

REFERENCE: P/16/833/FUL

APPLICANT: Bridgend Storewithus Ltd C5 Business Centre, North Road, Bridgend Industrial Estate, CF31 3TP

LOCATION: Land off Parc Crescent Waterton Industrial Estate CF31 3XU

PROPOSAL: Change of use from agricultural to Use Class B8 storage. Remove topsoil and laying of compacted hardcore surface to create a caravan storage compound to extend the compound approved under P/16/379/FUL. Steel palisade fencing to North, South and East sides and security lighting.

RECEIVED: 17 October 2016

SITE INSPECTED: 24 October 2016

APPLICATION/SITE DESCRIPTION

In August 2016, planning permission was granted to develop a green field site on Waterton Industrial Estate as a compound to be used for the storage of caravans (P/16/379/FUL refers). That site, which is located to the south of the junction of Parc Crescent and Brocastle Avenue, measured approximately 2 hectares and comprised two fields divided by a central hedgerow running between the northern and southern boundaries of the site. The western part of the site which adjoins the SAS factory development was to accommodate the majority of the caravan bases with the eastern part of the site principally being used to accommodate the new access road and a line of caravan spaces.

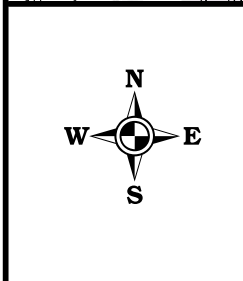
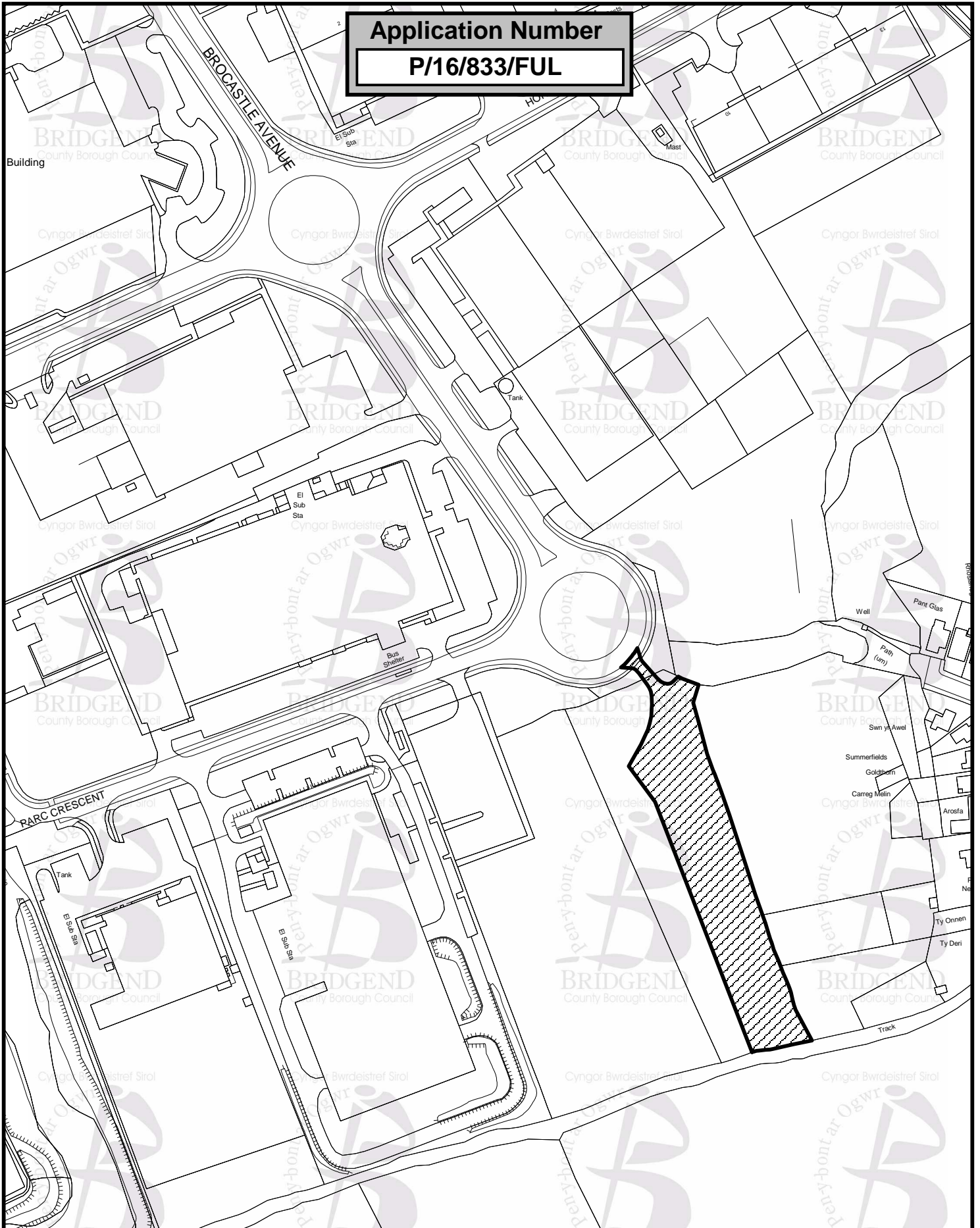
Work has commenced on the implementation of the aforementioned permission involving the creation of the site access, the removal and translocation of the central hedgerow, the erection of security fencing and more recently the storage of caravans. This current application seeks to extend the caravan storage operation across the whole of the eastern part of the site which is bounded by a farm access and open countryside to the south and to the east by a paddock that is owned by the residents of Parc Newydd, which provides a buffer to the rear gardens of properties in the village of Treoes.

