

powers on 11.8.17 for the following reasons;

1. The site is served by a unadopted private lane off Llanover Road which serves several other properties. Visibility when exiting the lane onto Llanover Road is restricted in both directions and is not of a satisfactory standard to serve any additional development. For this reason the development is contrary to Policy BW1 (E) of the Adopted Torfaen Local Development Plan.

2. The proposed development includes the use of a package treatment plant to dispose of the foul waste, the site is within an area served by a public sewer. No reason has been provided to justify the use of non mains drainage. No details of the proposed plant or the impact on the environment, amenity or public health has been provided. The potential harm of this plant has not been justified therefore the development is contrary to Planning Policy Wales, Circular 10/99 and Policy BW1 of the Torfaen Local Development Plan.

The applicant had been advised that the scheme submitted in that application should be amended, however the applicant chose not to amend the scheme at that time. This application has been submitted to address the reasons for refusal.

The current proposal no longer includes the use of a package sewerage treatment plant. The proposal is to utilise the public sewerage system for foul waste. In addition the visibility splay is proposed to be improved with the removal of the Western Power distribution pole (telegraph pole) which currently restricts the visibility to the left of the access lane. The applicant has submitted confirmation from western power that these works will be undertaken. In addition the plans indicate that the access road would be made up to adoptable standards with a pavement with kerbs.

DESCRIPTION OF SITE

This application relates to a plot of land which is located between two residential properties The Stables and Little Oaks within the residential area of Blaenavon. The application site is accessed via a private unadopted access road from Llanover Road. There are currently three dwellings which use the same access from Llanover Road which this application proposes to use. The first was granted planning permission in 2001 for a single residential dwelling which is occupied and now known as 'Little Oaks'. The second was granted planning permission in 2006, this is also occupied and now known as; 'The Stables' and is within the ownership of the applicant. The third gained permission on appeal in 2007 and is now known as The Lodge.

The site is currently grass covered and used as a paddock, with an existing container on the site used to house a pony and donkey. The site is on a gradient with the land falling away to the south west, with woodland at a lower level to the west. The surrounding residential properties within the immediate vicinity of the site are predominantly detached and of varied design, which have been developed as self build plots across a significant period of time.

DESCRIPTION OF DEVELOPMENT

The proposal is to erect a single two storey dwelling. The proposed dwelling would have an apex roof and would measure 8m by 8.5m to a maximum height of 7.5m. The proposed

accommodation would provide three bedrooms, one with an en-suite bathroom and a family bathroom at first floor level and at ground floor would provide a lounge, study, dining room, kitchen and utility and bathroom. The proposal includes a detached double garage which would measure 6.2m by 6.2m to a height of 4.7m to the pitch of the roof.

The proposal is to use the existing access road from Llanover Road and the existing field access to the proposed dwelling. The access road would be improved with a turning area being provided prior before the entrance to the proposed dwelling. The turning area would have a 1m wide marginal strip around the edge. In addition a letter has been received from Western Power Distribution confirming that they would relocate the electricity pole which is currently within the visibility splay of the egress onto Llanover Road. In addition the surface of the existing access road would be upgraded.

PLANNING POLICY:

LDP Policy S1 - Defines the Urban Boundaries to promote the full and effective use of urban land, to allow for development to contribute to the creation of sustainable communities and define the urban area within which there is a presumption in favour of development. Land outside Urban Boundaries is within the Countryside where development is restricted.

LDP Policy S7 - seeks to ensure that development proposals promote the conservation and enhancement of the Natural, Built and Historic Environment.

LDP Policy BW1 - provides a detailed Borough wide General Policy on Development Proposals with criterion covering 'Amenity and Design', the 'Natural Environment', the 'Built Environment', 'Utilities Provision' and 'Design and Transport', against which all planning applications will be determined in conjunction with other relevant policies of the Local Development Plan.

LDP Policy HE2 states that development within the Blaenavon Industrial Landscape World Heritage Site (BILWHS) will be permitted subject to several criterion, including promoting appropriate design which preserves or enhances the character of the local area, protection of key views and maintaining the 'universal value' or integrity of the BILWHS. Proposals should be informed by the guidance in the BILWHS Design Guide.

