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**Land at Romilly Park Road, Barry**

Proposed construction of 2 x 1 bed units with onsite parking

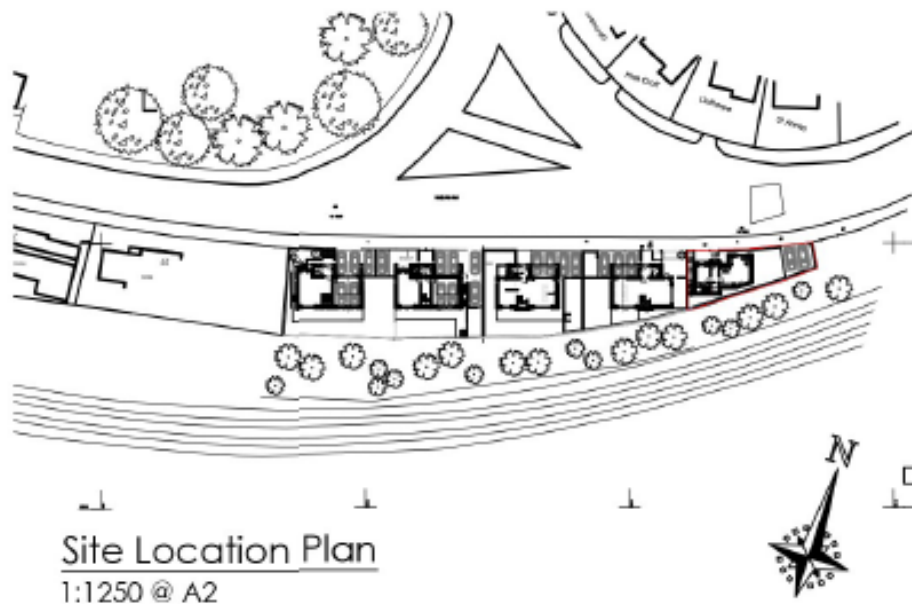
**SITE AND CONTEXT**

The application site relates to a side garden of a recently constructed dwelling located on Romilly Park Road, Barry. The application site is located within the Barry settlement boundary but outside any conservation area designation.

The dwelling located at the application site and the adjoining 3no dwellings to the west were granted planning permission under reference 2014/00071/FUL. The surrounding area is residential in nature with large detached modern dwellings located to the west and more traditional properties opposite the site to the north.

The site is adjoined to the rear by a railway and is located to the north east of Rommily Park, a CADW grade II Listed park.

The plan below shows the application site in its context:



**DESCRIPTION OF DEVELOPMENT**

The application proposes the construction of a proposed two storey flat roof building incorporating 2no one bedroom flats. The proposal includes 2no off road parking spaces and a shared amenity area.

The proposed scale and finish of the proposed development would match that of the adjoining dwellings, finished mainly in facing brick and render with grey powdercoated windows and doors.



## PLANNING HISTORY

1992/01016/FUL : Four dwellings. Refused and appeal dismissed.

The above application was refused due to the proximity of the railway track and the noise generated by passing trains. The appeal was dismissed for the same reasons.

1994/00824/OUT, Address: Land at Romilly Park Road, Barry, Proposal: Development of 9 no. apartments, Decision: Refused

2001/00215/FUL, Address: Plot on land at Romilly Park Road, Barry, Proposal: Detached bungalow and garage, Decision: Approved

2002/00027/FUL, Address: Land at Romilly Park Road, Barry, Proposal: Construction of detached dormer bungalow and garage, Decision: Approved

2009/00209/FUL, Address: Infill alnd to the Easr of 77, Romilly Park Road, Barry, Proposal: Construction of 5 x New 3 - bedroom houses, comprising 4 x semi-detached, 1 x detached units, plus private off-street parking and amenity space, Decision: Withdrawn

2010/01029/FUL, Address: Infill land to the east of 77, Romilly Park Road, Barry, Proposal: Construction of two new five bedroom detached family dwellinghouses with integral double garages, private driveways and walled gardens, Decision: Approved

2012/00192/FUL, Address: Land adjacent to 77, Romilly Park Road, Barry, Proposal: Proposed construction of 2 No. detached dwellings with access, on site parking and amenity facilities, Decision: Approved

