in height, with a 1m wide brick footway either side.

PPW acknowledges that in residential areas, *'Home Zones are a way in which streets can be designed to slow vehicular traffic speeds down and give priority to people over motorised uses'*. In addition, Manual for Streets, which is Welsh Government policy, states that *'Home Zones are residential areas designed with streets to be places for people, instead of just for motor traffic'*. The principle of a shared surface home zone can therefore be desirable as part of a development.

However, an objection to this application has been raised by the Highway Authority who state that the layout which this application proposes to retain is *"not favoured by the highway authority as the footway widths are insufficient for safe passage of pedestrians and are not inclusive for disabled or vulnerable pedestrians. This arrangement is not classed as shared surface or a home zone as categorised by Manual for Streets and so this arrangement cannot be identified as the same."*

Manual for Streets states that *"There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2 m..... Further guidance on minimum footway widths is given in Inclusive Mobility"* (6.3.22).

Inclusive mobility states that *"A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres"*.

Furthermore, as noted in the Highway Authority comments on this application, the design document which supports The Active Travel Act (2013) specifies the layout and dimensions for footways. It states that the desirable minimum width of a footway is 2 metres, with an accepted minimum of 1.8 metres, and an absolute minimum of 1.5 metres. It also states that a restricted width at an immovable object could be 1.2m.

It is clear that the footway which this application proposes to retain is only 1 meter wide, along its whole length, and so fails to meet even the minimum width standards as specified in Welsh Government policy and guidance.

The supporting documentation with this application states that *"Further to the 5m carriageway, 2 number service strips are provided. These also provide areas in which pedestrians can safely move without overly concerning themselves with car movements, these areas are wide enough to accommodate wheelchair users and prams etc, with the ability to move into the highway following any pedestrian - pedestrian passing"*. This statement seems to ignore the minimum standards for

footway width as specified in Welsh Government policy and guidance. It also refers to the footway as a 'service strip', whilst setting out that this 'service strip' is where pedestrians can 'safely move'. This statement seems contradictory as well as ignoring the fact that most road users will interpret the raised area and kerb as representing a separate footway, rather than a 'service strip'.

Due to the substandard width of the footway, there are likely to be frequent occasions when pedestrians have to leave the footway and use the roadway. The 'shared surface zone' signage, and the road geometry, which incorporates 90 degree bends, will slow the movement of traffic along the loop road to some extent. However, the presence of a visible kerb, with an upstand, it considered likely to encourage vehicles to treat the loop road as a traditional roadway with a separate footway, rather than as a true shared surface. Consequently, this will lead to conflict between pedestrians who need to use the roadway because the footway is too narrow, and vehicles who consider the roadway to be 'their space', rather than a space to be shared with pedestrians.

In addition, the roadway itself is narrow at 5m. This is wide enough for 2 cars to pass, but not sufficient for larger vehicles. The documentation submitted with this application (letter from Quad Consult) states that "*with a small 25-50mm upstand...vehicles can potentially mount the service strips in times of larger vehicle manoeuvres*". This statement seems to acknowledge that larger vehicles will need to use the footway at times, adding to the already unsafe situation created by the substandard width of the footway.

Despite the proposed addition of signs at each end of the loop road, the design, dimensions and construction of the loop road is not considered to comply with what would be expected of either a shared surface or a home zone. It has been laid out more akin to a traditional road with a separate roadway and footway. However, the 1 metre width of the footway is substandard and is considered to be unsuitable and unsafe, particularly for disabled people and anyone pushing a child in a buggy. The particular issues presented by the road layout for wheelchair users is highlighted in a representation received from a community councillor, which stated "*There is a real problem of height difference between the paved path and paved road...This causes difficulties for me in my wheelchair... The road and path are not one....There are deceptive differences which will catch people out...I have almost fallen out of my powered wheelchair due to the kerbs*".

In supporting documents provided with the application, the applicants state that "*With reference to Manual for Streets 7.2.11; concerns have been raised in the use of a shared surface for blind or partially-sighted and other disabled people, with further research being conducted by the Guide Dogs for the Blind Association. With the introduction of a small upstand these concerns can be mitigated, as the aforementioned road users can safely navigate the home zone without concern of straying further into the highway and colliding with vehicles*".

It is acknowledged that shared surface roads can create difficulties for some users, with Manual for Streets stating that '*Home Zones often include shared surfaces as part of the scheme design and in doing so they too can create difficulties for disabled people*' (7.2.17). Concerns regarding shared surfaces have primarily been raised with regard to people with a visual impairment, who use kerb edges to provide cues. Calls from organisations such as RNIB, and recent

guidance, recommends mitigating measures such as the effective use of tactile paving surfaces, where shared surfaces are to be used.

In the case of the proposals under this application, whilst the kerb edge with a modest upstand may provide some useful cues for visually impaired people, this in no way overrides or offsets the safety issues created for other users, as set out above. Appropriate provision for visually impaired people can and should be incorporated in overall road design without compromising safety in other ways.

The creation of a walkable neighbourhood which contributes to active travel

PPW specifies that in determining planning applications, planning authorities must ensure that proposals prioritise provision for access and movement by walking and cycling and in so doing, support active travel, create walkable neighbourhoods and maximise contribution to the objectives of the Active Travel Act.

For the reasons set out above, the design of the loop road which this application proposes to retain, is considered to create safety issues for pedestrians. As a result, pedestrians may be less inclined to use the loop road. This has the potential to discourage walking, both in the immediate vicinity, and for residents who live along the loop road to walk to access local facilities.

The loop road therefore fails to create a walkable neighbourhood or to contribute towards active travel, and is therefore in conflict with stated aims of Planning Policy Wales.

Residential amenity

The initial proposal included two 'Shared Surface Zone' signs at each end of the loop road. An objection was raised by a resident that one of the signs would have a negative impact on their amenity due to the proximity of the sign to their kitchen window. The proposal was subsequently amended to one sign at each end of the loop road, removing the sign which had been in close proximity to a property. This revised configuration of the signs is not considered to have any negative impact on residential amenity.

The loop road as built and proposed for retention, is not considered to have any significantly different impact on the amenity and character of the locality, by way of noise, traffic congestion and parking, than would have been created by the approved shared surface loop road.

The impact of the proposals on residential amenity is therefore considered to be acceptable.

REASON FOR RECOMMENDATION

The decision to recommend the REFUSAL of 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 Development Plan for the area comprises

the Vale of Glamorgan Adopted Local Development Plan 2011-2026.

By virtue of its design and dimensions, the loop road proposed for retention, with the addition of signage, fails to provide a safe, accessible and inclusive environment for all users; fails to demonstrate that it will not result in an unacceptable risk to public safety; and fails to create a walkable neighbourhood or to contribute towards active travel. Therefore, the proposal is unacceptable and contrary to Policies SP7 – Transportation; MD2 - Design of New Development and MD7 - Environmental Protection, of the Vale of Glamorgan Adopted Local Development Plan. The proposal is also contrary to stated objectives of Planning Policy Wales and standards specified in Manual for Streets.

It is considered that the decision complies with the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RESOURCE, LEGAL AND EQUAL OPPORTUNITIES IMPLICATIONS OF ENFORCEMENT ACTION

Due to the safety issues created by the road as currently constructed, it is considered expedient to take enforcement action to remedy the breach of planning control.

The resource implications of taking enforcement action relate to drafting and issuing the Notice and undertaking monitoring work. This can be met within the departmental budget. There are no employment issues.

If an Enforcement Notice is served, the recipient has a right of appeal under Section 174 of the Town and Country Planning Act 1990 (as amended). The Action is founded in law and would not be considered to breach any of the rights referred to in the Human Rights Act.

RECOMMENDATION

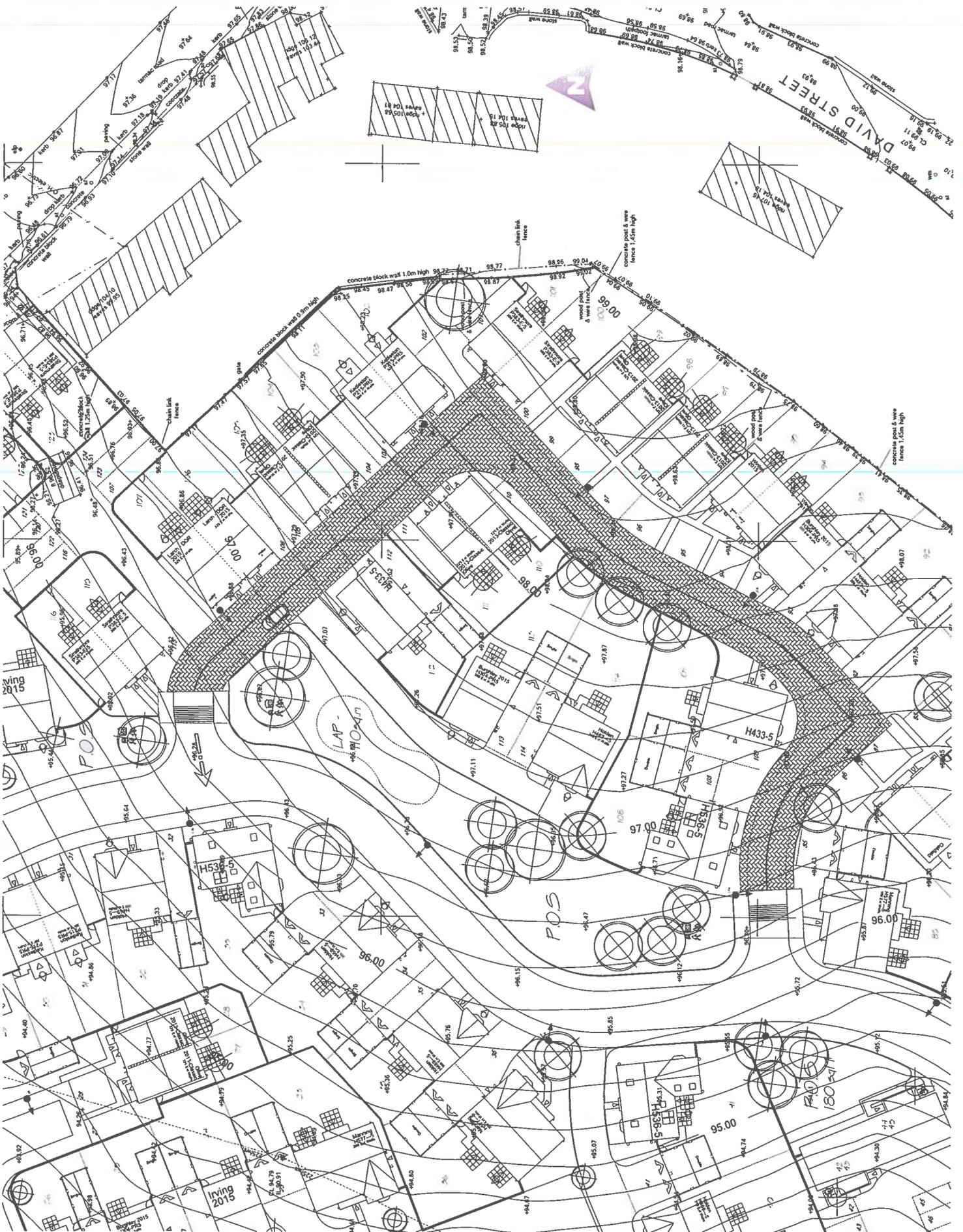
REFUSE AND AUTHORISE ENFORCEMENT ACTION

1. That planning permission for the retention of the shared surface road as currently constructed, with the addition of signage, be refused.
2. That the Head of Legal Services be authorised to serve an Enforcement Notice under Section 172 of the Town and Country Planning Act 1990 (as amended) to require the construction of the shared surface loop road in full accordance with the approved plans, reference C/S110-1 rev 9 and C/S110-2 rev.
3. In the event of non-compliance with the Notice, authorisation is also sought to take such legal proceedings as may be required.