CONSULTATION RESPONSES:

Ward Member Janet Jones	I have concerns regarding access onto the main road and the amount of additional vehicles which could be using the 'lane'. There are also some trees in the vicinity. Do these have a preservation order on them as I feel these may be cut down.
----------------------------	---

Community Council	No reply received
-------------------	-------------------

Drainage Officer	The proposal is to be constructed over a culverted watercourse, details of protection or diversion will be required, to ensure that the structure of the culvert does not have imposed loading upon it. Also the details of the method of discharge for the surface water system as proposed does not cater for instances when the harvesting tank is full and
------------------	--

there is additional rainfall to deal with, not uncommon in Bleanavon!

Dwr Cymru/Welsh Water
Treharris

We have reviewed drainage information within submission package, this includes plan no "1092 (01) 17" this details the proposed foul and surface water drainage layout. We are satisfied that no surface water will be entering directly/indirectly to the public sewer network. We would request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes provided below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network. Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

Highways And Transportation

The access currently serving the site is substandard both in regards to construction and visibility and in my response to application 17/P/0252/FUL to construct a dwelling on the same site as this current application I said that I would not consider any additional development without improvement to the access. There are conditions attached to previous applications for the dwellings that have already been erected off this access road; however those conditions have not been met,

Drawing 1092(01)17 Rev A attached to this current application now has two notes. The first note relates to the visibility splays and states that the Western Power Distribution pole is to be relocated, the second relates to the making up of the existing access road. If as a consequence of this application these improvements were to be carried out then I would, following completion of the works, be prepared to accept this one additional dwelling. However given that the conditions attached to the previous applications have not been met or followed up then I am very concerned that these necessary improvements will again not be carried out or enforced.

I am prepared to accept a reduction in the visibility splays to 2.4m x 43m to the right from the centre line of the access and 2.4m x 43m to the centre of the opposite carriageway to the left from the centre line of the access. This will still require the relocation of the statutory undertaker's pole located to the right of the access.

Providing Grampian conditions are be attached to this application to ensure the required improvements are carried

out then I would not oppose the application from a highway standpoint:-

1. Prior to construction of the new dwelling, the access road must be constructed to adoptable standards. A turning facility capable of accommodating one of the turning movements of a refuse vehicle contained in Design Bulletin 32 must be provided at the termination of the cul-de-sac.
2. Prior to construction of the new dwelling, the required visibility splays of 2.4 metres x 43 metres to the right from the centre line of the access and 2.4 metres x 43 metres to the centre of the opposite carriageway must be provided and maintained in perpetuity.
3. Prior to construction of the new dwelling, any structure within the visibility splay must not exceed 0.9 metres in height above the existing carriageway level and any planting within the visibility splay must not exceed 0.6 metres above the existing carriageway level prior to and following the construction of the dwelling.
4. Prior to construction of the new dwelling, where the access crosses the highway a vehicular footway crossing must be provided to a highway specification in accordance with Drawing No. 1173/B1 which is attached prior to construction of the dwelling
5. Prior to beneficial occupation of the new dwelling, a turning facility and parking provision in accordance with the Torfaen County Borough Council, CSS Wales Parking Standards 2014 shall be provided within the curtilage of the site and be maintained in perpetuity for the sole use of motor vehicles.
6. Gates, if provided must be inwardly opening.
7. The applicant shall take positive measures to prevent surface water from the adjacent highway ingressing into the site of the proposal.

Subsequent comments
Highways And Transportation

I refer to Drawing 1092(01)17 date stamped 5th September 2018.

The plan shows a turning area that is to adoptable standard.

My concerns remain regarding the substandard construction of the remaining section of access road and the visibility onto Llanover Road. However if you are confident that the following conditions that I would wish to see attached to this current application will be met by the applicant then I would not oppose the application from a highway standpoint

1. Prior to construction of the new dwelling, the access road must be constructed to adoptable standards. A turning facility capable of accommodating one of the turning movements of a refuse vehicle contained in Design Bulletin 32 must be provided at the termination of the cul-de-sac.

2. Prior to construction of the new dwelling, the required visibility splays of 2.4 metres x 43 metres to the right from the centre line of the access and 2.4 metres x 43 metres to the centre of the opposite carriageway must be provided and maintained in perpetuity.

3. Prior to construction of the new dwelling, any structure within the visibility splay must not exceed 0.9 metres in height above the existing carriageway level and any planting within the visibility splay must not exceed 0.6 metres above the existing carriageway level prior to and following the construction of the dwelling.

4. Prior to construction of the new dwelling, where the access crosses the highway a vehicular footway crossing must be provided to a highway specification in accordance with Drawing No. 1173/B1 which is attached prior to construction of the dwelling. The works must be carried out by an Approved Term Contractor and supervised by an Officer from the Highway Development Control Section, Neighbourhood Services, Ty Blaen Torfaen, Panteg Way, New Inn NP4 0LS (Tel. 01495 742434).