2014/00071/FUL, Address: 77, Romilly Park Road, The Knap, Barry, Proposal: Proposed construction of four dwellings with access, on site parking and amenity facilities, Decision: Approved

2014/00071/1/NMA, Address: 77, Romilly Park Road, Barry, Proposal: Non-Material Amendment -Minor changes to landscaping/boundary wall treatment. Planning Permission ref. 2014/00071/FUL : Proposed construction of four dwellings with access, on site parking and amenity facilities, Decision: Withdrawn

2015/01226/FUL, Address: Land at Romilly Park Road, Barry, Proposal: Variation of conditions 2 and 10 and removal of conditions 17, 18 and 19 of planning permission 2014/0071/FUL, Decision: Approved

2015/01226/1/CD, Address: Romilly Park Road, Barry, Proposal: Discharge of Conditions 6 - Means of enclosure, 9 - Materials, 10 - Drainage, 11 - Finished levels, 12 - Archaeology and 17 - Windows. Variation of Conditions 1 and 10 and removal of Conditions 17, 18 and 19 of Planning Permission 2014/00071/FUL, Decision: Approved

2015/01226/2/CD, Address: Romilly Park Road, Barry, Proposal: Discharge of condition 13 - Variation of conditions 2 and 10 and removal of conditions 17, 18 and 19 of planning permission 2014/0071/FUL, Decision: Approved

2015/01226/FUL, Address: Land at Romilly Park Road, Barry, Proposal: Variation of conditions 2 and 10 and removal of conditions 17, 18 and 19 of planning permission 2014/0071/FUL, Decision: Approved

## CONSULTATIONS

Barry Town Council was consulted on 26 June 2019. A response received on 10 July 2019 states THAT: Barry Town Council objects to the proposal for the following reasons:-

- The development fails to comply with the Council's Supplementary Planning Guidance document- Residential and Householder Development.
- The proposal is an overdevelopment of the site that would adversely impact upon the character of the area.
- The development could cause road/highway safety issues.
- Insufficient amenity space

Highway Development was consulted on 26 June 2019. A response received on 02 Aug 2019 states no objection in principle to the proposal subject to conditions.

Shared Regulatory Services (Environment) were consulted on 26 June 2019. A response received on 26 June 2019 requests conditions be imposed relating to unforeseen contamination.

Shared Regulatory Services (Neighbourhood) were consulted on 26 June 2019. No response was received at the time of writing this report.

Glamorgan Gwent Archaeology Trust were consulted on 26 June 2019. A response received on 10 July 2019 states that the site was included in the area of the watching brief requested for planning application 2014/00071/FUL. They raise no objection to the proposal.

Baruc Ward Members were consulted on 26 June 2019. No response was received at the time of writing this report.

Dwr Cymru Welsh Water were consulted on 26 June 2019. A response received on 03 July 2019 requests conditions be imposed should planning permission be granted in relation to site drainage.

Network Rail were consulted on 26 June 2019. A response received on 18 July 2019 confirms no objection in principle, however they outlined a number of requirements relating to the operation of the railway and the protection of Network Rails adjoining land. These relate to fencing; foundations; drainage; ground disturbance; maintenance of access points; encroachment, details of any piling to be provided; excavation/earthworks; possible effects of noise, vibration, etc. from operation of the railway.

Estates (Strategic Property Estates) were consulted on 26 June 2019. No response was received at the time of writing this report.

## REPRESENTATIONS

The neighbouring properties were consulted on 26 June 2019 and a site notice was also displayed on 17 July 2019. To date 2no letters of representation have been received objecting to the proposal. The objections are summarised below:

## 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 SP3 – Residential Requirement

### **Managing Growth Policies:**

POLICY MG1 – Housing Supply in the Vale of Glamorgan

### **Managing Development Policies:**

POLICY MD2 - Design of New Development

POLICY MD5 - Development within Settlement Boundaries

POLICY MD6 - Housing Densities

POLICY MD7 - Environmental Protection

POLICY MD9 - Promoting Biodiversity

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.

