

Design and Access Statement

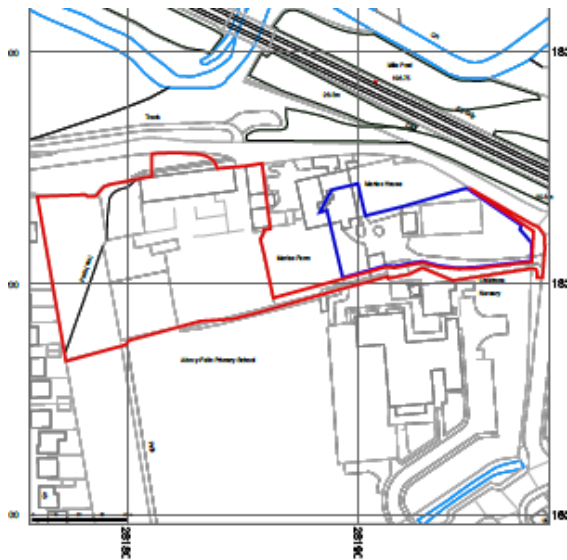
Residential Development Including Conversion of Existing Listed Barns to Residential Use Including Active Travel Route, Access, Car Parking, Landscaping, Drainage and Attenuation

Marlas Yard and Paddock, Marlas, Pyle, CF33 4PE

Site and Local Context

The site area that includes a proposed active travel route and land for necessary highway improvements covers 7070 sq m. Marlas yard and paddock is a generally flat site in its eastern sector but slopes downwards to the north west as the site extends westwards. The area is made up by a variety of historic and modern agricultural buildings with a more grassed area and open feel as the site extend westwards to the large housing estate on the western fringe of North Cornelly.

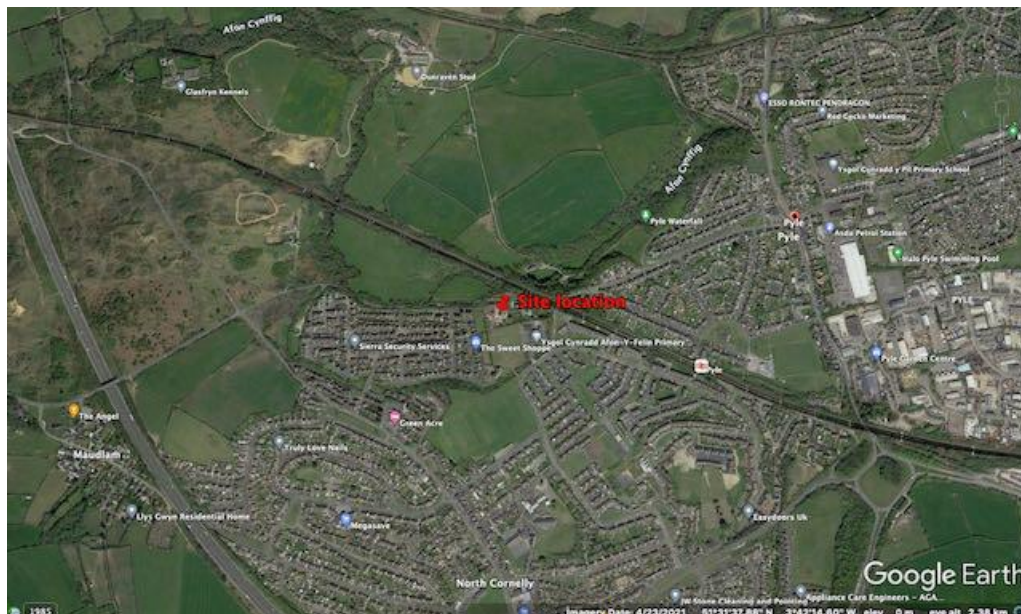
OS Site Plan



site location plan

The site is located on the north-western edge of Pyle, immediately south of the minor Marlas Road. A school, including open playing fields, is located immediately to the south of the site, beyond which (and to the east and west) are residential areas with associated infrastructure. The mainline railway is present less than 100m to the north of the Site, running in an east-west orientation, and this also crosses the Afon Cynffig, located at a similar distance to the north of the Site. Kenfig dune system is located approximately 500m to the west of the Site, and open countryside with a network of fields and hedgerows are present to the north of the railway line and river.

Site Context



The farmhouse and surrounding land are of historic interest. Listed by CADW as a Grade II site the farmhouse stands on the south bank of the Afon Cynffig, close to the railway bridge and the road from North Cornelly to Kenfig, which runs alongside the N side of the N wing. The listing shows Marlas Farm, early C17, which is a significant series of connected structures and listed as a grade II designation.

The listing description states

History

The farmhouse is a complex assemblage of buildings of early C17 or earlier origin, of two parallel E-W ranges, returning on both E and W sides to form a complete open square, all of c.1600 origin and provided with a new front facing E in the early C19. A short outbuilding on the N side, aligned with the Kenfig Road, was probably a detached bakehouse, and is now incorporated as a kitchen. The main hall and parlour lay in the S range, of lobby entry type, with back-to-back axial fireplaces, the parlour at the E end extending N with further accommodation to the original kitchen with cellar at the N end. This kitchen has a major gable stack, behind which is an added internal kiln-house set under the stair. The closing W range includes a malthouse, probably of the C18.