REASON

1. By virtue of its design and dimensions, the loop road proposed for retention, with the addition of signage, fails to provide a safe, accessible and inclusive

environment for all users; fails to demonstrate that it will not result in an unacceptable risk to public safety; and fails to create a walkable neighbourhood or to contribute towards active travel. Therefore, the proposal is unacceptable and contrary to Policies SP7 – Transportation; MD2 - Design of New Development and MD7 - Environmental Protection, of the Vale of Glamorgan Adopted Local Development Plan. The proposal is also contrary to stated objectives of Planning Policy Wales and standards specified in Manual for Streets.



APPLICANT: Ms. Lorraine Garrad-Jones Gileston Manor, Gileston Road, Gileston,, Vale of Glamorgan. CF62 4HX

AGENT: Mr. Alex Smith Geraint John Planning Ltd., Office 16 (House 1, 2nd Floor), The Maltings, East Tyndall Street, Cardiff. CF24 5EA

Gileston Manor, Gileston

Retention of a marquee, kitchen / toilet marquee and garden temple for use as wedding and conference venue and creation of a secret garden room, change of use of land to wedding and conference venue, alterations to access, creation of car parking areas, ancillary works and landscaping

REASON FOR COMMITTEE DETERMINATION

The application is required to be determined by Planning Committee under the Council's approved scheme of delegation because it was called in for determination by Cllr J Thomas due to the high level of public interest in key issues relating to noise, traffic congestion, parking, antisocial behaviour, safety of residents, pedestrians and other road users and impact on emergency vehicle access.

EXECUTIVE SUMMARY

The site is located to the north-west of the village of Gileston and is also within the Gileston Conservation Area and Glamorgan Heritage Coast. The site comprises the northern section of the grounds of Gileston Manor and is accessed from the northern end of Gileston via Gileston Road. The site area also includes a section of the adjacent agricultural field near the site access. The manor is a Grade II listed building with separate vehicular access, located adjacent to St Giles Church. There are several outbuildings within the extensive grounds of the manor, including the Coach House, Cheese House and pigsty, which are both listed (Grade II) and have which have been recently approved for conversion to holiday lets. The perimeter wall and summerhouse, within the defined site area for this application, are also listed structures. The access is crossed by a Public Right of Way which skirts the edge of the Manor. There are also several trees within the site that are subject to Tree Preservation Order.

There have been approximately 100 representations received, from 38 identified households. There were objections received on behalf of 35 of these households and support/ no objections from three. There was also a petition received with 54 signatories raising objection to the development. The grounds of objection were many and have been summarised, together with reasons for support, within the body of this report. St Athan Community Council raised concerns in initial consultation and, latterly, stated *"Not withstanding the comments made on the original application,, My council has no further comment or objection to this application."*

The principle of the development of the site as a form of rural tourism/leisure development is considered acceptable, given it is largely confined to within the Manor grounds. The principal considerations are therefore whether the

development proposal is acceptable in terms of neighbouring amenity, transportation and highway safety, impact to heritage assets including the setting of Gileston Manor and the character of the Gileston Conservation Area, impact upon the special environmental qualities of the Glamorgan Heritage Coast, as well as the impact on trees, ecology and landscaping.

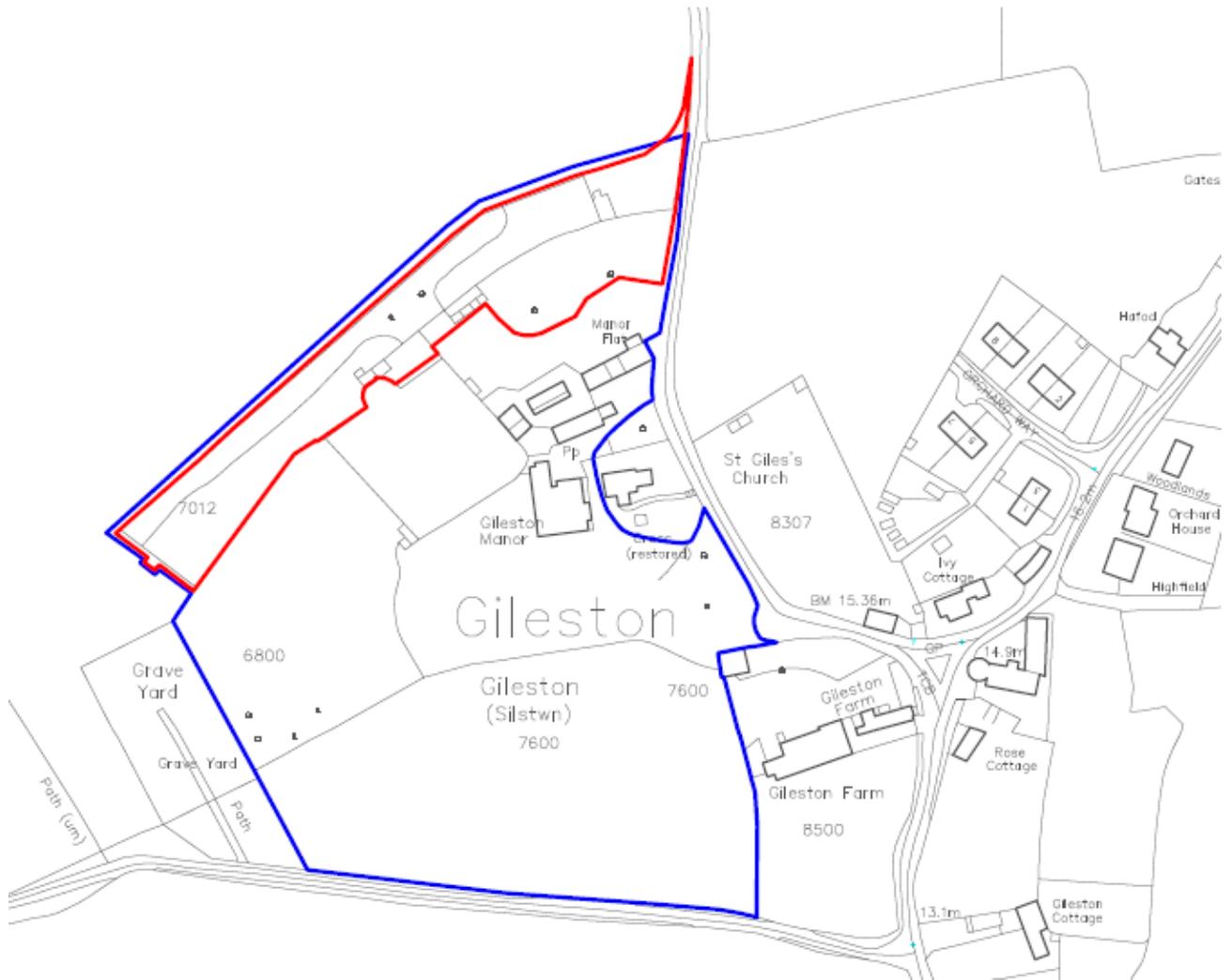
Having considered the above, it is considered that the proposed development is acceptable and the application is recommended for APPROVAL, subject to conditions as detailed within the main body of the report.

SITE AND CONTEXT

The application site is set largely within the grounds of Gileston Manor, which occupies an expansive area to the west of the village of Gileston. The manor is a Grade II* listed building with separate vehicular access, located adjacent to St Giles Church. There are several outbuildings within the extensive grounds of the manor, including the Coach House, Cheese House and pigsty, which are both listed (Grade II) and have which have been recently approved for conversion to holiday lets. The perimeter wall and summerhouse, within the defined site area for this application, are also listed structures. There are also a number of trees on the site subject to Tree Preservation Order.

The site, specifically, is located to the north and northern part of the grounds, bordered by an avenue of trees and beyond that, open farmland. This part of the site has an existing vehicular access located at the northern end of Gileston. The access has recently been widened with a gravel surface having been laid down beyond it. A section of the adjacent field, next to the access, is also included within the application site area. A public right of way crosses the site access, connecting to the adjacent field from Gileston Road.

The application site, in context of the Manor grounds and Gileston village, are illustrated in the below plan extract:



The site is also located within the Gileston Conservation Area and within the designated Glamorgan Heritage Coast. The site and wider village are not within a settlement boundary as defined within the Local Development Plan.

DESCRIPTION OF DEVELOPMENT

The proposal is for the retention of use of part of the grounds at Gileston Manor, as identified within the site location plan, as a weddings and conference venue. It is stated that the use would be year-round, for a maximum of 50 events per annum and would cater for approx. 100 daytime guests and up to 180 evening guests.