It is stated within Chapter 3, Strategic and Spatial Choices:

*3.21 Planning authorities have a role to play in the prevention of physical and mental illnesses caused, or exacerbated, by pollution, disconnection of people from social activities (which contributes to loneliness) as well as the promotion of travel patterns which facilitate active lifestyles. The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity. This will include considering the provision of, and access to, community and health assets, such as community halls, libraries, doctor's surgeries and hospitals. Health impacts should be minimised in all instances, and particularly where new development could have an adverse impact on health, amenity and well-being. In such circumstances, where health or amenity impacts cannot be overcome satisfactorily, development should be refused.*

It is stated within Chapter 6, Distinctive and Natural Places:

*6.7.5 In taking forward these broad objectives the key planning policy principle is to consider the effects which proposed developments may have on air or soundscape quality and the effects which existing air or soundscape quality may have on proposed developments. Air Quality and soundscape influence choice of location and distribution of development and it will be important to consider the relationship of proposed development to existing development and its surrounding area and its potential to exacerbate or create poor air quality or inappropriate soundscapes. The agent of change principle says that a business or person responsible for introducing a change is responsible for managing that change. In practice, for example, this means a developer would have to ensure that solutions to address air quality or noise from nearby pre-existing infrastructure, businesses or venues can be found and implemented as part of ensuring development is acceptable.*

Understanding and Identifying the Sources of Airborne (Air and Noise) Pollution

*6.7.14 Proposed development should be designed wherever possible to prevent adverse effects to amenity, health and the environment but as a minimum to limit or constrain any effects that do occur. In circumstances where impacts are unacceptable, for example where adequate mitigation is unlikely to be sufficient to safeguard local amenity in terms of air quality and the acoustic environment it will be appropriate to refuse permission.*

#### **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 11 – Noise (1997)
  10. Local planning authorities should consider whether proposals for new noise-sensitive development would be incompatible with existing activities, taking into account the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future. Such development should not normally be permitted in areas which are, or are expected to become, subject to unacceptably high levels of noise and should not normally be permitted where high levels of noise will continue throughout the night.
- Technical Advice Note 12 – Design (2016)
  - 2.6 “Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.”
  - 4.5 “In many cases an appraisal of the local context will highlight distinctive patterns of development or landscape where the intention will be to sustain character. Appraisal is equally important in areas where patterns

of development have failed to respond to context in the past. In these areas appraisal should point towards solution which reverse the trend.”

4.8 “Appraising “character” involves attention to topography; historic street patterns, archaeological features, waterways, hierarchy of development and spaces, prevalent materials in buildings or floorscape, architecture and historic quality, landscape character, field patterns and land use patterns, distinctive views (in and out of the site), skylines and vistas, prevailing uses and plan forms, boundary treatments, local biodiversity, natural and cultural resources and locally distinctive features and traditions (also known as vernacular elements).”

6.16 “The appearance and function of proposed development, its scale and its relationship to its surroundings are material considerations in determining planning applications and appeals. Developments that do not address the objectives of good design should not be accepted.”

### **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:

- Barry Development Guidelines
- Biodiversity and Development (2018)
- Parking Standards (2019)
- Residential and Householder Development (2018)

### **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
- BRE Guidelines: ‘Site Layout Planning for Daylight and Sunlight’ (2nd Ed.)

### **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

It is considered that the main issues involved in the assessment of the application are:

- Principle of the use
- Impact on visual impact, scale and design
- Parking, traffic, highway safety
- Impact on the privacy and amenity of neighbouring properties
- Impact on amenity space for the proposed flats and existing dwelling
- Noise impact on the future occupiers
- Ecological impacts
- Archaeological interest of the site
- Drainage

The planning history of the site is also considered material to this assessment.

### The principle of residential development

The site is located within a predominantly residential context, within the settlement boundary of Barry. Consequently, it is considered that the principle of the development is acceptable. Policy MD6 of the LDP sets out what represents an acceptable housing density, in order to ensure the efficient and best use of land. Within Barry the policy requires a minimum of 30 dwellings per hectare and based on this site area of 0.023 hectares, the density would be 86 dwellings per hectare, which complies with the policy.