The applicant company, Storewithus Ltd, has vacated a site on North Road, Bridgend Industrial Estate and is seeking to develop a compound to store a total of 483 caravans (Previous Total for P/16/379/FUL = 400 spaces; removed for access = 5; additional spaces = 88). As with the previous application, the compound will be formed by removing the existing topsoil across the site and the importation of a layer of compacted crush stone to create a permeable surface on which the caravans will be stored.

The existing hedgerow that runs along the eastern boundary of the site will be retained and reinforced with new planting. The developer has initiated some works, involving the cutting back of overhanging branches to enable the construction of a 2.2m high palisade security fence which has been erected, along with the security lighting around the consented and current application sites. A section of hedgerow and roadside vegetation has been cleared to allow the new site access and turning area to be constructed off the southern side of the existing roundabout which was consented as part of the previous application.

Application Number

P/16/833/FUL



Scale 1:2,500

Date Issued:
09/03/2017

Development-Mapping
Tel: 01656 643176

Mark Shephard
Corporate Director-Communities

Communities Directorate,
Bridgend County Borough
Council, Civic Offices,
Angel Street,
Bridgend CF31 4WB.

O/Drive/Plandraw/new MI layouts/
Committee DC Plan

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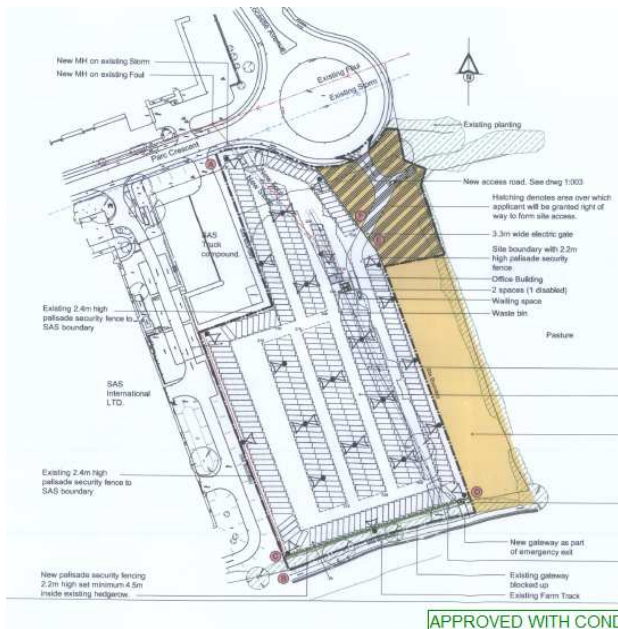