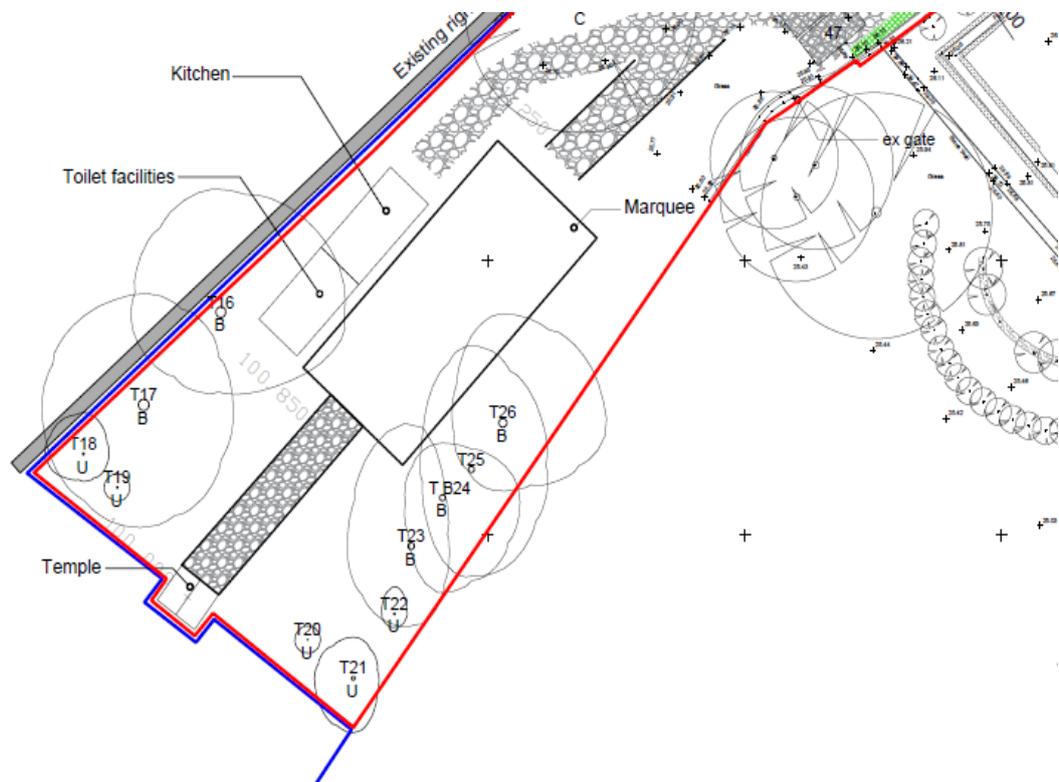
The application also seeks permission for the permanent retention of a marquee, a kitchen/toilet marquee, a 'secret garden room' within the summerhouse and walled garden, with a freestanding canopy, a stone 'garden temple', as well as a new access and parking arrangement and associated landscaping.

The marquee area

The main marquee measures approx. 21m x 9m internally and has a maximum height of approx. 5m. The kitchen/toilet marquee is smaller and sits to the north of the main marquee. The main marquee measures approximately 18 metres by 12

metres in dimension. The garden temple measures approx. 3.6m (w) x 3.17m (l) x 3.7m (h), is constructed of bath stone and is located to the west of the marquee.

The layout is depicted in the following plan extract:



The summerhouse and garden room

There is a summerhouse located to the north of the existing walled garden. The summerhouse and wall are listed structures and works have recently been undertaken to them without benefit of listed building consent. The works are also subject of a separate application for listed building consent, ref: 2019/00276/LBC, which has not been determined at the time of writing this report.

The summerhouse has been refurbished with new and/or recycled timber single glazed window units, timber doors and has been re-roofed in Welsh slate. There have been no alterations made to the fabric of the walls and none are proposed as part of this application. In addition, a requirement was identified to provide additional structural support to the perimeter wall, in the form of buttresses. The unauthorised buttresses erected on site are, following discussion, now proposed to be dismantled and re-constructed using a lime mortar mix.

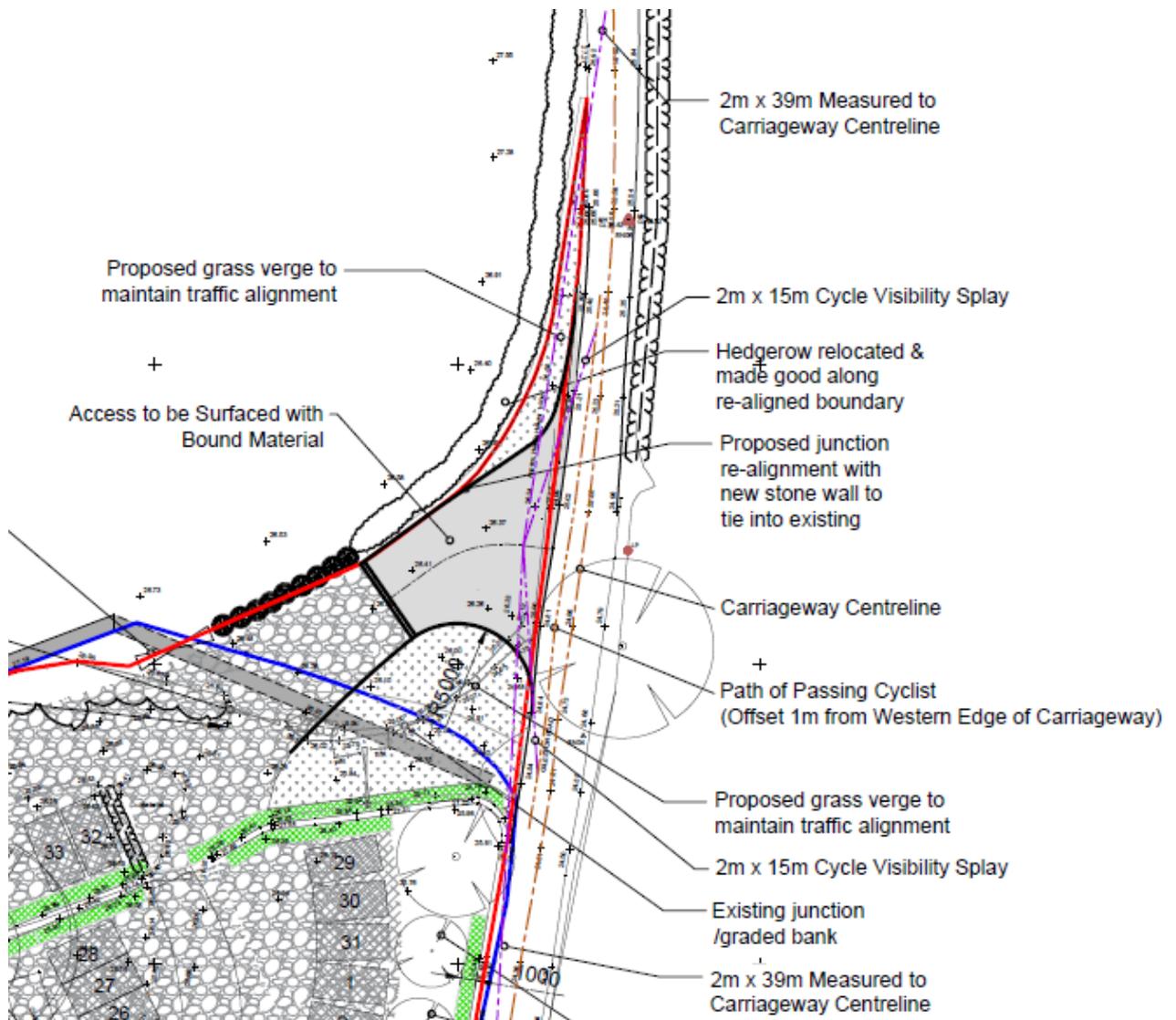
In addition, a freestanding canopy structure has been erected inside of the walled area adjacent to the summerhouse and a new stone floor laid. It is designed to provide some cover for guests during wedding ceremonies in the event of inclement weather.

Proposed access and parking

The existing access is proposed to be relocated northwards of the existing access point and widened. The existing access would, in turn, be blocked up and

landscaped. The access would be laid with a bound surface for 10m, then to a gravelled surface beyond that. The works would involve the removal of an additional approx. 42m section of low stone wall and hedgerow, which is proposed to be re-located back from the carriageway edge.

The proposed access arrangement is depicted in the below plan extract:



There are 48 spaces proposed to serve the venue, largely located along the gravel driveway and within the space between the listed wall and the Coach House. The latter parking area utilises two existing gaps within the perimeter wall, providing a circular route for vehicles. There is also turning space at the end of the gravel driveway, adjacent to the marquee. It is stated that an additional 6 parking spaces would be available for guests, with the bridal party typically utilising the accommodation at the Coach House and Cheese House, as well as a further 6 at the church (totalling 60 spaces).

Tree works

The application was supported by an arboricultural report upon its original submission. It identified 26 trees within the original application site area. There were no individual trees identified within Category A, though considered as a

group the northern avenue of trees was assigned as Category Aii. It is identified that Sycamore Trees T8, T11, T14 and T15 have been removed since the compilation of the report, on health and safety grounds and were carried out under exemption. These works can no longer form part of this application.

A second report was compiled following the relocation of the proposed parking area, to include trees within the area north of the Coach House. The report identifies the large Ash as a Category A, one group and one individual Sycamore as Category B, along with other Sycamore and Elm as Category C. There are also other fruit trees on this part of the site. It is proposed to retain the Category A and B trees, and a Sycamore (T618) adjacent to Gileston Road in Category C. It is proposed to fell two small groups of Sycamore and Elm and six individual trees within Category C in order to facilitate parking. There is replacement planting proposed nearby, but no specific detail provided.

The proposed layout of the main parking area is illustrated in the below plan extract:



PLANNING HISTORY

2019/00489/LBC - Variation to Listed Building Consent ref: 2016/01434/LBC for the conversion of the coach house and cheese house into 4 no. additional holiday accommodation units, demolition of single storey lean-to attached to coach house and replacement with single storey conservatory, internal and external alterations and associated works – not determined.

2019/00276/LBC - Proposed alterations to listed wall and summerhouse – not determined.

2016/01425/FUL: Change of use of coach house and cheese house into 4 no. additional holiday accommodation units, demolition of single storey lean-to attached to coach house and replacement with single storey conservatory, and internal and external alterations and associated works – Approved

2016/01434/LBC - Change of use of coach house and cheese house into 4 no. additional holiday accommodation units, demolition of single storey lean-to attached to coach house and replacement with single storey conservatory, and internal and external alterations and associated works – Approved

2015/00794/FUL, Address: Gileston Manor, Gileston Road, Gileston, Proposal: Conservation repairs, reconfiguration, services renewal and extension of a Grade II* listed house, to include minor demolition works to boiler house and part demolition of pantry, Decision: Approved

2015/00706/LBC, Address: Gileston Manor, Gileston Road, Gileston, Proposal: Conservation repairs, reconfiguration, services renewal and extension of a Grade II* listed house, to include minor demolition works to boiler house and part demolition of pantry, Decision: Approved

2014/00450/FUL, Address: Gileston Manor, Gileston, Proposal: The creation of a new pond, Decision: Approved

2013/00404/LBC, Address: Gileston Manor, Gileston, Barry, Proposal: Proposed replacement of main entrance gates, proposed installation of new rear courtyard gates and restorative work to existing greenhouse, Decision: Approved

2013/00439/FUL, Address: Gileston Manor, Gileston, Barry, Proposal: Proposed replacement of main entrance gates, proposed installation of new rear courtyard gates and restorative work to existing greenhouse, Decision: Approved

2014/00450/FUL, Address: Gileston Manor, Gileston, Proposal: The creation of a new pond, Decision: Approved

CONSULTATIONS

The application was broadly consulted upon on three occasions following revisions to the scheme. These consultations were undertaken on:

- 30th April 2018
- 22nd March 2019 and;
- 23rd July 2019.

