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Dear Councillor,

## **DEVELOPMENT CONTROL COMMITTEE**

A meeting of the Development Control Committee will be held in Council Chamber, Civic Offices, Angel Street, Bridgend on Thursday, 13 November 2014 at 2.00 pm.

## **AGENDA**

### 6. Amendment Sheet 3 - 8

That the Chairperson accepts the Development Control Committee amendment sheet as a late item, in accordance with Part 4 (paragraph 4) of the Council Procedure Rules, in order to allow for Committee to consider necessary modifications to the Committee report, so as to take account of late representations and revisions that require to be accommodated

Yours sincerely

**P A Jolley**

Assistant Chief Executive Legal and Regulatory Services

### **Distribution:**

#### Councillors:

GW Davies MBE  
PA Davies  
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DRW Lewis  
HE Morgan  
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CE Rees  
CE Smith  
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HM Williams (Chairperson)

R Williams

M Winter

RE Young

## **DEVELOPMENT CONTROL COMMITTEE**

**13 NOVEMBER 2014**

**AMENDMENT SHEET**

The Chairperson accepts the amendment sheet in order to allow for Committee to consider necessary modifications to the Committee report to be made so as to take account of late representations and corrections and for any necessary revisions to be accommodated.

ITEM NO.	PAGE NO.	APP. NO.
1	13	P/14/644/FUL

A Full Committee site visit took place on Wednesday 12 November 2014. The two local Members were in attendance.

2	21	P/14/506/FUL
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A Panel Site Visit took place on Wednesday 12 November 2014 the local member and Councillor Robert Lee of Porthcawl Town Council attended the site visit. The Site Visit Panel considered the report accurately reflects the site conditions.

A further letter of objection was received from R Rixon of 8 Bredenbury Gardens. The letter reiterates objections previously received.

3	28	P/14/618/FUL
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A Full Committee site visit took place on Wednesday 12 November 2014.

### **Recommendation**

That consideration of the application be deferred to consider further information in respect of the use of the current play area and alternative provision within the area.

4	38	P/14/337/FUL
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The Welsh Government advised in writing on 10 November 2014 that the application will not be 'called-in as the issues raised by the proposed development are not more than local importance.

### **REPRESENTATIONS RECEIVED**

Objections to the application were received from the following:-

M, ME & G Pask - The Croft, Pantrhosla  
M Hancocks - Laundry Cottage, Court Colman  
L Jarvis - South Lodge, Court Colman  
C D Thomas - The Cottage, Court Colman

J & G Thomas - 31 Ysbryd y Coed, Pan y Fai  
M Morgan - 37 Harry Street, Swansea  
B Lewis - 27 Oakland Close, Swansea  
F Hof - 10 Treharne Drive, Pen y Fai  
R Carvill - 19 Greenfields Way, Porthcawl  
ME Edmonds - 23a Danygraig Avenue, Porthcawl  
J Walters - 74 Danygraig Avenue, Porthcawl  
C Moon - 37 Brynteg Avenue, Bridgend  
K & D Jones - 14 Glenview, Litchard  
P & L Daniels - 15 Glenview, Litchard  
J & R Daniels - 37 Parkfields, Pen y Fai  
G North - 18 Glenview, Litchard  
G Jones - 36 Church Road, Tonteg  
J Snook - 41 Jubilee Crescent, Sarn  
C Blackley, Glan Y Mor, Barbers Lane, Llantwit Major  
M & L Mazatelli - 2 Greys Drive, Llantwit Major  
M Eastbrook - 21 Greys Drive, Llantwit Major  
J Jones - 70 Pant Hirwaun, Heol y Cyw  
S Parfitt - 15 Ger y Sedd, Brackla  
G Wintle & C Harvey - Bradfield Road, Cefn Glas  
P Evans - Cefn Glas  
1 Ashwell Villas, Caerleon  
R & L Brown - no address provided  
One other with name and address not provided

The objections received reiterate objections previously received.

A further objection was received from Andrew Gash of Pantrosia Fach in regard to the amended site and landscaping plan which queried the number of trees along the northern boundary, the maturity of the trees shown on the plan and the positions of the trees in regard to Condition 10. Mr Gash also queried why the instant hedging was not provided along the north eastern boundary as he considers that the panels will be more visible at this location.

Mr Gash also sent a letter to the Transportation Development Control Officer in regard to the proposed development.

A petition was received on 13 November 2014 from the residents of Court Colman, which reiterated objections previously made and raised the following additional objection:-

-Removal of the site from the Court Colman Landscape Conservation Area.