### Design, layout and visual impact

Policy MD5- Development within Settlement Boundaries and the general design criteria set out in Policy MD2- Design of New Development require proposals to be of a high standard of design and respond appropriately to the scale, form and character of the neighbouring buildings, while minimising the impact upon adjacent areas. These sentiments are supported by Planning Policy Wales (Edition 10) and TAN12- Design (2016).

The site falls within an established residential area with the immediate streetscene comprising of predominantly detached dwellings with significant separation set back from the adopted footpath and spacious plots/gardens. The proposal seeks to subdivide the existing plot leaving a small area of amenity space to the side and constructing a two storey flat roof flatted development.

The proposal seeks to replicate the adjoining dwellings in terms of scale & design and in isolation the design of the dwelling is compatible with the site. However, as aforementioned, the neighbouring properties have been set with significant and consistent separation between them and are also set back significantly from the street frontage. The existing development is laid out in a manner that positively contributes to the sense of spaciousness of the wider area.



The proposal would break this pattern by proposing a building line set 0.7 metres away from the adopted highway and set significantly closer to the adjoining dwelling. The proposed building would appear shoehorned into the plot and as a result of being set forward of the adjoining dwellings, would be at odds with the established building lines and pleasant environment that these recently constructed dwellings have created. As a result, the proposed development is considered to be visually incongruous when viewed from the streetscene and would be seen as a cramped and overdeveloped.

The planning approval for the construction of 4 dwellings on the adjoining site originally proposed 5no dwellings. This was considered an overdevelopment of the site and this remains the case. This part of the site narrows significantly and, considering the size of the approved dwellings, it is difficult to conceive how it could be developed for an additional dwelling in a manner that successfully harmonises with the new street scene. The 'agent of change' principle referred to within Chapter 6 of Planning Policy Wales outlines that it is the responsibility of the developer to ensure the introduction of noise sensitive development within noisy environments can be acceptably managed.

The introduction of a two storey flat development would be at odds with the immediate streetscene and would result in a visually intrusive form of development. Should such developments be allowed, it would degrade the character of the area and existing development to an unacceptable degree, contrary to Policies SP1, MD2 and MD5 of the LDP, The Council's SPG on Residential and Householder Development and the advice within Planning Policy Wales Ed.10 and TAN12 - Design paragraphs 2.6, 4.5, 4.8 and 6.16.

#### Highways issues and parking

The proposal includes 2no off road parking spaces to serve the proposed flats. These would be 1 bedroom flats and the Council's Parking Standards would require 1no parking space per flat. The number and size of the parking spaces are considered adequate and it is noted that the Council's Highway Authority has not objected to the proposal. As such, the proposal is considered acceptable in compliance with MD2 & MD5.

#### Impact on neighbours

Criterion 8 of policy MD2 requires that new development should safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance. Additional guidance is contained in the Council's SPG on Residential and Householder Development.

The proposed flats would be located over 21 metres away from neighbours opposite the site. Given the distance and the fact that the flats would be separated by an adopted highway, the proposal is not considered to harm the amenity or privacy of these neighbours.

The proposed development would be located 4 metres from the side of the dwelling at the application site. Due to noise constraints, the adjoining dwellings were constructed with no habitable room windows facing towards the rear as means of noise mitigation. Therefore the existing dwelling at the application site has first floor and ground floor principal windows serving habitable rooms that directly face the proposed development.

The proposal does not propose any windows facing the existing dwelling at the application site and therefore the privacy of these neighbours would be protected.

In respect to the amenities of these neighbours, the proposed development would be two storey in scale, located on higher ground level with a maximum height of 6 metres. The advice within Chapter 2 of the suggests further assessment of the effect upon skylight to the existing dwelling should be undertaken where horizontal subtended angle of the new development is more than 25 degrees. The relationship in this case is approx. 50 degrees and is far in excess of the point the guidance that a substantial effect on diffuse skylight is possible.