5. Prior to beneficial occupation of the new dwelling, a turning facility and parking provision in accordance with the Torfaen County Borough Council, CSS Wales Parking Standards 2014 shall be provided within the curtilage of the site and be maintained in perpetuity for the sole use of motor vehicles.

6. Gates, if provided must be inwardly opening.

7. The applicant shall take positive measures to prevent surface water from the adjacent highway ingressing into the site of the proposal.

Environmental Health
(noise/contamination)

I refer to the above planning application consultation and can confirm that there are no representations from Public Health

Conservation Officer

This development will not impact upon the OUV of the BILWHS and there are no objections from the Building Conservation point of view.

PUBLICITY

A site notice was posted outside the site on 16.1.18

4 neighbouring properties were consulted on the application

Following the submission of revised plans the adjacent occupier was re-consulted.

REPRESENTATIONS RECEIVED

One neighbour from the adjoining property has objected to the application on highway safety grounds stating the following reasons;

There is nothing in this application to remedy Reason 1 of planning refusal 17/P/0252

Planning Approval 01/P/05676 for Little Oaks, stipulated that the access off Llanover Road had to be improved, this has still not been attempted.

The visibility onto Llanover Road cannot be improved, even if the Western Power post is moved further down the lane.

The surface of the lane, especially as it meets Llanover Road is extremely uneven, and causes damage to cars

The existing lowered kerb onto Llanover Road is totally ineffective serves approximately 1/4 of the lane exit on to Llanover Road,

There is still no proposal in this Planning Application for any turning circle for refuse vehicles.

There is also no existing light in the access lane which is a danger to both pedestrians and vehicles

The lane cannot take on any more vehicle capacity; it already serves:

(i) The Lodge - usually 2 large vans, 1 x 4x4, and one large caravanned

(ii) Little Oaks - 2 cars

(iii) The Stables - anything from 5 to 6 vehicles depending on when one counts them.

Following the submission revised details the objector has confirmed that their objections remain and additionally they have stated the following concerns;

Lack of provision of pavements or lighting on the either side of the private lane,

No drainage provision

ASSESSMENT AND CONCLUSION

The site lies within the Urban Boundary for Blaenavon as identified in the adopted Local Development Plan.

Visual Appearance/Design:

The scale and design of the dwelling is considered appropriate. The design of the proposed dwelling has taken account of the Blaenavon design guide, as well as the location within the World Heritage Site. The Council's Conservation Officer has not objected to the application and has indicated that they do not consider that the development will impact on the outstanding universal value of the World Heritage Site. It is noted that the proposal is for a large detached

dwelling, this is not out of character for the area where there has been a number of larger self build properties erected in the last 15 years. There are no trees within the application site which would be removed as part of this proposal. The protected trees are located beyond the application site and would not be removed as part of this proposal.

Residential Amenity:

The proposed dwelling would be sited adjacent to the property Little Oaks, this dwelling is not parallel with the proposed dwelling but set further down the slope. The proposed dwelling would be 14.8m away from the side elevation of the neighbouring property. No windows are proposed on the side elevation facing Little Oaks, as a result it is not considered that the proposed development would cause any loss of privacy of this property. Due to the distance being over 14m away from the side elevation of Little Oaks it is not considered that the outlook from that property would be significantly harmed by the proposed dwelling. The impact is further reduced by the properties not be parallel with each other again reducing the impact on the adjacent dwelling. It is noted that there are both ground floor and first floor windows on the side elevation of Little Oaks facing the application site, however the orientation of that property means that the majority of the windows are on the front and rear elevation meaning the outlook from the habitable rooms of that property would not be significantly impacted. It is accepted that the proposed dwelling would be seen from the adjacent dwelling but the overall outlook would not be harmed. The nearest neighbour to the north is over 35m away from the proposed dwelling and situated at a much higher ground level and therefore would not be impacted by the proposed dwelling. The dwelling to the east The Stables is over 35m away and again there would not be an impact on the residential amenity of the occupiers of this property. There are no dwellings to the south of the application site.

The proposed property is located within a large residential curtilage and there would be adequate residential amenity space to serve the proposed dwelling.