Exterior

Built of stone rubble with slate roofs. The main E entrance elevation is roughcasted, having a forward-facing gable at each end and with blocked oval opening in each gable face. Three windows to centre; 12-pane sashes within plain architraves. Central square-head panelled door under a flat hood on two wooden columns. The long S range is of 3 window bays at the E, with a large added gabled porch; 12-pane sash to the ground floor and margin glazed sashes in the raised roof above. The range extends to the W at the original lower pitch, with irregular glazing, including a blocked cartway and five square windows under the eaves, all blocked except that on the E which has been incorporated into the dwelling. Part external gable stack and a stone window with sunk-chamfered frame. At the W end, the roof returns to the parallel range on the N side, which has a corbelled stack to the upper floor gable end. A modern glazed porch links the building to the shorter N wing, which is set at an angle following the road to Kenfig. This wing, probably of C18 origin, contains the kitchen and has been modernised. Twin stone flues to W stacks.

Interior

Not accessible at the time of inspection. RCAHM Wales records an early C17 boarded door to the kitchen, and numbered roof trusses with both lapped and morticed collars.

Reason for designation

Included as an unusual complex of buildings largely of C17 origin, with some original detail.

As shown in the Heritage Impact Statement (see attached) the site is of historic importance. The farm was formerly intensively occupied by a complex of agricultural related buildings in various courtyard groupings. Most of these, save for a large barn style structure to the north of the site have been removed with the west of the site having a generally more open feel.

The barns that are listed by virtue of them being 'curtilage' buildings are currently used for incremental storage only. Other small former agricultural buildings remain in this eastern section of the site nearer Marlas Farmhouse.

Proposed Development

We have been able to take advantage of pre application discussions with the Development Control Manager and Senior Conservation Officer as the design concept has matured and evolved throughout the process. Based on a relatively traditional design approach shown to planning officers at the pre application the Council's Senior Conservation and Design Officer commented on 22 June 2021 that:

'If support were to be forthcoming for a scheme on this site, it would be for a scheme that reduced the number of new dwellings significantly and thereby reduced the impact on the setting of the historic asset, revisited the road layout and its physical interaction with existing boundary walls and gate piers and considered the conversion of the original bake house in a meaningful way and importantly, retained the farming element of this site. Additionally, the siting of the path must be positioned away from the southern side of Marlas House and limit the impact on the setting at that part of the site.

A modest, restrained scheme that is in keeping with the existing land use and existing listed structures is more likely to be supported from a conservation view than a volume house builder approach.

There is a potential scheme for this site but it is not in the form of the current submitted information.'

Scoping and Pre Application Initial Design



Based on the above advice, the design and layout of the site has matured as the scheme has evolved through the planning and design process. In recent months,

our architects, Initiate (conservation architect) and CFW (architect) have collaboratively developed an alternative design proposal than that presented at the scoping advice stage.

Proposed Site Plan



The following extracts from Initiate's Heritage Impact Statement indicate the revised design approach based on historical precedent and opportunities at the site.

'This new proposal adheres to principles aimed at minimizing the impact on the historic setting. These principles are grounded in an understanding of the site's evolution and a commitment to re-contextualizing Marlas House and its attached hay barns within a development that respects the significance of its agricultural history and setting.

We agree that adopting a volume house builder approach directly contradicts the historical use of the site and its setting. This conflict is particularly represented by the formulaic, linear arrangement of houses of equal scale in the initial plan.

Historic agricultural settlements, including Marlas Farm, did not follow a predetermined masterplan. Instead, their development occurred incrementally, responding to evolving needs over time. This approach often resulted in a thoughtful but ad-hoc collection of buildings. Their massing, orientation, and material treatment were carefully crafted in direct response to the site's requirements and climate - a manifestation of vernacular architecture.

Despite this - the consideration remains - any proposed development must understand the original intent of the site which is highly-significant to the setting and context of the Grade II listed house. We therefore propose an approach to residential design that is centered around

the concept of an 'evolved settlement', deviating from the formulaic nature associated with mass-housing intended for density and profitability.

A touchstone image for this approach is one of the medieval farmstead of Llwyn Celyn. This site embodies a cluster of buildings characterised by organic, climate-driven orientation, featuring various vernacular typologies and scales. The material palette adopts judicious use of natural, locally-sourced materials, incorporating traditional gable structures, diverse ridge heights, and chimneys punctuating the roofscape.

The initial layout was dominated by a substantial tarmac trunk road. While acknowledging its necessity for highways, refuse, and emergency vehicle access, its imposing presence appeared disproportionately harsh on the landscape. This contradicts the nature of an evolved and informal agricultural settlement. Indeed, the structures on the site spanning the 16th to the 20th centuries displayed diverse architectural qualities, and their arrangement unveils characteristics that might inspire the proposals.