It is noted that the skyline would not be completely obscured by the new development; however it would undoubtedly reduce the amount of daylight received through the neighbouring windows. The windows serve a living room at ground floor and a bedroom at first floor, which are both habitable spaces where natural light is important for the living conditions of the occupiers and a fundamental aspect of good design. The rooms in question would likely become gloomy and unattractive as a result. In addition, the new boundary enclosure (though the detail is not specified) would likely result in the ground floor windows being approx. 3m distance from a 2m enclosure.

The layout of the existing development is also laid out in with principal windows to the side, but there is much greater separation between the buildings between these plots and the others also have additional outdoor space available to the rear.

The proposed development would also impact upon the adjacent garden areas of the existing dwelling. The subdivision of the garden to create the proposed building plot would leave a relatively narrow strip of amenity space for the existing dwelling. The construction of new development of the scale and relationship proposed would potentially shade the remaining amenity area, as well as being seen as oppressive and overbearing. It would consequently harm the amenity of the occupiers. Furthermore, the outlook and daylight serving habitable room windows facing the application site would be harmed/lost by the introduction development measuring over 6 metres in height when taking the ground levels into consideration.

Thus it is considered that the proposal will result in an adverse impact on the residential amenities of neighbouring occupiers, contrary to policy MD2 of the LDP the Council's SPG on Residential and Householder Development, and national guidance contained within Planning Policy Wales and the BRE Guidelines: 'Site Layout Planning for Daylight and Sunlight' (2nd Ed.).

## Amenity space

Section 10 (Amenity Space) of the Residential and Householder Development SPG states that amenity space is essential and provides a number of important functions that contribute towards a resident's enjoyment of a property. Those essential functions include space for relaxation, entertainment and play; gardening and cultivation; clothes washing and drying; DIY; and waste, cycle and other domestic storage.

Design Standards 4 relates to amenity space provision for dwellings and states that

*“For flats, between 12.5 sq.m and 20 sq.m of amenity space per person should be provided, depending on the size of development.”*

*\*typically 1 or 2 bedroom flat would have 2 persons.*

The guidance states that proposals for new houses or conversions to create new dwellings and new householder development must ensure that an adequate provision of amenity space is provided and maintained. In particular it states that private (usually rear) gardens should be of a useable shape, form and topography.

Due to site constraints of the adjoining train line, the dwelling at the application site has amenity areas to the side. The proposal would result in a reduction of the area to the north east to serve as part of the development site. Whilst this would result in a significant reduction, the dwelling would retain sufficient amenity space to serve a dwelling of this scale.

In respect of the proposed flats, the proposal should offer between 50-80 sqm metres of private garden which is of a useable shape, form and topography as set out within the SPG. The proposed development proposes approximately 35 sqm of garden space located to the side of the proposed building, adjacent to the parking area. The area is proposed to be open and so would not be private in nature.

In approving the application dwelling it was considered on balance that the amenity area to the north east was acceptable as amenity space given that it was large and collectively with the amenity space to the south west would provide acceptable level of amenity for a 4 bedroom property.

Whilst there are small incidental areas of amenity to the rear, this cannot be reasonably considered as usable amenity space. The amenity space proposed would not be private and would not meet the minimum standards set out in the SPG. Furthermore, the only amenity space would also be located adjacent to the railway line and located at the same level as the tracks. Given the distance to the train line and the limited shape and space, the proposal would not provide a pleasant area for residents to enjoy.

On the basis of the above the proposal would fail to comply with Design Standard 4 of the Residential and Householder Development SPG and Policy MD2 of the LDP.

## Noise

A residential use is considered to be a noise sensitive development, as defined in national planning guidance, TAN11 on Noise. Depending on the noise levels from an existing noise source experienced within a new development, the TAN recommends that permission be refused or that mitigation measures are put in place to reduce the level of noise experienced. With regards to noise, LDP policy MD7 requires that development demonstrates that it does not have an unacceptable impact on people and residential amenity from noise.

Policy MD2 (Design of new Development) is also relevant, and states that new development proposals should (inter alia):

- Safeguard existing public and residential amenity particularly with regard to privacy, overlooking, security, noise and disturbance;

The application site is located approximately 7.5 metres from a freight train line that operates 24 hrs a day. The Council's Environmental Health Section have not commented on this application, however from Council records relating to the previous application on site, it was noted that concerns were raised relating to development on this particular parcel of land due to its proximity to the railway and levels.