Fig. 1: Site Layout approved under P/16/379/FUL

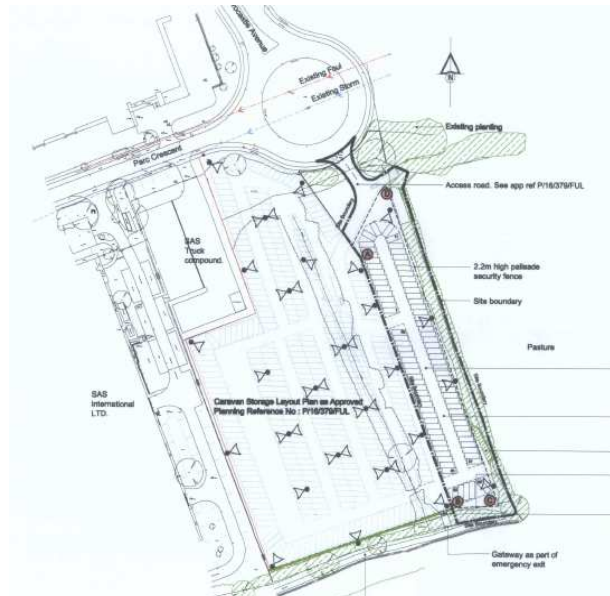


Fig. 2: Site Layout as proposed

The layout plan identifies a total of 483 spaces to accommodate caravans of various sizes laid out in a series of bays with internal access roads designed to allow cars and caravans to pass. The compound will be enclosed by a 2.2m high galvanised steel fence with security lighting provided across the site in the form of single and double floodlights on 4.5m high columns. The supporting planning statement confirms that the lighting will be controlled by motion sensors and, therefore, the site will not be permanently illuminated.

The application has been accompanied by the following additional documents:

Design and Access Statement- Nike Design Ltd

Preliminary Ecological Appraisal - Wildwood Ecology Ltd - April 2016

RELEVANT HISTORY

P/07/719/FUL: Planning permission was granted for a new factory unit including service yard and parking on 13 August 2007.

P/16/379/FUL - Change use to caravan storage compound inc. security fencing, stone surfacing, lighting, access road & office building – Conditional consent granted on 4 August 2016

P/16/836/NMA - Non material amendment to P/16/379/FUL - omit the office building and its associated drainage - Land off Parc Crescent Waterton Industrial Estate Bridgend – Agreed 20 January 2017

P/16/850/DOC - Approval of details for conditions 4, 5, 7, 8, 9, 10, 11 & 14 of P/16/379/FUL - Land off Parc Crescent Waterton Industrial Estate Waterton – Split Decision – 2 February 2017

PUBLICITY

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity has expired.

NEGOTIATIONS

Request for additional information, in response to observations received from the Group Manager Public Protection

CONSULTATION RESPONSES

Head of Street Scene (Highways): No objection subject to conditions.

Destination & Countryside Management: My observations and recommendations made in respect of applications P/16/379/FUL and P/16/850/DOC are pertinent to this application. If you are minded to approve this application, I would recommend that the conditions are imposed to control the timing of the works and the protection of the existing hedgerows during construction.

Head of Street Scene (Drainage): No objection subject to conditions

Natural Resources Wales: We have concerns with the proposed development but these can be addressed by the imposition of planning conditions.

Vale of Glamorgan Council: The Vale of Glamorgan Council, as the neighbouring authority, has indicated that, subject to appropriate control over hours of operation and landscaping, this Council does not raise an objection to the principle of the use. However, the Council has concerns regarding the emergency access to the rear onto the restricted 'by way' and the potential impact upon traffic and highway safety through the settlement of Treoes. It is requested that the application is amended to remove the access or the consent is conditioned to indicate the emergency access is not approved as part of the consent.