Examining the layout from the 1960s reveals a series of interconnected working yards, accessible around, through, or beneath buildings. Despite the site's dense concentration of structures, it presents numerous thresholds and intricate relationships between the buildings, routes, and external spaces. These features, shaped by agricultural needs, adjacencies and happenstance, provide opportunity for a residential development seeking to establish a sense of place and meaningful connections between buildings, access, and landscape.

Primarily, the arrangement of dwellings must embrace a more informal and evolved approach.

- Arising from this initial exploration, a set of principles has emerged to guide the development.
- The chosen typologies should exhibit distinctions in both plan and section scales, presenting a modern take on barns, stables, cottages, and farmhouses - but avoiding pastiche.
- Lastly, the elevational design is intended to reflect contemporary interpretations of vernacular motifs, embracing an ad-hoc variation

Density and open space is valued in the scheme. The proposals adopt an approach that places a primary emphasis on external green space, openness and landscape, framed by an informal arrangement of built form.

Consequentially and based on a full assessment of the site and its heritage significance the site layout is altered to reflect an evolved approach. It introduces various typologies designed to frame courtyards with distinct levels of privacy. In response to the 1960s agricultural arrangement above, the site entrance leads into an entrance courtyard designed to contextualise and address the front elevation of the converted hay barns.

Continuing beyond this point, both vehicular and pedestrian pathways guide individuals toward a central, communal courtyard. This space is defined by soft landscaping and alternative surfacing. Adjacent to the primary access, two semi-private courtyards cater to multiple dwellings. These areas navigate the transition between public, semi-private and private, providing open landscaped spaces framed by surrounding residences.'

As can be seen from the revised approach, due consideration has been given to BCBC's scoping and pre app response on conservation and heritage matters. The resultant LBC application for the conversion of the two barns to three dwellings and the remaining 21 new builds to the west are set out, designed and orientated to respect the heritage significance of the layout of surviving buildings at Marlas Farm

The proposed site as agreed at the pre application stage is accessed from the unnamed road that lies to the north of the site and currently provides access to the barns, yard and paddock area. Piers would sit either side of the entrance and the one demolished/damaged pier would be replaced at the appropriate width. The quality and design of road surfacing treatment at the entrance is proposed as rough stone setts to reflect and complement the historic asset of the two barns that face west onto the site entrance. These stone setts would also act as traffic calming measures. The road would be set well off the front curtilage of the barn to ensure enclosed semi-public space and room for parking.

The tarmacadam spine road and footway sweeps to a central paved courtyard area and the design concept for the scheme promotes discreet and bespoke dwellings in 7 courtyards and blocks, the concept design of which leads from the historical analysis of the development of Marlas Farmhouse and surrounding outbuildings.

The site proposal contains an active travel route located at the south east corner of the site and passing to the south of the farmhouse and adjoining house which would join with Marlas Road close to the light-controlled junction. A pedestrian/cycle crossing across Marlas Road is also proposed to provide connections to the wider footway/footpath network. This metalled route would also serve as a maintenance zone for the underlying drainage apparatus that would serve the site.

The varied vernacular inspired courtyards would create visual interest and variety and would complement the historic development of Marlas Farm. The dwellings are accessed off the spine road and courtyard by private drives with appropriate semi public and private boundary enclosures such as hedging, stone walling and wooden fencing. A landscaping plan supports the site layout and will ensure that the development integrates well into the local area and provides screening and shading that assists in counteracting the higher temperatures being experienced in the UK and opportunities for biodiversity enhancement.



The barns proposed for conversion would create three dwellings with two of these being one bed and the third two bed. In line with good conservation and heritage practice, there is limited intervention into the fabric of the barns in terms of new openings.

Modern upvc and aluminium windows would be removed from the barns and replaced with hardwood painted windows to correct profiles. Modern rainwater goods and fascias would be replaced with heritage appropriate materials. The welsh slate roof would be stripped and reroofed and covered with the best of the existing slate and second-hand slates to make up the deficit. The front boundary walls would be in stone to match the barn.

In order to facilitate residential reuse of the barns, some modern but well designed and complementary features are added such as zinc dormers with clearstorey windows.

The proposals for the barns look to re-contextualise the barns by utilising the idea of an entrance court aligning with the elevation and demarcated with cobblestone hard surfacing and soft landscaping. Front gardens to the converted barns are delineated with low-level boundary walls containing integrated bin storage and defining parking provision. Locally prevalent trees and shrubbery characterise the gardens, providing a green threshold between road, garden and front door - enhancing aesthetic value

All the details concerning the listed building application (see Initiate's HIS/HIA and drawings) for the conversion are contained within the drawings accompanying the application and in the Heritage Impact Assessment.