St. Athan Community Council requested in response to the initial consultation that the noise produced from functions, traffic generation on narrow lanes and at the B4265 junction and on-site parking be taken into account. It was later stated that no definitive decision was reached following the second consultation. The final response states *“Notwithstanding the comments made on the original application,, My council has no further comment or objection to this application.”*

Vale of Glamorgan Council Highway Development stated no objection to the proposals on the basis of the latest additional information and revised plans. It was also stated that *“... concerns have been raised by the resident in relation to a bus for the venue’s guests travelling through the village and turning and parking at inappropriate locations. The Highway Authority considers that this inappropriate manoeuvring may be taking place as a result of the current access constrains to the venue. It is considered that the new proposed access will allow busses to enter and exit the venue in an appropriate manner...”*

The Highway Authority consider that on the odd occasions that buses are used by guests to access the wedding venue, clear signage at the new entrance would provide direction towards the site, where buses could turn within the confines of the development. This would discourage vehicles from travelling into the village and causing inappropriate manoeuvring and parking.

The Highway Authority has also noted that when using Satnav, should the guest type in Gileston and not Gileston Manor then the preferred route shown for vehicles travelling from the East is through Gileston Village which would not be an appropriate route for buses. It is therefore considered that it would be beneficial for the venues advertising information to indicate that the name typed into the Satnav should be Gileston Manor and that a map should be provided showing the route to the venue via the St Athens junction with the B4265.”

Shared Regulatory Services (Neighbourhood) provided a detailed review of the acoustic reports and stated, in conclusion, that *“... Having reviewed both of the Noise Assessments, Report 1 and 2, provided in relation to this application, the Noise Management Plan and Premise Licence held for the premise. It is my conclusion that subject to appropriate conditions encompassing such matters as;*

- *Setting up the directional array system so that amplified noise equates to inaudibility 1 metre from the façade of the stated NSR.*
- *Should permission be granted that a fixed dance floor volume level could be set that the operator could not exceed.*
- *An approved and documented Noise Management Plan covering both Regulated and non-regulated Entertainment noise sources.*

...this application should not be refused on noise grounds. “

In addition, a further comment was provided on 6th September 2019 in relation to the department’s monitoring of the unauthorised events. The memorandum summarises the investigations undertaken up to that date, and states *“...Aside from the investigations by Environmental Health in relation to the complaints received proactive unannounced visits have been carried out on four occasions between the beginning of June and the start of September when events have been ongoing at Gileston Manor.*

Subjective and objective monitoring has been carried out with both audio and decibel levels being recorded...

...At no time during the monitoring visits was Statutory Nuisance, under the Environmental Protection Act 1990, or Public Nuisance under the Licensing Act 2003, established. Monitoring also did not indicate violation of the Premises Licence licensing conditions in relation noise.

Finally whilst events were ongoing at the marquee within the grounds of Gileston Manor it is my conclusion they were not to the detriment of residential amenity.”

Gwent Glamorgan Archaeological Trust stated that “...the Historic Environment Records notes Gileston Manor as a house with later Medieval origins, extended and remodelled in the 16th, 18th and 19th centuries. Historic mapping of the early 19th century shows the house set within enclosed grounds with the church. Changes have occurred to the house and to the layout of the grounds from its construction, and the HER does not note any formal or notable planting, or vista aspects to the grounds.

Given that the application is for retention, any impact on any buried or previously unrecorded archaeological remains would already have occurred without identification. Therefore, as the archaeological advisors to your Members, it remains our opinion that we therefore have no archaeological objection to this application.”

Councillor J Thomas stated that “this application has caused a lot of concern within the village of Gileston mainly on the grounds of noise nuisance and road safety. If committee are minded to condition the permission as suggested by SRS (Environmental Health) that should deal with the noise pollution issue and could be enforced through both Planning legislation and Premises Licence review or prosecution. This should give comfort to the residents regarding noise nuisance. Regarding road safety I would encourage committee to consider the response of our highways department, hopefully the applicants can reach an agreement with Highways which both are content with. If these two issues can be resolved I have no objection to the proposal. I would add that the applicants live at the premise and I am sure would want to manage this facility so as not to unduly inconvenience their neighbours.”

The Vale of Glamorgan Council Ecology Officer stated no comment.

Natural Resources Wales stated no comment.

CADW (Ancient Monuments) stated no comment, also noting that their records showed no scheduled monuments or registered historic parks and gardens would be affected by the proposed development.

The Vale of Glamorgan Council Public Rights of Way Officer stated a legal diversion or stopping up order would be required for development affecting a Public Right of Way, which should also be kept open and available for safe use by the public at all times. It was also stated that preference would be for a ‘2 in 1’ field enclosure for ease of access and farm security.

REPRESENTATIONS

The neighbouring properties were consulted in three stages. The first consultation was undertaken on 30 April 2018 and a site notice was erected on 23 May 2018.

A second consultation was undertaken on 22 March 2019 and a new site notice displayed on 16 April 2019. A third neighbour consultation was undertaken on 23 July 2019.

Approximately 100 representations have been made in total since submission of the application, although there may be some duplicate entries may exist and some individuals have made representations on multiple occasions. The vast majority raised objection to the application.

There were, of the above representations, objections received from or on behalf of the occupiers of 24 households in the locality (Gileston, St Athan, Aberthaw), as well as another 11 from further afar and 1 other with no address provided. There were representations in support and/or stating no objection from 3 households in the locality.

In addition, a petition was presented with 54 signatories. The petition stated objections relating to noise, traffic congestion, parking, antisocial behaviour, safety of residents, pedestrians and other road users and impact on emergency vehicle access.

There are several detailed representations submitted and their contents are available to view in full together with the planning application documents. The grounds for objection have been summarised for the purposes of this report, as follows:

Objections

- Impact on views
- Impact on property value
- Traffic generation and congestion in Gileston village, inc. waiting cars, deliveries etc. outside of event days
- The village roads and Gileston Road are narrow and cannot safely accommodate additional traffic and larger vehicles
- Safety impact upon the St Athan/Gileston (monument) junction, which has previously been identified as being close to capacity
- The blocking of access for residents, farm and emergency vehicles
- Danger to pedestrians, cyclists, horse riders, vulnerable persons and other road users

- The submitted Transport Statement is inaccurate, misleading and does not make a wide enough analysis of junction capacity or an adequate assessment of the risk to pedestrian (and other road user's) safety
- No disabled parking and access provided
- No recycle and waste facilities provided
- Inadequate parking and circulation for larger vehicles
- The site is not served by any direct means of public transport (contrary to local and national plans and planning policy)
- The stated economic benefits would not be felt in the local area, due to the size of the functions and appointment of event and building contractors from further afar
- Noise disturbance from playing of music, guests signing and shouting, compares and traffic
- Impact to residents health and well being
- The noise assessment is inadequate, inaccurate and does not make a wide enough assessment of the local properties affected and other (non-music) noise sources, only having tested during the winter
- Antisocial behaviour from inebriated guests
- Impact on the character, tranquillity, landscape views and special environmental qualities of the Glamorgan Heritage Coast
- Impact upon the character of the Gileston village and the Gileston Conservation Area, including its appearance, tranquillity and amenity and from the revisions to the proposed access
- Impact to amenity and character from loss of protected trees
- Impact to amenity, character and ecology from inappropriate lighting
- Impact upon the character and tranquillity at Gileston Cemetery
- Impact to the character and appearance of the listed buildings and structures within Gileston Manor
- Insufficient consultation of the application and time to respond
- Detriment to other businesses and community facilities in the area
- Procedural concerns relating to the licence application
- Impact to ecology and biodiversity

- Site area is inaccurate
- Documents not updated correctly following revisions to the proposals
- The statements relating to the development enabling restorative works at Gileston Manor are not justified
- Impact to accessibility, safety and character of the Public Right of Way
- It is not 'low impact' tourism as defined by Policy MD13
- It is contrary to local and national planning policies and guidance
- It is contrary to the Human Rights Act (right to peaceful enjoyment of possessions)
- Impact on privacy and overlooking
- Personal circumstances
- The development would lead to more incremental harm in the long-run from further site development and creation of a commercial enterprise

Complaints regarding unauthorised events

- Noise disturbance speeches and music
- Late operation - music heard up to 3am
- Lack of enforcement action from the Council
- The nuisance carries on after hours at other locations where guests are staying overnight
- The guests wander around the manor grounds, causing disturbance far closer to neighbouring properties than the marquee
- Anti-social behaviour, shouting etc. by people leaving
- Increased traffic congestion and people searching for the Manor
- Coaches were used to travel to one wedding, that caused traffic congestion and a near-collision in the village

Support

- It has resulted in weddings being held and increased funding for the church
- The occasional cheer and chatter does not disturb daily life

- The renovation of the Manor buildings has been to good standard and beneficial for the future maintenance of the site
- The events to date have not caused noise disturbance

REPORT

Planning Policies and Guidance

Local Development Plan:

Section 38 of The Planning and Compulsory Purchase Act 2004 requires that in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the area comprises the Vale of Glamorgan Adopted Local Development Plan 2011-2026, which was formally adopted by the Council on 28 June 2017, and within which the following policies are of relevance:

Strategic Policies:

POLICY SP1 – Delivering the Strategy
 POLICY SP9 – Minerals
 POLICY SP10 – Built and Natural Environment
 POLICY SP11 – Tourism and Leisure

Managing Growth Policies:

POLICY MG19 – Sites and Species of European Importance
 POLICY MG20 – Nationally Protected Sites and Species
 POLICY MG21 – Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species
 POLICY MG22 – Development in Minerals Safeguarding Areas
 POLICY MG27 – Glamorgan Heritage Coast
 POLICY MG29 – Tourism and Leisure Facilities

Managing Development Policies:

POLICY MD1 - Location of New Development
 POLICY MD2 - Design of New Development
 POLICY MD7 - Environmental Protection
 POLICY MD8 - Historic Environment
 POLICY MD9 - Promoting Biodiversity
 POLICY MD11 – Conversion of Rural Buildings
 POLICY MD13 - Tourism and Leisure

In addition to the Adopted LDP the following policy, guidance and documentation supports the relevant LDP policies.