Group Manager Public Protection: No objection subject to conditions

REPRESENTATIONS RECEIVED

Letters of objection have been received from the following:

Llangan Community Council, Ty Onnen, Ty Deri, 14 Brookside, Bodafon, Copperfield, Rhoslanog, Carreg Melin, Gwyndy (Speaker) Goldthorn, Parc Newydd Farmhouse, Summerfield, 2 Llys Ty Mawr (Speaker)

The following is a summary of the objections received:

1. Too close to existing dwellings - site should be retained as a buffer between existing industrial uses and nearby residents - gardens of properties immediately adjoin the development site.
2. Loss of greenspace, marshland and hedgerows will result in a loss of screening and habitat with consequential impact on protected species - developer has instigated works prior to the granting of consent - no buffer being provided - replanting should take place.
3. Development will create noise and disturbance particularly through the summer months - this will be exacerbated by the use operating for 24 hours
4. The floodlighting would be intrusive as the lighting would be visible from properties in the village of Treoes - lighting may also impact species/habitats
5. Creation of employment linked to the development is zero.
6. Developer has not fully complied with the conditions attached to his previous permission.

7. Base plans and photos that accompany the application are out of date.
8. Development could generate additional traffic through the estate which could affect established businesses.
9. The land reserved for the road corridor needs to be secured.
10. Fire risk from the storage of caravans

COMMENTS ON REPRESENTATIONS RECEIVED

On reviewing each letter of objection received, the key issues are the impact of the development on the living conditions and wellbeing of the residents of Treoes, with regard to noise, lighting and the loss of greenspace and existing hedgerows. These matters are addressed in the appraisal section of the report. The following comments are however provided in response to the other objections that have been received:

Creation of employment linked to the development is zero.

The use of land for the storage of caravans accords with the site's allocation in the Bridgend Local Development Plan. A variety of sites suitable for all types of employment uses of varying size and type have been identified in an attempt to meet the needs of the entire economy. Whilst job creation is undoubtedly the desired outcome from the land allocation, it is not a test for compliance. Resisting the application on this basis would not be sustainable based on the wording of the Policy.

Developer has not fully complied with the conditions attached to his previous permission.

From the planning history section of this report it should be noted that the applicant has sought to discharge the pre-commencement planning conditions attached to the previous permission. Whilst the development commenced in advance of the formal discharge, the only issues that remain outstanding relate to the technical approval of the engineering details for the site access.

Base plans and photos that accompany the application are out of date.

Objectors refer to outdated aerial photos and the reference to the adjacent field as pasture which the residents appear to maintain is part of their extended gardens. They have also questioned the accuracy of the eastern boundary on the application site which appears to run through the existing hedgerow. The applicant believes this to be correct based on the information provided by Welsh Government. The submission is complete and the Council are able to fully assess the proposal.

The land reserved for the road corridor needs to be secured.

The proposed development utilises land allocated in the former UDP for a Highway Improvement Scheme (T14 (9) – A48/A473 Brocastle Link). Whilst the scheme does not form part of the current Bridgend Local Development Plan, the Council wish to retain the potential for the future provision of the link. Whilst it is acknowledged that the Welsh Government are the land owners and are aware of the merits of retaining the corridor for a future link road, it is not inconceivable that the land could ultimately be sold on to the applicant or other third party in the future. The land owner (WG) has however only issued a 10 year license for the use of the land and, should the Council be minded to approve the development, this would only be on a temporary basis to accord with the licence.

Fire risk from the storage of caravans

Fire risk is not a planning consideration and is a matter dealt with under other legislation (The Regulatory Reform (Fire Safety) Order 2005 refers).