The development seeks to provide 24 units of accommodation over the site with 21 of these in the new build and 3 in the conversion of the existing two barns to the west of the farmhouse. The mix of development is designed to ensure a good social mix within the development from large 4 bed detached houses to one bed flats. The proposed mix is as follows:

4 x 4 beds

5 x 3 beds

9 x 2 beds

6 x 1 bed

Discussions with the LPA have led to the proposal that the site would provide market housing with a section 106 agreement for off-site affordable housing contribution accompanying any consent

Access Parking and Circulation

At the scoping stage of the application the Highway Authority were initially (scoping response Dec 22 2020) reluctant to support proposed site access off the unnamed road that runs to the north of Marlas Farmhouse and the proposed site. Other highway advice received at the time stressed the importance of improving active travel links for pedestrians and cyclists from the proposed site onto facilities in North Cornelly and across Marlas Bridge. The importance of adequate parking was also raised. The Highway Authority also requested that any planning application be supported by a Transport Statement (TS) and independent Stage 1 Safety Audit.

Following this meeting and advice, the applicants appointed Lime Transport to produce a TS to allow for further consultation with the LPA. The details of this report and the consultation response from BCBC are contained in the accompanying Lime Transport Statement.

Since this consultation, Lime Transport have further refined their work and the final TS is contained within this planning application. The summary and conclusions of the TS are:

'Summary and conclusions

7.1 Introduction

7.1.1 Lime Transport has been commissioned by David and Gaina Morgan to produce a Transport Statement in support of a pre planning application for the development of up to 24 dwellings on land to the west of Marlas Farm, North Cornelly, Bridgend.

7.2 Site location

7.2.1 There are a range of local facilities within walking distance of the site including, primary schools, convenience stores, recreation ground and community hub, doctors' surgery and pubs and restaurants. There are a number of local cycle routes within the vicinity of the site, with a mixture of both on-road and off-road routes.

7.2.2 The site is well located in terms of access to public transport, with the nearest bus stops approximately 350m south-east of the site. The closest railway station to the site is Pyle, which is located approximately 1km south-east of the site, providing connections from Manchester Piccadilly to Carmarthen calling at Bridgend, Cardiff Central and Newport to the east, and Swansea, Port Talbot, Briton Ferry and Neath to the west.

7.3 Proposed development

Pedestrian access

7.3.1 As part of the development, it is proposed to provide a footway located within the south-east corner of the development site. This footpath will provide connections from the development site to the traffic signal-controlled junction located along Marlas Road to the east.

7.3.2 It is proposed to provide a formal pedestrian crossing across Marlas Road, as part of the modifications to the existing traffic signal controlled junction.

Vehicle access

7.3.3 As part of the proposals, Marlas Road will be widened to 5.5m past the access and will include hazard warning lines (sign diag No. 1006) along the centre of the carriageway.

7.3.4 As agreed with the Local Highway Authority, it is also proposed to modify the existing traffic signal-controlled junction onto Marlas Road to incorporate a formalised pedestrian crossing across Marlas Road, and to improve the operation and safety of the junction.

7.3.5 Vehicle access to the site will be gained via a simple priority junction onto Marlas Road along the northern site boundary. Swept path analysis has been carried out of a range of vehicles safely manoeuvring at the proposed access and the modified traffic signal-controlled junction, including:

- Medium sized family car (based on an estate car);
- A 10.2m refuse vehicle;
- A 7.9m fire tender;
- A 7.5t box van; and,
- A 4.6t Light Van.

7.3.6 The swept path analysis shows that these vehicles can safely access the development via the proposed access arrangements.

Visibility

7.3.7 Visibility splays have been based on the traffic surveys carried out along Marlas Road, to the north of the site, which has been used to identify the speed of vehicles that travel along Marlas

Road. The stopping sight distances (SSD) outlined in Table 7.1 of Manual for Streets, has been used to calculate the required visibility splays at the site access, as set out below:

- For westbound traffic (right at the site access): 2.4m by 51m; and
- For eastbound traffic (left at the site access): 2.4m by 49m.

Car and cycle parking

7.3.8 The proposed level of car parking provision across the site is one space below the maximum number of spaces required in accordance with the adopted parking standards. It is considered that the level of parking provision proposed is acceptable.

7.3.9 It is anticipated that residential cycle parking will be provided within the curtilage of each dwelling, with further short-stay provision (Sheffield stands) accommodated where appropriate.

7.4 Travel characteristics

7.4.1 It is predicted that the proposed development will generate a total of 15 vehicle movements (two-way) in the morning and evening peak periods, and it is likely that driving is likely to be the preferred method of travel, contributing to 55% of all trips, with walking contributing to 21% of all vehicle trips.

Likely impact

7.4.2 As requested by the LHA, junction capacity analysis has been undertaken at the traffic signal-controlled junction on Marlas Road. It can be seen from the results of the analysis that the existing junctions has sufficient capacity to accommodate base traffic flows (to 2036) together with the additional traffic generated by the proposed development of up to 24 dwellings.

7.5 Conclusion

7.5.1 As part of the development, it is proposed to improve pedestrian access to the site by:

- providing a dedicated footpath link between the site and Marlas Road (through Marlas Farm); and,
- providing dropped kerbs and tactile across Marlas Road, to connect with the wider footway/footpath network within North Cornelly.