Planning Policy Wales:

National planning policy in the form of Planning Policy Wales (Edition 10, 2018) (PPW) is of relevance to the determination of this application.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

Chapter 2 - People and Places: Achieving Well-being Through Placemaking,

- Maximising well-being and sustainable places through placemaking (key Planning Principles, national sustainable placemaking outcomes, Planning Policy Wales and placemaking)

Chapter 3 - Strategic and Spatial Choices

- Good Design Making Better Places
- Promoting Healthier Places
- Sustainable Management of Natural Resources
- Placemaking in Rural Areas
- Accessibility
- Previously Developed Land
- The Best and Most Versatile Agricultural Land
- Development in the Countryside
- Supporting Infrastructure

3.34 The countryside is a dynamic and multi-purpose resource. In line with sustainable development and the national planning principles and in contributing towards placemaking outcomes, it must be conserved and, where possible, enhanced for the sake of its ecological, geological, physiographic, historical, archaeological, cultural and agricultural value and for its landscape and natural resources. The need to conserve these attributes should be balanced against the economic, social and recreational needs of local communities and visitors. Fostering adaptability and resilience will be a key aim for rural places in the face of the considerable challenge of maintaining the vibrancy of communities and availability of services as well as contributing to the Cohesive Communities well-being goal. This is coupled with ensuring the countryside is resilient to the impacts of climate change and plays a role in reducing the causes of climate change through the protection of carbon sinks and as a sustainable energy source in line with the Resilient Wales well-being goal.

Chapter 4 - Active and Social Places

- Transport
- Activities in Places (retail and commercial development)

4.1.53 Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under

review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.

Chapter 5 - Productive and Enterprising Places

- Economic Infrastructure (economic development, tourism and the Rural Economy)
- Making Best Use of Material Resources and Promoting the Circular Economy

5.5.2 The planning system encourages tourism where it contributes to economic development, conservation, rural diversification, urban regeneration and social inclusion, while recognising the needs of visitors and those of local communities. The planning system can also assist in enhancing the sense of place of an area which has intrinsic value and interest for tourism. In addition to supporting the continued success of existing tourist areas, appropriate tourism-related development in new destinations is encouraged. In some places however there may be a need to limit new development to avoid damage to the environment or the amenity of residents and visitors.

5.5.3 In rural areas, tourism-related development is an essential element in providing for a healthy and diverse economy. Here development should be sympathetic in nature and scale to the local environment.

Chapter 6 - Distinctive and Natural Places

- Recognising the Special Characteristics of Places (The Historic Environment, Green Infrastructure, Landscape, Biodiversity and Ecological Networks, Coastal Areas)
- Recognising the Environmental Qualities of Places (water and flood risk, air quality and soundscape, lighting)

6.7.3 Certain sounds, such as those created by trees, birds or water features, can contribute to a sense of tranquillity whilst others can be reassuring as a consequence of their association with the normality of everyday activities. Problematic forms of sound are generally experienced as noise pollution and can affect amenity and be prejudicial to health or a nuisance. Noise action plans drawn up by public bodies aim to prevent and reduce noise levels where necessary and preserve soundscape quality where it is good. Noise levels used to identify priority areas contained in noise action plans are usually set quite high in order to focus resources on the most polluted areas and noise must meet a number of tests before it qualifies as a statutory nuisance. Lower levels of noise, however, can still be annoying or disruptive and impact on amenity and as such should be protected through the planning process wherever necessary. The planning system must protect amenity and it is not acceptable to rely on statutory nuisance under the Environmental Protection Act 1990 to do so.

6.7.6 In proposing new development, planning authorities and developers must, therefore:

- *address any implication arising as a result of its association with, or location within, air quality management areas, noise action planning priority areas or areas*

where there are sensitive receptors;

- *not create areas of poor air quality or inappropriate soundscape; and*
- *seek to incorporate measures which reduce overall exposure to air and noise pollution and create appropriate soundscapes.*

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 5 – Nature Conservation and Planning (2009)
- Technical Advice Note 6 – Planning for Sustainable Rural Communities (2010)
- Technical Advice Note 10 – Tree Preservation Orders (1997)
- Technical Advice Note 11 – Noise (1997)

“8. Local planning authorities must ensure that noise generating development does not cause an unacceptable degree of disturbance. They should also bear in mind that if subsequent intensification or change of use results in greater intrusion, consideration should be given to the use of appropriate conditions.”

B18. Commercial developments such as fast food restaurants, discos, night clubs and public houses pose particular difficulties, not least because associated activities are often at their peak in the evening and late at night. Local planning authorities will wish to bear in mind not only the noise that is generated within the premises but also the attendant problems of noise that may be made by customers in the vicinity. Disturbance that can be caused by traffic and associated car parking should not be underestimated.

- Technical Advice Note 12 – Design (2016)
- Technical Advice Note 13 – Tourism (1997)
- Technical Advice Note 14 – Coastal Planning (1998)
- Technical Advice Note 24 – The Historic Environment (2017)

Supplementary Planning Guidance:

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). Some SPG documents refer to previous adopted UDP policies and to ensure conformity with LDP policies, a review will be carried out as soon as is practicable following adoption of the LDP. The Council considers that the content and guidance of the adopted SPGs remains relevant and has approved the continued use of these SPGs as material considerations in the determination of planning applications until they are replaced or otherwise withdrawn. The following SPG are of relevance:

- Biodiversity and Development (2018)
- Conservation Areas in the Rural Vale

- Conversion of Rural Buildings
- Design in the Landscape
- Minerals Safeguarding (2018)
- Parking Standards (2019)
- Tourism and Leisure Development (2019)
- Trees, Woodlands, Hedgerows and Development (2018)
- Gileston Conservation Area Appraisal and Management Plan

Other relevant evidence or policy guidance:

- Manual for Streets (Welsh Assembly Government, DCLG and DfT - March 2007)
- Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management
- Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on the Council with respect to any buildings or other land in a conservation area, where *special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council’s duty and the “sustainable development principle”, as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Issues

Background

The application was originally submitted in April 2018, at which point some unauthorised works in connection with the prospective use had already been undertaken. The marquee was erected around this time, as well as the laying of a gravel access and some widening of the existing access. It was proposed to utilise the marquee in its current location for weddings and events, with a new parking area adjacent to the southern boundary of the Manor (adjacent to the access track to Gileston Farm). There were concerns raised with the proposals at this stage, principally related to the potential noise impact and the visual impact of the parking area in an open part of the Conservation Area.

A revised proposal was submitted in March 2019, with the southern parking area omitted in favour of providing parking to the area north of the Coach House. This was again revised in July 2019 in response to concerns regarding visibility at the

site access. The latest proposals also include a further widening and re-location of the northern access, as well as providing increased visibility through relocation of the field boundary.

Principle of the Location

The wedding and conference venue proposed for retention is considered to be a form of tourism-related economic development. Planning Policy Wales defines economic development as including tourism, with the events/wedding venue proposals being a form of tourism and leisure development, drawing in visitors to the area for the events. The Local Development Plan recognises that tourism presents “*a significant opportunity to bring new investment into the Vale of Glamorgan.*” (7.70). The venue, stated for up to 50 events per annum, does have significant benefits for the local and economy in the area, through direct employment of staff, and also indirectly through caterers, entertainment etc. as part of the events. It is reasonable to assume that some guests would also choose to stay in the local area and potentially use other services and visit other attractions. These types of economic benefit are recognised and promoted in both national and local planning policy. It is noted that some caterers and contractors will come from further afield and the benefit not quantified, but the overall economic benefit is a positive in favour of the development.

Policy MD13 (Tourism and Leisure) and Policy MG27 (Glamorgan Heritage Coast) both promote *sustainable low impact tourism*. These policies are expanded upon within the Tourism and Leisure SPG, which essentially promotes sustainable tourism and leisure proposals where they are of appropriate scale, design and which are of low impact to the landscape and heritage assets of the rural Vale. Tourism and leisure development that harms these assets is not sustainable. This proposal for the use of the grounds at Gileston Manor are larger in scale than would likely be acceptable in a remote location, however, the site, barring the proposed access, is located within the existing grounds of the Manor and at the edge of the village. The proposed use and whether it is of ‘*low impact*’ impact to the countryside and heritage coast must be considered with regard to the surrounding context and the impact upon these assets.

The village of Gileston has not been identified as a ‘*minor rural settlement*’ within the Local Development Plan and does not have a defined settlement boundary. In terms of planning policy, the site is considered to lie within the countryside. Criterion 5 of Policy MD1 – Location of New Development states new development on unallocated sites should ‘*have access to or promote the use of sustainable modes of transport*’ and this sentiment is supported by national planning policy and other plans. It is recognised the site is not well-served by public transport and, for an informal event such as a wedding, impractical (as would be the case for all similar venues). The use of shared transport such as minibuses and taxis is likely, but nonetheless the proposals do not strictly comply with this criterion of Policy MD1.

The use as a wedding and conference venue does however have potential benefits that weigh in its favour, both insofar as the economic benefit as described above and through supporting the positive re-use of redundant listed buildings within the site. The latter benefit has not been quantified or demonstrated as necessary to enable repair works, but is a reasonable

conclusion to draw upon. The latter is also not the sole basis the acceptability of the development rests upon. The attractiveness (and branding of) the venue is entirely interlinked with its location and history and, subject to other considerations set out below, the principle of the development in this location is considered acceptable.

Landscape and Glamorgan Heritage Coast

The site, as noted, is largely contained within the existing and expansive grounds of the Manor and makes use of existing buildings. The operational development involved is the laying of a gravel surface, formation of the new access and erection of a canopy structure and temple. The marquee, though not itself a building, would be retained on the site permanently. In terms of wider landscape views, the elements of the development in most prominent view are the marquee and temple. These are visible from a public footpath that skirts the Manor boundary connecting Gileston Road to Gileston Farm. These are also visible from more distant views to the north and to the west on the coastal plateau, which is also part of the Glamorgan Heritage Coast, as well as the B4265.

There has been some supplementary landscaping planted between the marquee and the adjacent footpath that offers some screening northwards. The site opens up to the west, however, where there is direct view of the temple and marquee from the footpath. There has therefore been some impact to the character of this immediate area, though it is within a small corner of the field. The overall impact however, considering their size and the extent of footpath affected, is low. The white marquee and temple are visible against their green backdrop from a distance; however their modest size ensures that they are not incongruous features within the landscape or affect significant views eastwards (where the Power Station is a prominent part of the backdrop).

The hard surfacing of the proposed site access would not be seen prominently from distant views due to the topography and the Heritage Coast boundary also co-terminates at the western edge of the Manor. It is recognised that the works would be seen prominently on Gileston Road; however they would not have a significant impact upon the strategic landscape and heritage value of the Glamorgan Heritage Coast. The development is therefore considered acceptable in relation to the requirements of Policy MG27 – Glamorgan Heritage Coast, whereas the localised and heritage impacts are considered in more detail below.

Listed buildings

There are a number of listed buildings and structures within the grounds of Gileston Manor. The Grade II listed kitchen garden wall, garden wall adjacent to the roadside, the pigsty, the walled garden and attached summerhouse are all within the application site boundary. The Coach House and Cheese House are both also adjacent to the proposed parking area and the venue falls within the setting of these buildings. The development is within the grounds of the Grade II* listed Manor House, but are largely on the peripheries of the grounds and so are set away from the Manor House itself.