Highway Safety:

The proposal is to utilise the existing field access into the site and the private access road from Llanover Road. The private road already serves three properties, The Stables, Little Oaks and The Lodge. The visibility splays onto Llanover Road and the condition of the private road are both considered to be substandard. In order to accommodate the additional traffic generated from the proposed dwelling, the access would need to be improved. The application made includes improvements to the existing access lane, with the visibility splay being increased with the removal of the western power distributor pole, furthermore the condition of the access road is proposed to be improved. The Council's Highways officer is content that his previous objections are satisfactorily addressed in this application and has not objected to the application but has indicated that conditions should be attached to an approval. Given that there are already properties utilising the access road it is considered necessary to ensure that the improvements to the road are undertaken prior to the commencement of any other part of this development to protect that the existing residents who already use the access onto Llanover Road.

Drainage

The second reason for refusal on the previous application was due to the proposal to use a private sewerage scheme. This application proposes to utilise the mains system and includes a

pump to provide access those facilities. Surface water is proposed to be feed into a harvesting tank. Specific details of the surface water system have not been provided, however, these details can be conditioned as part of an approval. The Council's Drainage officer has indicated that a contingency would be required for when the harvesting tank is full, again these details can be conditioned to ensure that adequate provision is provided to deal with surface water.

RECOMMENDATION: Approve with Conditions

CONDITIONS:

- 1 Unless otherwise specified by another condition of this Notice, the development shall be carried out in accordance with the following approved plans and documents:
Drwg No. 1092(10)17 submitted 5.9.18, Drwg No. 1092902) Rev A submitted 17.12.17

Reason: To ensure the development is carried out in accordance with the approved details. Any material alteration to the approved details may have an impact that has not been assessed.

- 2 The development shall begin not later than five years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990

- 3 Prior to the construction of the dwelling hereby approved, details of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity.

- 4 Surface water drainage works shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences, according to the following criteria:

(i) The drainage system must be designed to control runoff up to a 1 in 100 year storm event.

(ii) The rate at which surface water is discharged from the site may vary with the severity of the storm event but must not exceed the greenfield runoff rate for a given storm event.

(iii) Excess surface water runoff must be stored on site and released to receiving watercourses at greenfield rates.

(iv) Surface water discharges to watercourses must not have greater velocity than 1 m/s.

Reason: To prevent surface water flooding. The details submitted do not provide adequate details to confirm that surface water will be adequately dealt with.

- 5 Prior to the commencement of development, culverted watercourse, details of protection or diversion of the culverted watercourse across the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason; To prevent flooding, to ensure the structure of the culvert is maintained.

- 6 Prior to any other works associated with this permission, the access road must be constructed to adoptable standards. A turning facility capable of accommodating one of the turning movements of a refuse vehicle contained in Design Bulletin 32 must be provided at the termination of the cul-de-sac, as indicated on Drwg. No. 1092(10) 17 received on 5.9.18.

REASON: In the interest of highway safety

- 7 Prior to any other works associated with this permission, the required visibility splays of 2.4 metres x 43 metres to the right from the centre line of the access and 2.4 metres x 43 metres to the centre of the opposite carriageway must be provided and maintained in perpetuity.

REASON: In the interest of highway safety

- 8 Any structure within the visibility splay required by condition 6 must not exceed 0.9 metres in height above the existing carriageway level and any planting within the visibility splay must not exceed 0.6 metres above the existing carriageway level prior to and following the construction of the dwelling.

REASON: In the interest of highway safety

- 9 Prior to construction of the new dwelling, where the access crosses the highway a vehicular footway crossing must be provided to a highway specification in accordance with Drawing No. 1173/B1 which is attached prior to construction of the dwelling.

REASON: In the interest of highway safety

- 10 Prior to beneficial occupation of the new dwelling, a turning facility and parking provision in accordance with the Torfaen County Borough Council, CSS Wales Parking Standards 2014 shall be provided within the curtilage of the site and be maintained in perpetuity for the sole use of motor vehicles.

REASON: In the interest of highway safety

INFORMATIVES:

- 1 Torfaen Local Development Plan covers Torfaen County Borough. The following policy/policies is/are relevant to the consideration of this application: S1, S7, BW1, HE2

Sarah Hensby

Appendices	None
Background Papers	Note: Members of the public are entitled, under the Local Government Act 1972, to inspect background papers to reports. The following is a list of the background papers used in the production of this report. Planning Application File: 17/P/0957/FUL

For a copy of the background papers or for further information about this report, please telephone: Richard Lewis, Head of Development Management (Tel. 01633 647628)