

rob@planrtd.co.uk

Grwp Datblygu/Development Group (Planning)

Deialu uniongyrchol / Direct Line: 01656 643152

Gofynnwch am / Ask for: Rhodri Davies

Ein cyf/Our ref: PE/443/2020

Eich cyf/Your ref:

Dyddiad/Date: 22 December 2020

By email: rob@planrtd.co.uk

Dear Rob,

Bottom Yard and Paddock and old stone buildings Marlas Farm, North Cornelly Proposed Residential Development – Scoping Meeting and Advice

I refer to our Teams meeting dated 7 December 2020, with Jeff Murray (CFW Architects), Leigh Tuck (Senior Transportation Development Control Officer) and Moira Lucas (Senior Conservation and Design Officer) to discuss the proposal for circa 28 residential units on part of the Marlas Farm site, North Cornelly.

The purpose of the scoping meeting was for the LPA to understand the project in greater detail and to identify the level of pre-application advice that can be offered and what input will be required from other consultees, both internal and external as part of the pre-application process.



Ffôn/Tel: 01656 643643

Negeseuon SMS/ SMS Messaging: 07581 157014

Facs/Fax: 01656 668126

Twitter@bridgendCBC

Ebost/Email: talktous@bridgend.gov.uk

Gwefan/Website: www.bridgend.gov.uk

Cyfnwidi testun: Rhwch 18001 o flaen unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

Rydym yn croesawu gohebiaeth yn Gymraeg. Rhwch wybod i ni os mai Cymraeg yw eich dewis iaith

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh

In terms of the context of the site, it lies within the residential settlement boundary of North Cornelly, it is close to a Grade II Listed Farmhouse and incorporates the conversion of curtilage listed barns (the list description has been forwarded to you under separate cover).

The site lies within a low risk coal mining area, the access into the site is partially adopted and it lies opposite a group of protected trees.



On the basis of the details discussed in the meeting, the proposal constitutes 'Major Development' and would be a project listed under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment (Wales) Regulations 2017 (the EIA Regulations). You may request that the Council issues a formal screening opinion as to whether the proposed project falls within the remit of the EIA Regulations and requires Environmental Impact Assessment (EIA). At this stage, it would seem unlikely that the proposal would constitute EIA development.

The requirement to undertake pre-application consultation, as set out in part 1A of the Development Management Procedure (Wales) Order 2012 applies to all planning applications for 'major' development, whether for full or outline permission.

Prior to submitting an application for major development, the developer must:

- **publicise a draft of the application** - that is the information that would be required to be submitted as part of a formal planning application. This includes: Scaled plans, with north arrow, to identify the land to which the application relates; all other scaled plans, drawings and information that would be required to describe the proposed development – this includes any

technical documents that would be needed in order to validate any subsequent application; Design and Access Statement; Draft Environmental Statement if required.

- **consult landowner or occupier of adjacent land, the community including town and community councils and local members and ‘specialist consultees’** (the developer should display site notices on or near the site for a 28 day period) -
- **write a PAC report about the pre-application consultation undertaken** – this will accompany the subsequent application.

From 7th January 2019, all new developments of more than 1 house or where the construction area is of 100m² or more will require sustainable drainage to manage on-site surface water. Surface water drainage systems must be designed and built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers.

These systems must be approved by the local authority acting in its SuDS Approving Body (SAB) role before construction work begins. The SAB will have a duty to adopt compliant systems so long as it is built and functions in accordance with the approved proposals, including any SAB conditions of approval.

Further advice on the process can be viewed at the following link:

<https://www.bridgend.gov.uk/residents/recycling-waste-and-environment/environment/flooding/sustainable-drainage-systems/>

The list of ‘specialist consultees’ should include the following:

- Transportation and Engineering (Highways) – Leigh Tuck – leigh.tuck@bridgend.gov.uk
- Biodiversity Policy and Management Officer (Ecology) – Jessica Hartley - jess.hartley@bridgend.gov.uk
- Land Drainage (SAB Approval) – Gethin Powell - gethin.powell@bridgend.gov.uk
- Building Conservation and Design – Moira Lucas - Moira.Lucas@bridgend.gov.uk
- NRW
- Cadw
- DC/WW

The site is located in Cornelly Community Council, and in the Cornelly Ward represented by Councillors Jefferson Tildesley and Richard Granville:

Cllr.Jeff.Tildesley@Bridgend.gov.uk
Cllr.Richard.Granville@bridgend.gov.uk

The Clerk to Cornelly Community Council (Dawn Evans) may be contacted by email at the following address:

Cornellyclerk@gmail.com

And the following address and telephone number:
20 Moriah Place, Kenfig Hill, Bridgend CF33 6DW 07882044798

Full details of the above procedures can be found in Section 6.4 of the Development Management Manual 2017 <http://gov.wales/docs/desh/publications/170505development-management-manual-en.pdf>

The local policy context for your proposal is set out below:

PLA1 Settlement Hierarchy
PLA11 Parking Standards
COM3 Residential re-use of a building or land
SP2 Design and Sustainable Place Making
SP3 Strategic Transport Planning Principles
SP5 Conservation of the Built and Historic Environment
SP6 Minerals
SP14 Infrastructure (planning obligations)
ENV6 Nature Conservation
ENV8 Heritage Assets and Regeneration
ENV9 Development in Mineral Safeguarding Areas
ENV15 Waste Management in New Development
COM3 Residential Re-Use of a Building or Land
COM4 Residential Density
COM5 Affordable Housing
COM11 Provision of Outdoor Recreation Facilities

You will also be aware that Planning Policy Wales Edition 10 (Dec 2018) seeks sustainable and well located developments to minimise the use of the private car and the Active Travel Act seeks good pedestrian and cycle linkages between residential areas and employment, educational establishments, open spaces and other service and facilities.