7.5.2 Furthermore, it is anticipated that the proposed development will have a negligible impact on the safety and free-flow of traffic along the Marlas Road to the north of the site'.

So, in conclusion it can be seen that the site can be safely accessed with good internal safe movement for pedestrians, cyclists and vehicles. Furthermore, the site links with the Marlas Rd junction through the introduction of a segregated active travel route. This allows for safe onward movement to local facilities and public transport opportunities. The site also contains appropriate parking levels.

As requested by the Highway Authority, an independent Road Safety Audit was undertaken by J Barlett Consulting Ltd. This is submitted as part of the planning application and the audit shows that there are no areas of concern identified.

Environmental

Ecology and Landscape

Koru Ecology Consultants were appointed by the applicants to undertake a Preliminary Ecology Assessment and Preliminary Roost Assessment. This report considered the potential impacts of the proposed development on ecological features identified within the site, and/or its surroundings. The report details the methodology and results of the survey, describing features of ecological value found to be present, and impacts that may occur. The report also gives recommendations for actions that should be undertaken by the applicant to help minimise development impacts, as well as result in net benefit to biodiversity. A further detailed roost assessment post dated the initial PEA and Preliminary Roost Assessment was completed by MPS Ecology. The reports were completed in Sept/Oct of 2022.

Phase 1 Habitat Map



The PEA concluded that;

‘This Preliminary Ecological Appraisal has provided baseline ecological information describing the main characteristics of the proposed development site. An assessment of likely impacts has therefore been made for the majority of habitats, species and species groups, subject to a number of recommendations outlined in the following section. Assuming these precautions are followed as stated, impacts on these species

groups are likely to be negligible.'

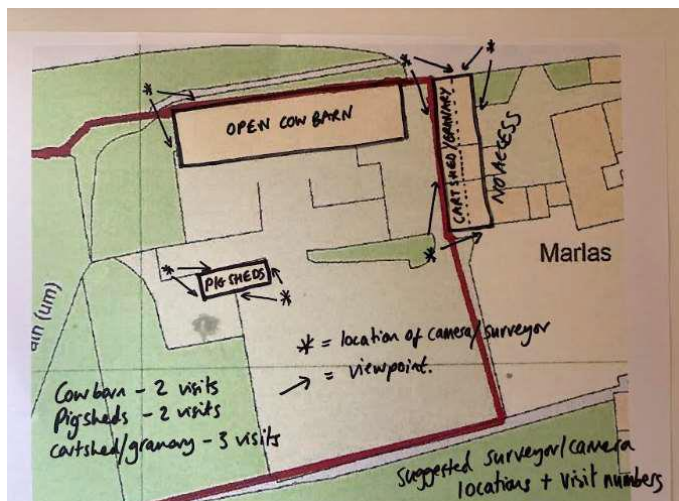
Recommendations in the PEA included the need for further survey work for bats which was completed by MPS Ecologists (see later in this DAS). Other recommendations include the infilling of boundary planting where gaps exist; hedgehog friendly fencing and use of building free SUDS areas to enhance biodiversity interest. Lighting levels should be as low as possible but there needs to be acceptance of the need for appropriate lighting levels for the public areas and active travel route. The PEA also recommends bird and bat boxes on each house.

The recommended Bat Emergence Surveys arising from the PEA were undertaken in September 2022 by MPS Ecology. The conclusions were;

'External and internal inspection of the structure in 2022 has identified no evidence of the presence of roosting bats. The survey work completed did identify the presence of suitable access points and roosting habitat for bats within the structures present on site during both MPS Ecology and Koru Ecology Associates surveys. However, the suite of bat emergence surveys completed at the site over the 2022 survey season have confirmed the likely absence of roosting bats, with no bats noted to emerge over the course of a total of four survey visits.'

The presence of nesting Barn Swallow was also confirmed during internal inspection with a small breeding colony of approximately 5 pairs present at the time of survey. This colony was mostly using the granary/ cart shed structure but additional nest cups were also noted in the cow shed and it is likely this structure is also used by pairs in some years.

In light of the legal protection afforded nesting birds under the Wildlife and Countryside Act 1981, further consideration will be required prior to development. This should include the avoidance on impacts on active nests and the provision of suitable alternative nesting habitat for the long term, post development.'



Ecological mitigation and enhancement for swallows will be provided in suitable sites on the converted barns.

The planning application is supported by a Landscape Plan (see attached) which contains opportunities for additional ecological enhancement through native species in the runs of hedgerows suggested and through the choice of indigenous

trees and through a more detailed examination of opportunities in the north west corner around the SuDS attenuation feature.

The landscape proposals seek to enhance the courtyard driven architectural layout through the restoration of green 'fingers' leading into the development from the site peripheries. Structural planting focuses on locally prevalent native species, linking to the wider character and green infrastructure surrounding the site. Space has been created throughout the development for tree planting with semi mature beech trees proposed within the central square to foster a sense of place within development. Stone walls are reinforced with defensible species such as Hawthorn where rear gardens front on to publicly accessible space. On plot planting provides seasonal colour with evergreen structure. Species have been selected that flower throughout the year creating opportunity for pollinators.