In summary and as a whole, the development is clearly located within a sensitive heritage site and special regard must to be given to the desirability of preserving

the setting of the listed buildings in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The proposal involves changing the use of the summerhouse, its refurbishment, as well as the construction of buttresses to provide structural support to the attached wall. These works are also subject of separate application for listed building consent. The scope of the works is considered acceptable, in principle, and provide for a beneficial use to the summerhouse. However, the works have been undertaken in advance of securing either planning or listed building consent, and in the case of the buttresses, have not been constructed to an appropriate standard. It is now proposed to retain the works to the summerhouse and take apart the buttresses by hand, for it to be rebuilt with an appropriate lime mix. The works undertaken to the summerhouse have preserved its character and, subject to condition, the works to the attached wall can be rectified in a satisfactory manner. The overall interruption to the historic fabric from these works has, and would be, minimal.

In relation to the other works, the insertion of a free-standing canopy is considered acceptable and has not been tied into the existing wall. There have also been drainage channels inserted beneath the new floor to ensure surface water is not inappropriately directed towards/ on to the wall or its foundations. This element of the works is considered acceptable.

It appears as though a track may have existed between the avenue of trees and the wall at some point, though it has been grassed over for many years. The gravel laid down recently however is clearly new operational development. The works within the main parking area have had no direct impact upon the pigsty or listed walls, as two existing breaches within the walls are used for access and circulation. The parking spaces inserted to date are 'grasscrete' which lend them a more naturalised appearance and minimises the need for hard surfacing. There has been a minimal amount of gravel laid/ left along the route of the track, which appears to have only been established since works to the Coach House and Cheese House begun. This area may have functioned as a kitchen garden and some veteran fruit trees remain on the site and, as proposed to be landscaped, is considered acceptable and is not overly engineered.

The marquee and temple are not in prominent view from the Manor house at ground floor level due to the walls that enclose the gardens, but they do have a much closer visual relationship with the summerhouse and the listed walls attached to it. The marquee is of a fairly temporary appearance and could be removed with relative ease if the use was to cease. The temple is somewhat at odds with the general rural character of the Manor, however, it and the marquee are modest in size and located at the north western peripheries of the grounds, away from the areas of highest historic significance and also where they are least visually prominent. They do not detract from the character of the adjacent listed buildings or their settings.

The works proposed and for retention (as presented within this application) has and would not result in harm to the setting of the pigsty, walls and adjacent Coach House and Cheese House. The positive use of these buildings for tourism/ leisure is favoured in principle and provides a beneficial use which, in turn, is likely to incentivise their upkeep and maintenance in the longer term. The development

would preserve the character and appearance of the setting of the listed buildings, in accordance with Policy MD8 (Historic Environment) of the LDP and Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The Gileston Conservation Area

The Manor and its grounds are located within the Gileston Conservation Area. The boundary of the Conservation Area co-terminates at the northern boundary of the site, and encompasses the site access. The impact to the setting of the Manor and listed curtilage structures is assessed above, and similarly, subject to appropriate conditions the elements of the development that are contained within the grounds would cause no harm to the character of the Gileston Conservation Area.

The works of greatest potential consequence to the character of the Conservation Area are those proposed to be undertaken to re-locate the access point, which is at the northern edge and entrance to the village. No works are proposed to the listed garden walls that sit alongside the roadside. However, it is proposed to take down and relocate a significant section of the roadside wall and hedgerow to the north in order to facilitate visibility for the access. The wall would then be re-positioned and the hedgerow translocated, where it would gradually increase in distance from the highway. The majority of the wall is located outside of the Conservation Area, but nonetheless, there would be a change in appearance and the new access would inevitably appear more formalised. The new wall would also need to continue its retaining function as the field is at a higher ground level.

The material within the wall could potentially, if carefully dismantled, also be relocated and reused in the erection of the new wall, though no specific detail is given as to the proposed composition and method of construction. The re-positioning of the wall is considered acceptable in principle and would not result in harm to the character of the Conservation Area if carried out appropriately. The field boundary would essentially retain its rural character on the approach to the village, though be set further from the roadside. It is nonetheless important to ensure that these works are carried out to good standard and appropriate method, as well as being appropriately (i.e. not overly ornamentally) landscaped in order to maintain a rural character. The specific detail can be secured by condition (see condition 2), for consideration prior to any further works taking place.

In relation to the hedgerow, it is possible to successfully translocate hedgerows and the submitted ecological supporting information outlines the proposed methodology for undertaking this element of the works. The methods and timings are considered acceptable, in principle, insofar that they would maximise the chance of the hedgerow re-establishing in its new location. The hedgerow would be supplemented with new or replacement planting where required, to infill any new gaps. There is also additional shrub planting proposed between the end of the wall and the avenue of trees.

It is also relevant to consider the indirect impacts of the use upon the character of Gileston, such as that arising from traffic generation, noise and other comings and goings associated with it. It is stated that the events would be up to 50 per

annum, therefore whilst there will be increased levels of traffic and comings and goings on event days, it will be for a limited duration and frequency. The primary route to the site also does not require vehicles to pass through the village itself. It is considered that these factors have not resulted in harm to the character of the Conservation Area, from a heritage perspective. These issues are given more broad consideration elsewhere in this report.

It is considered that the proposals would not harm the character and appearance of the Gileston Conservation Area in accordance with Policy MD8 (Historic Environment) and Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Trees and landscaping

Two arboricultural reports have been submitted addressing different parts of the site, the second to supplement the first following amendments to the scheme. The reports have assessed and has classified existing trees in accordance with standardised methods, based their condition, expected lifespan and contribution to amenity. Trees within 'Category A' are of high quality and most desirable for retention, 'Category B' are of moderate quality, whilst trees within 'Category C' are of low quality, capable but optional for retention.

There have been four sycamore trees (T8, T11, T14 & T15) felled since the production of the arboricultural report dated January 2018. These trees formed part of an avenue of trees that line the northern boundary of the Manor grounds. These trees are mature and are visible on the approach to Gileston, from the adjacent footpath, and at a distance from northern and western viewpoints. The trees and woodland largely obscure the buildings and structures of the Manor grounds from distant viewpoints. There were no Category A trees identified in this avenue, though the grouping taken together was of recognised importance.

These trees were removed on health and safety grounds under exemption and no longer form part of this application. There appears to have been several trees planted at Gileston Manor in the recent past, although no specific details have been put forward with this application. There has been new planting within the avenue that, although mixed, includes replacement sycamore trees. It appears that the new planting outstrips the losses greater ratio than the 2:1 ratio prescribed by the Trees, Woodland, Hedgerows and Development SPG, for occasions where development affects protected trees. The avenue of trees, despite the aforementioned felling, does retain much of its coherence and character as it stands today and would this would be bolstered when the replacement planting becomes established. The proposed landscaping at the access would require additional consideration based upon detailed planting proposals, though these can be required by condition (conditions 6, 8, 9 and 10 refer).

The unauthorised marquee and gravel tracks cross the root protection area (RPA) of several trees, as identified within the submitted arboricultural reports and the proposed site plan. It is possible for a degree of development to be incorporated into RPAs; however, development that requires digging or soil compaction could impact upon the root system. The gravel is said to have been deposited on, and not northwards of, an older track. A track is recorded on historic maps, though its

composition (reportedly paved/ compacted stone) and exact location cannot be verified and no evidence has been presented alongside the application. There has, however, been no apparent short term health impacts observed during Officer's site visits. The soil is also likely already been compacted to a degree by the former track and previous site activity. Tree protection measures (e.g. cellular confinement) prior to any further works to implement the parking arrangement can be secured by condition.

The marquees are also located within the RPA of T16 and T23 to T26. The affected area is relatively small and the erection of the marquee has not required built foundations, instead has been constructed with piling and guide ropes. The incursion within these areas is relatively minimal and has not had observable detrimental impact upon the health of the trees.

In addition to the felled trees, there are further proposed works within the area north of the Coach House. It is proposed to fell six individual sycamore and elm, as well as two groups of elm to the north-eastern corner and some fruit trees. The trees in question are identified as being within Category C, which though they contribute to amenity as a grouping, are largely juvenile and comprise trees of low quality and potential. The loss of the trees is in order to facilitate parking at the site and it is considered an acceptable balance between the beneficial development of the site, including the economic benefits, as well as retaining as many of the better quality mature/ semi-mature trees within the site as possible.

Transportation

The application has been supported by a Transport Statement with appended speed surveys. The surveys were undertaken to the north of the site on Gileston Road, in proximity to the village sign. The survey found the road to be lightly trafficked overall, with the recorded 85th percentile speed approx. 27mph. The location of the survey is a short distance north of the site, where the road is wider and speeds likely higher than at the access point. In separate monitoring undertaken by the Council's Highways Department, the 85th percentile speed was recorded at approx. 21mph near the site access.

In previous consultation with the Council's Highways Department, there were concerns raised in regard to the layout of and visibility at the access. The listed wall and hedgerow to either side of the access restrict visibility from the existing access, causing difficulty with egress and vehicles to edge out on to the carriageway. It is recognised to be an existing deficiency at the access, however, it was not considered acceptable to serve the use as a wedding venue given the intensification in use. The proposals were subsequently revised and have been subject to review. The proposed access layout is now of sufficient width to allow for vehicles to pass at the site entrance. It is also proposed to be relocated north and the field boundary translocated. The proposed access has acceptable visibility, without impacting upon the listed wall.

It is noted that the survey identified peak traffic volumes to/from Gileston to be on a Saturday, also the most likely date events would occur. In addition, the monument junction has been identified as close to capacity as part of separate assessment. This latter assessment was made, however, in reference to traditional peak times during midweek rush hour. Most events would not correlate

with these peak times and the impact to the monument junction is considered acceptable. Though peak traffic to Gileston already occurs on a Saturday, the total vehicle movements are low and the road would not become over-burdened and unsafe for other road users as a result.

There was recently some disruption when two coaches taking guests to the Manor took a convoluted route through the village (rather than from the monument junction to the north) during an unauthorised event. It is noted that coach use is actively discouraged by the applicant, but, it serves to illustrate that guests' travel choices are ultimately outside of the applicant's direct control. The village is only signposted from the monument junction, but satellite navigation may direct users via the 'Esso' junction if the village was entered as the destination. The possibility of a similar instances re-occurring cannot be entirely discounted, however, the likelihood coaches being used under such discouragement and also taking a route through the village is very low and only known to have occurred once. The route north is wider, shorter and so is likely to be the route taken by the majority of guests.