Initial Response

The site is within the settlement boundary of North Cornelly as defined by Policy PLA1 of the LDP. It is not allocated for any other use so would represent a windfall site.

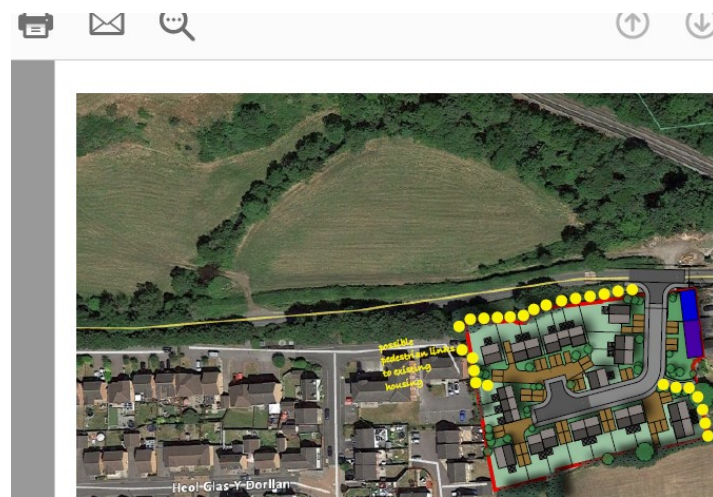
Consideration should be given to providing some form of children's play facility within the layout and, failing this, there may be scope to provide a financial contribution towards the improvement of an existing play area in the locality as long as it is within 500m walking distance.

In terms of S106 requirements, the affordable housing element will need to be secured and education will need to confirm that there is no requirement for a contribution.

Whilst they are not specifically protected, the intention to retain as many of the established trees within and around the site is supported.

The Highway Authority will request a Transport Statement and a stage 1 safety audit for the proposed access as part of any future pre-application process in order to consider the scale of the development, the existing level of use of the access, whether it needs to be relocated and its impact on the local highway network, particularly the railway crossing at Marlas Road towards Pyle.

Prioritising and increasing active travel and public transport use is a key objective of national planning policy and the assessment would need to review the existing linkages and, where improvements can be made, linked to the development proposed.



The Senior Transport Development Control Officer indicated in the meeting that the adjacent road is not suitable to serve the development and consideration should be given to exploring an alternative means of access without it having detrimental impact on the setting of the Grade II Listed Farmhouse.

Whilst the principle of the proposed pedestrian linkages to the school etc. is supported, this will need to be carefully considered to avoid the risk of parents using this residential area as a place to drop off/pick up school children.

We also discussed the importance of providing parking and servicing arrangements to serve the proposed development in a manner that accords with the Council's Supplementary Planning Guidance and this (together with the need for a SuDS scheme within the site) may result in a reduction in the number of units on this site.

In terms of Active Travel, we discussed the potential to improve pedestrian and cycle links to and from the site and especially on Marlas Road across the railway line and the feasibility of improving this crossing as a desire line for pedestrians and cyclists towards facilities and services in line with National Policy and the Active Travel Act requirements.



Based on the above, and our discussions during the meeting, the principle of a residential development on this site is acceptable in general although the issue of access would need to be resolved before finalising the design and layout of the scheme, carrying out ecological surveys of the buildings and trees and preparing a SuDS scheme for the development.

As mentioned above, the access proposals will need to be informed by a Transport Statement and a Stage 1 Road Safety Audit and would need to be considered in conjunction with the nearby listed buildings.

Therefore, and as discussed at the meeting, due to the characteristics of this particular site, it would be best to concentrate on the access issues in the first instance before resolving other points of detail at a later stage.

For a project of this scale, I would recommend that you use the Council's Non-Statutory Pre-Application Advice Service and submit the Transport Statement and Stage 1 Safety Audit for consideration before we undertake a site meeting to discuss any impacts on the highway network and the listed structures.

In this first key stage, I would suggest that specialist advice will be required from Leigh Tuck (Highways Officer) and Moira Lucas ((Senior Conservation and Design Officer).

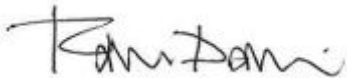
In total the total fee for the two stages would be £2800 for a meeting and written advice (including £200 Highways, £150 Ecology/Trees, £150 SAB/Drainage and £100 Building Conservation).

However, for the initial stage to resolve the principle of an access to the site, the fee is £1000 for a site meeting and planning, highways and building conservation advice. These fees cover administration costs and the time spent in research, assessment and in making a written response.

The Department would prefer payment to be made by credit card by telephoning the department (Tel. No. 01656 643675) where the payment can be taken.

I trust that the above advice is of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Rhodri Davies', written in a cursive style.

**Mr. Rhodri Davies BA, BTP, MRTPI
DEVELOPMENT AND BUILDING CONTROL MANAGER**