Letters of support were received from the following:-

N Smith - 20 Church View, Laleston  
A Bruck - 6 Laleston Court, Laleston  
L Stoddart - 5 The Square, Laleston  
RF Jones - 78 Chantal Avenue

J Osbourne, 9 Graham Avenue  
R Thomas - 91 Graham Avenue, Pen y Fai  
A David - 95 Graham Avenue, Pen y Fai  
J Davies - 113 Graham Avenue, Pen y Fai  
D Morgan - 115 Graham Avenue, Pen y Fai  
D Harry - 14 Woodland Rise, Pen y Fai  
S Averis - 40 Treharne Drive, Pen y Fai  
Rowe - 42 Treharne Drive  
T Willis - 46 Treharne Drive, Pen y Fai  
C Saunders - 72 Graham Avenue, Pen y Fai  
R Thomas - 1 Woodland Rise, Pen y Fai  
G McLachen - 3 Graham Avenue  
K & M Shell - 4 Graham Avenue, Pen y Fai

The letters of support were in favour of renewable energy.

## **CONSULTATION RESPONSES**

Transportation Development Control Officer has assessed the additional information provided in regard to the highway conditions and provided the following comments:-

### Condition 12 - Construction Method Statement

- The proposed routing corresponds with pre application advice and is therefore satisfactory.
- The method of control requires further work in regard to all large vehicles being shepparded by an escort vehicle which will temporarily hold oncoming traffic at pre agreed locations.
- Whilst, details of vehicle parking, storage of plant/materials and loading and unloading has been provided for the early stages of construction, further detail is required for the final stage of construction.
- Further details are required in regard to the contained wheel washing facility

**As further information is required the condition will remain on the report.**

### Condition 13 - Temporary Traffic Management along Rogers Lane and Waunbant Road

- Additional warning signage is required towards Laleston Village
- The "No access for construction traffic" signs appear unnecessary particularly when the vehicles should be controlled and shepparded to/from the site
- The 'Traffic control ahead' signs are inappropriate
- The 'All solar park traffic' sign appears to point incorrectly to the right.

**As further information is required the condition shall remain on the report.**

### Condition 14 - Temporary Direction signage

- Additional yellow backed 'solar park' signage is required down to Laleston Village
- Additional yellow backed signs with 'A48' legend should be placed along the route to the site to direct vehicles away from the site back towards Laleston and the A48.

**Again, as further details are required the condition shall remain on the report.**

The Land Drainage Officer advised that a condition should be attached to any permission granted requiring a scheme for a soil management plan during the construction phase to ensure that water runoff is not increased from the site during the construction phase.

Newcastle Higher Community Council advised that comments have already been made in relation to the application.

The Conservation and Design Team have no objections to the proposal.

Network Rail provided the following comments:-

'It is not clear if any abnormal loads will be using routes that include Network Rail assets (e.g. bridges). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail requests that the applicant contact our Asset Protection Engineer e-mail [assetprotectionwales@networkrail.co.uk](mailto:assetprotectionwales@networkrail.co.uk) to confirm that any proposed route is viable and to agree a strategy to protect our assets from any potential damage caused by abnormal loads. I would also advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.'

## **COMMENTS ON REPRESENTATIONS RECEIVED**

18 trees are shown along the northern boundary directly in front of Pantrosia Fach. The original wording of Condition 10 advised that mature trees should be incorporated into any landscaping scheme, the amended plan that the trees now shows that the trees along the northern boundary will be planted at a height of 3m – 3.5m in height rather than 1.75m – 2m as originally proposed.

The instant hedge has been proposed along the northern boundary directly in front of Pantrosia Fach, but is not proposed along the north eastern section of the northern boundary. However, 3-3.5m high trees and 0.6-0.8m high hedging is proposed to be planted along this boundary and is considered to be sufficient in terms of mitigation as this section of the boundary is some 110m from the rear boundary of Pantrosia Fach.

Network Rail's comments relate to the use of the bridge by abnormal loads (e.g mobile cranes and plant low loaders) and the application only proposes the use of standard HGV's during the construction and decommission phases and vans and light vehicles during the operational phase. There are no abnormal loads proposed and, as such, the comments received do not warrant the refusal of the application. A

note shall however, be attached to any permission granted advising the developer of the advice from Network Rails Asset Protection Engineer.

Furthermore, the bridge does not have a weight restriction and the highway network is open to the use of all vehicles. It should be acknowledged that there is no restriction of the movements of HGV's and large agricultural vehicles over the bridge.

The Special Landscape area was amended as part of the Local Development Plan process. The Local Development Plan was examined by an independent Inspector from the Planning Inspectorate who found the plan to be sound. The application is assessed against current policy.

## **CONDITIONS**

The following condition be attached to any permission granted:-

Prior to any works commencing on site a soil management scheme for the construction phase shall be submitted to and agreed in writing by the Local Planning Authority. The soil management scheme shall be implemented as agreed.

Reason: To ensure that water runoff from the site is not increased

## **NOTES**

The following note be added to the report:-

The developer is advised that Network Rail employ an Asset Protection Engineer who can be contacted on [assetprotectionwales@networkrail.co.uk](mailto:assetprotectionwales@networkrail.co.uk)

**MARK SHEPHARD**  
**CORPORATE DIRECTOR – COMMUNITIES**  
**13 NOVEMBER 2014**