The proposed access would benefit from adequate visibility and would allow for most vehicles to enter and turn easily within the site. It has also been demonstrated, through submission of a tracked exercise, that a coach could manoeuvre into the site (from the north) and turn within the turning head adjacent to the marquee if no other vehicles were parked in it. This would require some active management and direction on-site, if and when coaches were used, which can be achieved by staff on the event days. The proposed access and circulation at the site is considered acceptable.

In relation to parking, the statement identifies a likely parking requirement of 60 spaces, based on a maximum capacity of 180 guests at the events and an average occupancy of 3 persons per car. There are 48 proposed spaces identified within the application site area, some on the gravel drive and the bulk within the area north of the Coach House. This is short of the requirement identified in the Transport Statement, however the applicant has advised that additional parking 12 parking spaces exist at the Coach House and Cheese House, as well as parking at the Manor drive, making up the total of 60.

The Council's Parking Standards SPG does not state a particular maximum requirement in relation to weddings and/or event venues. The maximum requirement, if for example based on those for a public house, would equate to 67 spaces. This standard is, nonetheless, recognised to be a maximum and guidance within Planning Policy Wales and the Parking Standards SPG, states that a flexible approach should be adopted. PPW in particular promotes the provision of lower parking levels than have historically been achieved. It is stated at Paragraph 4.1.53 that *"parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places."*

In this case, it is reasonable to conclude that some guests will utilise the holiday accommodation at the site, which benefits from separate parking provision. It is also stated that, to date, the Manor drive has not been used for general guest parking. In observations made by the Council to date, no issues of parking overspill have been identified, in spite of the full allocation of parking spaces (as proposed) not having been implemented. The 48 spaces proposed may, in itself,

be an excessive provision for most events. Nevertheless, given the lack off-site parking elsewhere, the proposed parking provision is considered reasonable and acceptable.

In conclusion, and subject to implementation of the proposed access and parking prior to the resumption of the use, the proposals are considered acceptable in relation to traffic generation, parking and highway safety. This can be secured by condition (number 5 refers).

Noise disturbance and residential amenity

There have been two acoustic reports submitted in the course of this application. The second supersedes the first following initial concerns being raised in relation to potential noise disturbance. The location of the marquee is relatively divorced from neighbouring residential properties outside of the Manor grounds, with the closest property located approx. 165m distance from the marquee. There was nonetheless concern with the impact from the playing of amplified music, given the potential for sound to travel across open ground and the limited sound insulation properties of the marquee.

The first report considers two nearby noise sensitive receptors, namely the neighbouring properties 'Cartref' and 'Awel y Mor', whereas the second only considers 'Cartref'. The latter is a greater distance from the marquee, but there are buildings and other sound barriers between the marquee and 'Awel y Mor'. The two reports modelled noise levels of 43dB LAeq at 'Cartref', and the modelled figure of 43dB LAeq at 'Awel y Mor' in the first report is considered to be sound.

In relation to mitigation, the second report outlines that a Zonal Array system would be deployed at the site. This system comprises a directional array system with the utilisation of a frequency specific digital processor/ limiter, (DSP), thus enabling the volume and intensity of the low frequency element of music being played to be controlled. The system, unlike a traditional speaker which emits sound indiscriminately, this system can concentrate sound within a defined zone (the floor of marquee in this instance), and so is less audible outside of that zone. The modelling results submitted as part of the second acoustic report predicted inaudibility within 1m of the façade of the nearest noise sensitive property (in this case, 'Cartref'). The impact to 'Awel y Mor' has also been considered by the Environmental Health Officer, who found it reasonable to conclude the same on the basis of the similar modelled findings in the first report.

In the period since the preparation of the report, unauthorised events have taken place though with the Zone Array system in place. The Council's observations to date support the findings of the report and it has been concluded that the playing of music at the site via the array system has not caused any significant noise disturbance on these occasions. It would be necessary to secure that the array system was continued to be used and set up in a manner that adequately controls output. The condition would require that all amplified music be played via this system, to a level agreed within a revised Noise Management Plan based upon a representative background noise level.

The main route to the site does not require traffic to pass through the village and would not be in such quantity to have a significant impact upon residential amenity above that already experienced. However, in addition to amplified music, there are other potential sources of noise from traffic generation as well as from shouting, singing and from anti-social behaviour. There would also be other amplified sound sources such as from wedding speeches.

The amplification of speeches, presentations and other background music are likely to be at a far lower level than for a band or disco. It is difficult to assess and model the exact impact, though considering the distance and degree of separation between the marquee and neighbouring dwellings it would not cause a significant degree of disturbance, even if there may be some audibility from outdoor areas. It has also been observed by Officers that whilst the Zone Array system is effective, the sound of guests singing to the music can still be heard. The degree of noise from singing is, however, far less than expected from traditionally amplified music. There was audible singing was heard at approx. 100m as part of subjective observations from the cemetery gates, though not from other locations within Gileston and surrounding the site. This, again may be audible from some outdoor locations, but not at a level that would cause a significant harm to residential amenity.

There have also been reports of disturbance from guests who have wandered to other locations within the grounds of the Manor, disturbance from guests within the holiday accommodation at the Manor and there are residential properties within the village that offer accommodation to visitors, where guests are known to have stayed.

The village of Gileston does not have any meaningful late night commercial activity and the area is primarily residential and tranquil in character. There is some non-natural sources of noise experienced from more open locations, such as from the power station to the south-east and the B4265 to the north. It is nonetheless relatively quiet, more so in the centre of the village which is less open and more sheltered. The proposed use is, however, sited outside of the village and some 150m from the nearest residential neighbour. The vast majority of guests will be transported from the site and therefore have no cause to enter or disperse into the village at the end of a wedding.

Having said this, some guests will utilise the holiday accommodation provided on-site. In addition, there are houses within the village that offer holiday accommodation/ short lettings, and these have been used by guests at the weddings. There has, during site monitoring, been an occasion where inebriated guests were observed shouting when returning to their accommodation in the village. This is recognised to be a consequence of the operation of the wedding venue and a late hour, however, it was an individual group returning to one property. The level of disturbance was short in duration and not comparable to, for example, the impact large crowd gathering that can occur outside of drinking establishments. The number of accommodation options in Gileston is limited, not all guests will behave anti-socially and the impact is also confined to event days.

It is stated within PPW at Paragraph 6.7.6 that developers must:

- *address any implication arising as a result of its association with, or location within, air quality management areas, noise action planning priority areas or areas where there are sensitive receptors;*
- *not create areas of poor air quality or inappropriate soundscape; and*
- *seek to incorporate measures which reduce overall exposure to air and noise pollution and create appropriate soundscapes.*

There have been significant amendments made to the application since its original submission to mitigate noise and disturbance. These include adoption of an effective directional speaker system and re-location of the southern car park that would have otherwise resulted in more persons leaving the site through the village and closer to neighbouring properties. There has still been occasion where guests may have wandered to different areas of the Manor grounds, however, there are no features (such as the bar and marquee) that encourage guests to dwell in these areas. The events are also staffed and subject to licencing requirements in this respect.

It is considered, in summary, that the venue operation to date has not result in a significant change to the character of the area, even accounting for the fact that noise in this location would be more keenly perceived and likely cause disturbance than would otherwise be the case in more urban locations. The development is considered acceptable in relation to noise disturbance from the playing of music, speeches and potential antisocial behaviours that might occur.

Ecology

The initial ecology report dated January 2018 assessed the ecological value of the Manor grounds which was not found to contain any habitat of ecological significance. The site largely comprised, at the time, of managed amenity grassland and the pond (outside of the development area) was not found to be suitable newt habitat.

The application was amended in July 2019 to include the previously specified works for the re-located access and proposed hedgerow translocation, and an additional ecological supporting statement was also submitted. The hedgerow was assessed for suitability to support protected species, including dormice, though no active or defunct nests were found during the survey. There were also no nesting birds present in the hedgerow.

It is proposed to translocate the hedgerow, with the proposed methods outlined in greater detail within the supporting statement. The methodology recommended by the ecologist provides steps to maximise the chances for the hedgerow to successfully re-establish in its new position, including catering for future maintenance. It may be necessary to supplement the planting if gaps are created where plants have failed; these would be replaced like-for-like.

Natural Resources Wales were the Council's Ecologist and both stated no comment. The development is considered acceptable in relation to ecological considerations. Policy MD9 – Promoting Biodiversity also requires new development to provide measures to enhance biodiversity where appropriate.

It is recommended within the ecology report that lighting not spill to habitat outside of the site boundary. An appropriate lighting scheme can be secured and controlled by condition (7 refers).

Public Right of Way

A Public Right of Way (PROW) passes through the existing site access. The proposed access would directly impact upon the PROW route, but it is proposed to retain the existing connectivity and install a new field access. The Council has a legal obligation to ensure the right of way remain open, though can consider proposals for a diversion under separate application should these be put forward.

The proposed arrangement caters for maintenance of an open route, in similar fashion to the existing arrangement. This is considered acceptable and, with adequate visibility afforded, would not result in increased risk to the safety of pedestrians using the route.

Minerals

The site is located within a mineral safeguarding zone for limestone. The site is, however, in too sensitive a location, being within the Glamorgan Heritage Coast and within the grounds of/ adjacent to listed buildings, to be a realistic proposition for potential mineral extraction. It is therefore considered acceptable in relation to the requirements of Policy MG22.

Agricultural land

The majority of the site is contained within the grounds of the Manor, however the proposed new access would be constructed on land currently part of the adjacent agricultural field. The predictive maps from Welsh Government suggest the land is likely to fall within Grade 3a. This grade falls within the definition of the '*best and most versatile*' agricultural land (Grades 1 to 3a) under Policies MD1 (Location of New Development) and MD7 (Environmental Protection) of the Local Development Plan. These policies seek to ensure that development has no unacceptable impact upon agricultural land within these grading.

The incursion into the adjacent field, though not insignificant, is very minor in contrast to the size of the field, which is approx. 133.ha in size. The loss of a small corner would not have a significant bearing upon the agricultural output of this field parcel or fetter its agricultural use (beyond the part proposed to be given over). It is considered the impact to the agricultural land (if so graded as Grade 3a) would be acceptable in this context.

Other matters

The impact on views, property values and personal circumstances are not material considerations in the determination of planning applications.

It is noted that facilities are not shown, but adequate room exists within the site for servicing needs associated with the proposed use.

The application is considered to be valid as presented and consultations have been undertaken in accordance with statutory requirements and enough time afforded for responses.

Procedural matters relating to the licencing application are not relevant.

The assessment is made based upon the proposals put forwards within this planning application. The further development of the site would be assessed on its merits where planning permission was required.