The observation received from the Vale of Glamorgan Council in respect of the use of the 'emergency access' relate to the original application site. The applicant's agent previously provided information confirming that the site will be enclosed by a 2.2m high steel palisade type security fence to protect the caravans. There is however a minor risk that should a fire or flood prevent occupants accessing the entrance gate, those persons in the compound would be unable to escape. In accordance with the Flood Management Plan for the site, an emergency access will be required. The gate will be for personnel use only and not vehicles. It will be locked and only opened when the alarm system is activated. Escape would then be for pedestrians only onto the adjoining farm track. There is no intention for the access to be used by vehicles and a planning condition was imposed on the earlier permission controlling its use.

APPRAISAL

The application is referred to the Development Control Committee for determination given the number of objections that have been received to the development.

The application site is located on Waterton Industrial Estate which is allocated and protected for employment development falling within uses B1, B2 and B8 (as defined by the schedule to the Town and Country Use Classes 1987) (Policy REG1 (8) of the Bridgend Local Development Plan (2013) refers). Whilst the Use Class status of the storage of caravans is not defined in the schedule, there would seem to be no impediment to its classification as B8 Storage or Distribution and, as such, the proposed use of land would accord with the allocating Policy. The supporting text in the Development Plan indicates that a variety of sites suitable for all types of employment uses of varying size and type has been identified.

All development is required to create high quality, attractive, sustainable places and Policy SP2 of the Bridgend Local Development Plan identifies 15 criteria which are the starting point for the assessment of all applications. Having good road connections within and outside the site, to ensure efficient use, avoiding or minimising noise, soil and water pollution, safeguarding and enhancing biodiversity and green infrastructure, safeguarding the amenity of neighbouring uses/occupiers and incorporating appropriate arrangements for the disposal of foul sewage and surface water are the relevant criteria for the purposes of this application. Policies SP3 (Transport), PLA11 (Car Parking), ENV6 (Nature Conservation) and ENV7 (Natural Resource Protection and Public Health) are also part of the policy framework against which this application must be assessed.

Given the policy framework set out above, the principle of developing the land for the proposed use is acceptable. The proposed development must however accord with all other relevant policies and that is considered as follows:

SAFEGUARDING THE AMENITY OF NEIGHBOURING USES/OCCUPIERS (POLICIES SP2/ENV7)

The principal consideration is the relationship of the development site to properties in the village of Treoes. Residents suggest that the land should not be developed, forming as they see it, a green space/buffer to the adjacent commercial operations. The land however forms part of the larger allocation for commercial development and historically was a protected corridor to accommodate a new road connecting the estate to Brocastle. Whilst safeguarding the land from development is not an approach that accords with Planning

policy, safeguarding amenity is a consideration and based on the objections received, it relates to the development affecting the living conditions of residents in terms of noise and light pollution.



Fig. 3: Aerial Photograph of the site

Measured to the original gardens of the properties on Parc Newydd, the new spaces for the caravans will be between 71m and 92m from the southern and northern end of the proposed development site. Residents however maintain that the gardens of a number of properties on Parc Newydd extend up to the eastern site boundary. It appears that in the recent past, Welsh Government sold the paddock that immediately adjoined the western boundary of Treoes to a resident who has subsequently subdivided the land amongst the related properties. Whilst aerial photographs suggest some division of the land, the planting of trees and the formation of vegetable plots etc. these areas do not form part of the extended domestic gardens of the properties. The Vale of Glamorgan Council has indicated in a recent communication that no applications to change the use of the paddock to garden areas has been received and it is questionable whether permission would be granted if any such applications were to be submitted in the future. They are also investigating a complaint regarding the unauthorised use of the land.

Whilst the Council acknowledges that the land does provide amenity to residents, on the basis of current information, it does not form part of their approved curtilages. Any assessment of impact should therefore be in relation to the properties and their long established domestic garden areas.

The existing hedge line is important but comprising of mainly native hedgerow species, its screening properties diminish over the winter months. Its retention is important and there is no indication in the planning submission that this feature on the eastern boundary will be removed. Opportunities do however exist to plant in any gaps and to provide additional planting between the hedge and the security fencing. Consideration will also be given to the erection of a close boarded fence in addition, or as a replacement to, the security fence to further screen views of the development site from the residents of Treoes. Securing these mitigation works through the grant of permission will reduce the visual impact of the development.