Foul and Surface Water Drainage

Vale Consultancy have produced a Foul and Surface Water Strategy for the site which accompanies the planning application. In summary, the surface water is directed to the lower part of the site in the north west corner where a large area for attenuation is proposed. Opportunities for ecological enhancement can be taken in relation to grassland, open water and the boundary hedge/trees on the northern and western boundaries.

Foul drainage would be directed to the north western corner of the site. A foul sewer is proposed which goes to an existing SPS in Skylark Road to the west of the site. We are hopeful that this system can accommodate the development but await feedback from DCWW on this. A pre-planning enquiry has been submitted.

Coal Mining and Contamination

The site lies within a low-risk coal mining area and therefore no Coal Mining Risk Assessment is required.

No known contamination exists on the site and any consent can be appropriately conditioned to ensure that appropriate action is taken if any ground workings reveal any potential contamination issues.

Compliance with National and Local Planning Policies

At Scoping stage, the LPA advised on Dec 20 2020 that based on the Scoping Submission and our discussions on site on Dec 7 2020, 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.

PLA1

The LPA noted at this scoping stage that '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.'

Policy PLA1

Settlement Hierarchy and Urban Management

Development will be permitted within settlement boundaries at a scale commensurate with the role and function of settlements as set out in the hierarchy below:

<i>Primary Key Settlement</i>	<ul style="list-style-type: none">● Bridgend
<i>Main Settlement</i>	<ul style="list-style-type: none">● Maesteg● Porthcawl● Pencoed● Pyle/Kenfig Hill/ North Cornelly● Valley Gateway settlements of Aberkenfig/Bryncethin/ Brynmenyn/Sarn/Tondu/ Ynysawdre
<i>Local Service Settlement</i>	<ul style="list-style-type: none">● Bettws● Blaengarw● Caerau● Nantyffyllon● Ogmore Valley Nantymoel● Ogmore Vale● Pontrhydcyff● Pontycymer
<i>Small Settlement</i>	<ul style="list-style-type: none">● Blackmill● Cefn Cribbwr● Coity● Coychurch● Coytrahen● Cwmfelin● Ogmore Valley Evanstown● Glynogwr● Heol Y Cyw● Kenfig● Laleston● Llangynwyd● Llangeinor● Mawdlam● Penyfai● Pontyrhyl● Ogmore Valley Pantyrwel● South Cornelly

SP2

This policy seeks to ensure that development is high quality in its nature and does not adversely impact on amenity, the built or the natural environment. Also, that any development can be safely accessed and is non car dependant.

Earlier sections of the DAS have shown that the location is within settlement limits and would be classed as a windfall site.

Great care has been taken in the design, mass and scale of development of the converted and new housing with an emphasis on a heritage led design idiom. The Heritage Impact Assessment for the converted barns and the wider site indicates the design approach and this ensures that the setting of the listed barns and farmhouse are respected.

A sizeable proportion of the site is previously developed land and so conforms closely to national and local planning policy. The mix and number of dwellings

ensures that the site has variety and uses land efficiently. The mix of dwellings and especially the one bed flats will assist in meeting wider housing need in the local area.

Strategic Policy SP2

Design and Sustainable Place Making

All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment by:

- 1) Complying with all relevant national policy and guidance where appropriate;
- 2) Having a design of the highest quality possible, whilst respecting and enhancing local character and distinctiveness and landscape character;
- 3) Being of an appropriate scale, size and prominence;
- 4) Using land efficiently by:
 - (i) being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and
 - (ii) having a preference for development on previously developed land over greenfield land;
- 5) Providing for an appropriate mix of land uses;
- 6) Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access;
- 7) Minimising opportunities for crime to be generated or increased;
- 8) Avoiding or minimising noise, air, soil and water pollution;
- 9) Incorporating methods to ensure the site is free from contamination (including invasive species);
- 10) Safeguarding and enhancing biodiversity and green infrastructure;
- 11) Ensuring equality of access by all;
- 12) Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;
- 13) Incorporating appropriate arrangements for the disposal of foul sewage, waste and water;
- 14) Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change; and
- 15) Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development.

LDP Objectives: 1f, 1g, 2a, 2b, 2c

As discussed in the Transport Assessment and evidenced In the Road Safety Audit, the site can be safely accessed off the existing yard entrance. Movement of pedestrians, cyclists and vehicles within the site could occur safely with appropriate parking areas located in close proximity to the houses. The development proposes an active travel route from the south-east corner of the site through to Marlas Rd to enable safe linkages to local shops, schools, other community facilities, bus stops and Pyle railway station.

The layout, orientation, separation distances and amenity areas of the dwellings comply with modern day standards. The location of the new dwellings would have no adverse impact on the occupiers of Marlas Farmhouse. Residential occupation of

the converted barns would not be disadvantageous to the current occupiers with appropriate reuse of the barns in a manner that enhances their heritage significance being an important benefit.

There are no known contamination issues on the site and it is not envisaged that the development would result in any environmental pollution in terms of noise, air, soil or water pollution.