RECOMMENDATION

APPROVE subject to the following condition(s):

1. The development shall be carried out in accordance with the following approved plans and documents:

7791-S03 Rev D Site Location Plan A3
18-015 Rev A Marquee & Kitchen Tent Plan A1
18-015-A101 Rev D Garden Room Layout (proposed) A1
18-015.03 Garden Temple Plan
18-015-A104 Rev A - Garden Room External Elevations (Proposed) A1
18-015-A105 Rev A - Buttress Detail A3
AS 1050 - Drainage Channel Specification
805/001 Technical Memorandum - Acoustic Feasability Study
Noise Management Plan
378/001 Gileston Manor - Zone Array Proposal
WWE17215 - Ecological Report Jan 2018
WWE19113 Ecology Supporting Statement
18-015 c-S02 Rev F Access Road A1
7791-S01 Rev L Site Plan A1
Buttress Method Statement

Reason:

For the avoidance of doubt as to the approved development and to accord with Circular 016:2014 on The Use of Planning Conditions for Development Management.

2. Notwithstanding the plans and details submitted, works to implement the proposed new access development shall not commence until engineering details of the new junction to Gileston Road and the composition (including materials, elevation and sectional detail) of the relocated wall have been submitted to and approved in writing by the Local Planning Authority. No further public events shall take place until the junction has been constructed in full accordance with the approved details.

Reason:

In order to preserve the character of the listed wall in accordance with Policy MD8 - Historic Environment of the Local Development Plan

3. Notwithstanding the plans and details submitted, works to implement the proposed access development shall commence until engineering details of the new junction to Gileston Road and the composition (including materials, elevation and sectional detail) of the relocated wall have been submitted to and approved in writing by the Local Planning Authority. No further public events shall be held until the junction has been fully constructed and wall and hedgerow translocated in accordance with the approved details.

Reason:

In the interest of visual amenity, highway safety and to ensure a satisfactory form of access to serve the development, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), MG27 - Glamorgan Heritage Coast, MD1 - Location of New Development, MD2 (Design of New Developments) and MD8 - Historic Environment of the Local Development Plan.

4. No structure or erection exceeding 0.9 metres in height shall be placed within the 2m x 39m visibility splay identified on plan 18-015 c-S02 Rev F Access Road A1

Reason:

In the interest of highway safety and to ensure a satisfactory form of access to serve the development, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy) and MD2 (Design of New Developments) of the Local Development Plan.

5. No further public events shall take place until the proposed parking arrangement has been fully implemented in accordance the details shown plan 7791-S01 Rev L Site Plan A1 and the parking and access arrangement retained for so long as the development remains in existence

Reason:

To ensure that satisfactory vehicle access, parking and turning facilities is provided on site to serve the development, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy) and MD2 (Design of New Developments) of the Local Development Plan.

6. The wall and hedgerow translocation shall be carried out in full compliance with the methodology, timings and measures for future maintenance as specified in document: WWE19113 Ecology Supporting Statement.

Reason:

In the interests of ecology and to ensure compliance with Policies SP1 (Delivering the Strategy) and MG19 (Sites and Species of European Importance) of the Local Development Plan.

7. No further public events shall take place at the site until a light mitigation strategy, including measures to reduce light spillage onto off-site habitat identified within WWE17215 - Ecological Report Jan 2018, has first be submitted to and approved in writing by the Local Planning Authority.

Reason:

In the interests of ecology and to ensure compliance with In the interests of ecology and to ensure compliance with Policies SP1 (Delivering the Strategy), MD9 (Promoting Biodiversity), MG19 (Sites and Species of European Importance), MG20 (Nationally Protected Sites and Species) and MG21 (Sites of Importance for Nature, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species) of the Local Development Plan.

8. No further public events shall take place until development shall take place until detailed hard and soft landscaping scheme has first been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details of existing and proposed planting for the northern site boundary and the car parking area.

Reason:

To safeguard local visual amenities, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), SP10 (Built and Natural Environment), MD1 (Location of New Development), MD2 (Design of New Developments) and MD8 (Historic Environment) of the Local Development Plan.

9. All planting, seeding or turfing comprised in the approved landscaping scheme shall be carried out in the first planting and seeding seasons following the undertaking of the next public event or 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.

Reason:

To safeguard local visual amenities, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), SP10 (Built and Natural Environment), MD1 (Location of New Development), MD2 (Design of New Developments) and MD8 (Historic Environment) of the Local Development Plan.

10. No further works to implement the proposed parking arrangement until there has been submitted to and approved in writing by the Local Planning Authority details of a scheme for the protection of trees shown to be retained on drawing number 7791-S01 Rev L Site Plan A1. The protection measures shall be implemented in full accordance with the approved details.

Reason:

In order to avoid damage to trees on or adjoining the site which are of amenity value to the area and to ensure compliance with Policy Policies SP1 (Delivering the Strategy), SP10 (Built and Natural Environment), MD1 (Location of New Development) and MD2 (Design of New Developments) of the Local Development Plan.

11. No amplified sound, including live or recorded music, shall be played on the site other than via the approved directional array system within the approved marquee location shown on plan 7791-S01 Rev L Site Plan A1. Where music continues beyond 23:00 the LAeq for Entertainment Noise (EN) shall not exceed the LA90 (WEN)*, and the L10 (EN) shall not exceed L90 (WEN) in any 1/3 octave band between 40 and 160Hz.

(*WEN = representative background noise level without the entertainment noise, both measured 1m from the façade of the noise-sensitive premises.)

Reason:

In the interests of residential amenity, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), MD2 (Design of New Developments) and MD7 (Environmental Protection) of the Local Development Plan.

12. No further public events shall be held until a revised Noise Management Plan, covering both regulated and non-regulated entertainment noise sources, has been submitted to and approved by the Local Planning Authority. The plan shall establish a fixed dance floor volume level that thereafter will not be exceeded by the operator.

Reason:

In the interests of residential amenity, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), MD2 (Design of New Developments) and MD7 (Environmental Protection) of the Local Development Plan.

13. The land and buildings within the application site shall be used only as a wedding and conference venue and for no other purpose (including any other purpose in class D2 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification).

Reason:

To control the precise nature of the use of the site, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), MD2 (Design of New Developments) and MD8 (Environmental Protection)] of the Local Development Plan.

14. No regulated or other entertainment shall be carried out outside the hours of 09:00 to 00:00hrs and no members of the public shall be permitted on the site outside the hours of 09:00 to 00:30.

Reason:

To ensure that residential amenity is protected and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), MD2 (Design of New Developments) and MD7 (Environmental Protection) of the Local Development Plan.

REASON FOR RECOMMENDATION

The decision to recommend 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 Development Plan for the area comprises the Vale of Glamorgan Adopted Local Development Plan 2011-2026.

Having regard to Policies SP1– Delivering the Strategy, SP9 – Minerals, SP10 – Built and Natural Environment, SP11 – Tourism and Leisure, MG19 – Sites and Species of European Importance, MG20 – Nationally Protected Sites and Species, MG21 – Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphical Sites and Priority Habitats and Species, MG22 – Development in Minerals Safeguarding Areas, MG27 – Glamorgan Heritage Coast, MG29 – Tourism and Leisure, MD1 – Location of New Development, MD2 - Design of New Development, MD7 – Environmental Protection, MD8 – Historic Environment, MD9 - Promoting Biodiversity, MD11 – Conversion of Rural Buildings and MD13 – Tourism and Leisure of the Vale of Glamorgan Adopted Local Development Plan 2011-2026, and the advice within the Council's Supplementary Planning Guidance on: Biodiversity and Development; Conservation Areas in the Rural Vale; Conversion of Rural Buildings; Design in the Landscape; Minerals Safeguarding; Parking Standards; Tourism, Leisure and Development; and Trees, Woodlands, Hedgerows and Development, and the Gileston Conservation Area Appraisal and Management Plan, as well as national policies and guidance within Planning Policy Wales and TAN5 – Nature Conservation and Planning, TAN6 – Planning for Sustainable Rural Communities, TAN10 – Tree Preservation Orders, TAN11 – Noise, TAN12- Design, TAN13 – Tourism, TAN14 – Coastal Planning, TAN – Transport and TAN24 - Historic Environment, it is considered that the use of the site as a wedding and conference venue and associated works is acceptable in principle, in relation to the impacts upon the Glamorgan Heritage Coast, Gileston Conservation Area and the setting of the listed buildings within and adjacent to the site, is acceptable in relation to traffic generation, highway safety and parking, would not result in a significant detriment to the character and amenity of the area, to neighbouring amenity, is acceptable in relation to trees, hedgerows ecology and biodiversity and landscaping. The development also accords with Sections 69 & 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

It is considered that the decision complies with the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

NOTE:

1. The attention of the applicant is brought to the fact that a public right of way is affected by the proposal. The grant of planning permission does not entitle one to obstruct, stop or divert a public right of way. Development, in so far as it affects a right of way, must not be commenced until the necessary legal procedures have been completed and confirmed for the diversion or extinguishment of the right of way.
2. Where the proposal requires both Planning Permission and Listed Building Consent or Conservation Area Consent work must not be commenced until both consents have been obtained.
3. This permission does not purport to grant consent for the display of any advertisements which require consent under the Town and Country Planning (Control of Advertisements) Regulations, 1992.
4. Where the work involves the creation of, or alteration to, an access to a highway the applicant must ensure that all works comply with the appropriate standards of the Council as Highway Authority. For details of the relevant standards contact the Visible Services Division, The Vale of Glamorgan Council, The Alps, Wenvoe, Nr. Cardiff. CF5 6AA. Telephone 02920 673051.
5. * Contact:

Peter Thomas,
Conservation Officer,
Vale of Glamorgan Council,
Dock Office,
Barry.
CF63 4RT

Tel: 01446 704628.
6. The use hereby approved relates only to the site area as defined on plan reference: 7791-S03 Rev D Site Location Plan A3

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 that 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 that 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.

- NOTES**
1. All dimensions are in millimetres unless noted otherwise.
 2. All levels are shown in metres unless noted otherwise.
 3. Do not scale from the drawing. Use figured dimensions only.
 4. Any discrepancies to be reported immediately to the engineer.
 5. This drawing to be read in conjunction with all relevant Architects, engineers, subcontractors and specialists drawings and specifications.

FOR PLANNING

date	drawn	checked	approved
21/10/19	MJ	MJ	MJ
19/03/19	MJ	MJ	MJ

description	rev
Amended works boundary	D
North arrow added	C
Amended works boundary	B
Amended works boundary	A

Client LORRAINE GARRARD JONES	
Project GILESTON MANOR VALE OF GLAMORGAN CF62 4HX	
Title SITE LOCATION PLAN	
	
29 Bocam Park, Old Field Road, Penrised, Bridgend, CF35 5LJ. Phone: 01656 953794. Email: enquiries@vale-consultancy.co.uk	
date	12/04/18
drawn	GT
checked	MJ
approved	MJ
scale @ A3	1:2500
7791-site	
status	7791-S03
dig. no.	
rev.	D

2018/00382/FUL