The application has not been supported by a noise assessment and despite a request to the agent no assessment has been provided. In the absence of the assessment and given the concerns raised in previous applications, it is considered appropriate to regard the development as having an unacceptable impact on the health and/or amenity of the occupiers of development. It has not been adequately demonstrated that the noise impact, in a location known to be subject to high levels of noise, is acceptable and can be adequately mitigated.

The Environmental Health Officers comments on the application 2014/00071/FUL are legitimate, having regard to the proximity of the living space and amenity space to the railway line. This approach is consistent with that taken in respect of the new housing development adjacent to the site, where conditions were imposed requiring the dwellings to be constructed with noise mitigation measures included.

Residents of dwellings should have a reasonable expectation to not be affected by noise and vibration. Whilst this is especially the case within their homes, in circumstances where amenity space is limited such as in this case, it is considered necessary to ensure an assessment of the site is provided prior to determination.

On this basis, the proposal fails to comply with Policies MD2 & MD7 of the LDP and the advice within TAN11 – Noise and Planning Policy Wales at Paragraphs 6.7.5 and 6.7.14 in particular.

## Ecology

The Council's Biodiversity and Development SPG (2018) requires new development to provide ecological enhancements to promote biodiversity within the Vale of Glamorgan.

The application has not been supported by a biodiversity scheme, however given the scale and nature of the development, it is considered that enhancements could be secured by way of condition should the application be acceptable in other regards.

## Archaeological

Glamorgan Gwent Archaeological trust as the Council's advisors have stated that a watching brief for the adjoining site included this parcel of land and no archaeological interest was noted, as such the proposal is considered acceptable in this respect.

## Drainage

The application site is not located within a flood risk area and the application form states that foul drainage would be connected to a mains sewer. Welsh Water have requested conditions should planning permission be granted. Notwithstanding this, the site would require SuDS Approval Body (SAB) approval, therefore the proposal is considered acceptable in respect of drainage.

However, as previously noted the proposal is considered unacceptable for other reasons.

## REASON FOR RECOMMENDATION

The decision to refuse 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.

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.

## RECOMMENDATION

### REFUSE (W.R.)

1. By reason of its scale and relationship to adjacent dwellings, the proposed development is considered to result in an overdevelopment of the site that fails to respect the surrounding pattern of development and would, therefore, appear as a cramped, visually incongruous and harmful to the character of the street scene. The proposal would, therefore, be contrary to

the aims of Policies SP1 Delivering the Strategy, MD2 Design of New Development and MD5 Development within Settlement Boundaries of the Vale of Glamorgan Adopted Local Development Plan 2011-2026, and the advice within the Council's Supplementary Planning Guidance on 'Residential and Householder Development', Planning Policy Wales 10th Edition and Technical Advice Note 12- Design.

2. By reason of its scale and siting, the proposed development would result in an unacceptable reduction in natural light, be overbearing and an unneighbourly form of development when viewed from the garden and side facing windows of No 81 Romilly Park Road, unacceptably impacting upon the amenities of the occupiers. The proposal would therefore be contrary to the aims of Policies MD2 of the Vale of Glamorgan Adopted Local Development Plan 2011-2026, and the advice within the Council's Supplementary Planning Guidance on Residential and Householder Development, Planning Policy Wales 10th Ed. and TAN12 - Design.
3. In the absence of a noise assessment, the proposal fails to provide adequate information to assess the impact of noise and vibrations from the adjoining train line on the amenity and living conditions of future occupants of the site, contrary to Policies MD2 (Design of Development) MD7 (Environment Protection) of the Vale of Glamorgan Local Development Plan 2011-2026 and national guidance contained in TAN11 (Noise) and Planning Policy Wales (Edition 10, 2018).
4. The proposed scheme fails to provide adequate provision of usable and private amenity space to serve the proposed development contrary to policies MD1 – Location of New Development, MD2 – Design of New Development and MD5 – Development within Settlement Boundaries of the adopted Local Development Plan 2011-2026, together with Supplementary Planning Guidance 'Residential and Householder Development'.