The PEA and Bat Survey show that the proposals would not adversely impact existing biodiversity features. In terms of Green Infrastructure enhancement, the Landscape Plan shows the planting of native tree, hedge and garden shrubs that will aid and enhance biodiversity over and above the semi improved grassland of the paddock. Where possible native trees on the existing boundary of the site will be retained.

The Drainage Strategy shows how foul and surface water will be disposed of in a safe and efficient manner.

SP3

3.3 Transport Planning

Strategic Policy SP3

Strategic Transport Planning Principles

All development proposals should promote safe, sustainable and healthy forms of transport through good design, enhanced walking and cycling provision, and improved public transport provision.

Land-use transportation solutions will therefore be required to deliver a more effective, efficient and accessible transport system according to the following principles:

- 1) Improves public transport links between the Primary Key Settlement of Bridgend and the main settlements of the County Borough, and links with Cardiff and Swansea;
- 2) Develops the roles of Bridgend and Maesteg as 'Transport Hubs';
- 3) Favours development which is located close to public transport facilities;
- 4) Reduces congestion, the need to travel, and reliance on the private car;
- 5) Reduces the negative impact of road freight transport;
- 6) Improves road safety;
- 7) Makes better use of the core, strategic and local highway network;
- 8) Encourages rail freight movement within the County Borough;
- 9) Provides appropriate standards of car parking;
- 10) Maximises the potential for sustainable transport infrastructure and services; and
- 11) Provides strategic lorry parks at appropriate locations in the County Borough.

LDP Objectives: 1f, 1g, 2b, 4b

The site lies in the settlement boundary of North Cornelly where appropriate windfall opportunities for development are policy compliant. The development would provide access to public transport opportunities by bus and rail. The site would not

be totally car dependant as an active travel route would allow pedestrians/cyclists to access a safe light controlled cross at Marlas Road. The site layout allows for appropriate car parking. For more detail see the TS.

PLA 11

Policy PLA11 Parking Standards

All development will be required to provide appropriate levels of parking. This should be in accordance with adopted parking standards.

The site layout allows for appropriate car parking. For more detail see the TS.

SP4

4.1 Natural Environment

Strategic Policy SP4

**Conservation and Enhancement of the
Natural Environment**

Development which will conserve and, wherever possible, enhance the natural environment of the County Borough will be favoured.

Development proposals will not be permitted where they will have an adverse impact upon:

- The integrity of the County Borough's countryside;
- The character of its landscape;
- Its biodiversity and habitats; and
- The quality of its natural resources including water, air and soil.

Areas having a high and/or unique environmental quality will be protected and the following strategically important areas within the County Borough will specifically be protected from inappropriate development which directly or indirectly impacts upon them.

SP4(1) Natura 2000 Network Sites (including Special Areas of Conservation (SACs);

SP4(2) Sites of Special Scientific Interest (SSSIs);

SP4(3) Kenfig and Merthyr Mawr National Nature Reserves (NNRs);

SP4(4) The Glamorgan Heritage Coast;

LDP Objectives: 2a, 2b, 2c

As advised by the PEA and Bat Survey, the proposed development would have no adverse impact on the biodiversity and habitats on the site.

ENV 5

Policy ENV5 **Green Infrastructure**

Green infrastructure will be provided through the protection and enhancement of existing natural assets and the creation of new multi-functional areas of green space. Green infrastructure corridors will connect locations of natural heritage, green space, biodiversity or other environmental interest. They will be safeguarded through:

- 1) Not permitting development that compromises their integrity and therefore that of the overall green infrastructure framework;
- 2) Using developer contributions to facilitate improvements to their quality and robustness;
- 3) Investing in appropriate management, enhancement and restoration, and the creation of new resources.

The PEA and Bat Survey show that the proposals would not adversely impact existing biodiversity features. In terms of Green Infrastructure enhancement, the Landscape Plan shows the planting of native tree, hedge and garden shrubs that will aid and enhance biodiversity over and above the semi improved grassland of the paddock. Where possible native trees on the existing boundary of the site will be retained.

ENV 6

Policy ENV6 **Nature Conservation**

Proposals for development or redevelopment will be required to:

1. In the first instance, retain, conserve, restore and enhance wherever possible existing:
 - a) Woodland;
 - b) Trees;
 - c) Hedgerows;
 - d) Wetlands;
 - e) Watercourses;
 - f) Ponds;
 - g) Green Lanes/Wildlife Corridors;
 - h) Geological Features;
 - i) Other Natural Features or Habitats.
2. Where this is demonstrated not to be possible, suitable mitigation or compensatory measures will be required to secure biodiversity including future management programmes.
3. Avoid or overcome harm to nature conservation assets and/or species of wildlife which may be either resident, in-situ or which can be demonstrated to have frequented habitats within the site on a migratory basis.

Where possible native trees on the existing boundary of the site will be retained. The paddock no significant landscape value to the site which is not designated for its

landscape importance. The HIS explains the site layout approach to complementing the farm scape building idiom of incremental courtyard development.

The PEA and Bat Survey show that the proposals would not adversely impact existing biodiversity features. In terms of Green Infrastructure enhancement, the Landscape Plan shows the planting of native tree, hedge and garden shrubs that will aid and enhance biodiversity over and above the semi improved grassland of the paddock.

ENV 7

Policy ENV7

Natural Resource Protection and Public Health

Development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to:

- 1) Air pollution;
- 2) Noise pollution;
- 3) Light pollution;
- 4) Contamination (including invasive species);
- 5) Land instability;
- 6) Water (including groundwater) pollution;
- 7) Any other identified risk to public health or safety.

Development in areas currently subject to the above will need to demonstrate mitigation measures to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level.

There are no known contamination issues on the site and it is not envisaged that the development would result in any environmental pollution in terms of noise, air, soil or water pollution.

SP5 & ENV8

The Heritage Impact Statement/Assessment shows how the development would in the conversion of the listed barns conserve, preserve and enhance these important heritage assets. In relation to the new build housing the HIS/A assesses that the sitting, design, orientation, highway, landscaping and public space would preserve the setting of the heritage asset of Marlas Farmhouse and curtilage buildings. For more detail see the HIS/A.

4.2 Built and Historic Environment

Strategic Policy SP5

Conservation of the Built and Historic Environment

Development should conserve, preserve, or enhance the built and historic environment of the County Borough and its setting.

In particular, development proposals will only be permitted where it can be demonstrated that they will not have a significant adverse impact upon the following heritage assets:

- SP5(1) Listed Buildings and their settings;
- SP5(2) Conservation Areas and their settings;
- SP5(3) Scheduled Ancient Monuments;
- SP5(4) Sites or Areas of Archaeological Significance;
- SP5(5) Historic Landscapes, Parks and Gardens or;
- SP5(6) Locally Significant Buildings;

LDP Objective: 2a

Policy ENV8
Heritage Assets and Regeneration

Development which respects and utilises heritage assets and which preserve, conserve, or enhance the local distinctiveness of the County Borough will be permitted.

Development which would materially harm heritage assets and features will not be permitted.

SP12

The development of 24 dwellings with a good mix of dwelling size will help meet local need in the strategic area of North/South Cornelly, Pyle and Kenfig Hill.

6.1 Housing

Strategic Policy SP12

Housing

Provision will be made for the development of 9,690 new dwellings in Bridgend County Borough up to 2021 which will be distributed in accordance with *Strategic Policy SP1, Regeneration-Led Development*.

The new dwellings will be delivered in the following 5 year periods:

2006-2011	2,085 dwellings
2011-2016	2,888 dwellings
2016-2021	4,717 dwellings

An appropriate mix of dwelling size, type and tenure including approximately 1,370 units of affordable housing will be delivered through the planning system to meet the needs of the County Borough.

LDP Objectives: 1a, 1b, 1c, 1d, 1e, 4c

COM3

Policy COM3 Residential Re-Use of a Building or Land

Residential developments within settlement boundaries defined in Policy PLA1 on 'windfall' and 'small scale' sites for the conversion of existing buildings, or the re-use of vacant or under-utilised land will be permitted where no other LDP policy protects the building or land for an existing or alternative use

The site lies within the North Cornelly settlement boundary area and involves the conversion of the barns and redevelop of both previously developed land and a portion of what is now the paddock area to the west of the site. The 24 dwellings would be designated as a windfall site within settlement boundaries. No other LDP protects the building or land (other than the national policy guidance on listed buildings and for which the proposal is to conserve and enhance the listed barns).

COM4

Policy COM4 Residential Density

On sites exceeding 0.15 hectares in size new residential developments will be built at a density of at least 35 dwellings per hectare. A lower density level may be accepted as a requirement of design, physical or infrastructure constraints or where it can be demonstrated there is a particular lack of choice of housing types within a local community.

The residential density reflects the need to preserve the setting of Marls Farmhouse and is appropriate to the site's size and location. The density of nearly 32 dph is reasonable given the justification for the design approach adopted as discussed in the HIS/A.

COM5

In discussions with BCBC planners it has been agreed that an off site contribution to affordable housing is acceptable and would be controlled by an appropriate section 106 agreement.

Policy COM5
Affordable Housing

Where a local need is demonstrated, the Council will expect an appropriate element of 'affordable housing' to be provided on sites capable of accommodating 5 or more dwellings or exceeding 0.15 hectares in size.

The Council will seek the following affordable housing Market Area targets*:

30% affordable housing in Porthcawl and Rural;
20% affordable housing in Bridgend, Pencoed and Hinterland;
15% affordable housing in the Western Settlements, Ogmore, Garw and Upper Llynfi Valleys.

Such affordable housing will be implemented through the use of appropriate planning conditions and/or obligations/agreements and/or through contractual agreements between the Council, developers and Registered Social Landlords.

** Affordable Housing Market Areas shown in Plan 3 and broken down into settlements and post codes in Appendix 4.*

RCH
Plan R Ltd
Feb 2024