The Design and Access Statement confirms that the use of land will produce some vehicle noise when users park and remove their caravans. It has been indicated that this would mainly take place in the summer months and usually on Fridays and Sundays. The

applicant's agent contends that the vehicle noise will be well below the level currently produced by HGV trucks using Park Crescent.

The Council's Public Protection Section, in recognising that the extended site was closer to properties in Treoes, initially requested controls over the hours of operation. In addition, they recommended that the palisade fencing is replaced with an acoustic barrier and/or bund. Given that the new site will be served from the existing site imposing a condition that seeks to introduce control over the hours of operation would be difficult to enforce.

In response to the aforementioned concerns, the developer has submitted a noise assessment which seeks to demonstrate that the development would not have a significant adverse impact on the residents when operating on a 24 hour basis. The noise survey also considers the noise from cars travelling around the site on a crushed stone surface, hooking/ unhooking the caravans up to the cars, the impact of car doors being slammed open and shut and the cars driving away, together with any common noise sources that arise from the caravans.

The report concludes that the proposed development is...*"as acoustically benign a use as is likely to be considered for a site of this nature', which is understood to be allocated for employment/commercial use within the Bridgend Local Development Plan'*

It further states:

"The daytime usage levels and levels of noise generation are likely to be within the variations in prevailing acoustic character of the area, which is dominated by the sounds of distant and local road traffic movements. The night-time usage levels are likely to be so infrequent and acoustically unobtrusive as to be unnoticed by nearby residents.

Considering this development in a cumulative context; its most likely source of noise generation is unlikely to contribute to any realistic cumulative impact arising from the two caravan storage developments (one consented, one applied for), which will be unlikely to experience any significant simultaneous night-time usage.

Further to the above factors, it should also be pointed out that concern was expressed over the potential noise impacts of vehicles manoeuvring over a stone chipping surface, but the Applicant's preferred surfacing material, as would be used at this site, is road planings or scalpings. These are an asphalt material, which is comparatively soft and less likely to give rise to the "crackling" sounds often associated with loose chippings or pea gravel surfacings and consequently, have a much lower subjective sound effect.

On the basis of the above and the author's experience of similar sites, it is considered that the proposed development can be operated on a 24-hours-a-day, 7-days-a-week basis without giving rise to impacts upon the acoustic amenity of nearby residents.

It is therefore considered that noise should not be considered as a material constraint to the granting of planning permission for the proposals in their applied-for form".

The Public Protection Section requested that the noise associated with the collection and dropping off of the caravans at night was assessed to determine the potential impact on the residents of Treoes. It was agreed with the noise consultant that the maxima events affecting the night-time amenity of the closest residential properties on Treoes (with the closest dwelling being some 100 metres from the closest point on the application boundary) would be the most significant noise that should be assessed at night which would be associated with door slamming.

Noise associated with door slamming is likely to occur twice during a customer site visit, once when they get out of the car and once when they get back into the car before driving off. The consultant has predicted from the typical noise associated with this event, that at the closest point of the proposed development to the closest off-site receptor, the noise level would be 59dB at the façade of the nearest residential premises. This is a worst case assessment and does not take into account any additional attenuation from soft ground absorption or any other screening, although in reality since the receptor height has to be assessed at 4m when residents would be in their bedroom, there would be little attenuation due to screening effects.

The existing business, which is being relocated from North Road to Waterton Industrial Estate to the already consented site, currently comprises 460 storage pitches and gave rise to a total of 127 customer visits between the hours of 23:00 and 07:00 during the period 4th December 2015 and 3rd December 2016. In addition, from the data provided, the most vehicle movements in any one night were 3 visits (which occurred infrequently). Based on this ratio, the applicant has estimated that 88 pitches would subsequently give rise to circa 24 night-time customer visits over the course of an entire 12-month period.

BS 8233, which is the standard for Guidance on sound insulation and noise reduction for buildings, recommends that night-time maxima events within bedrooms should not regularly exceed 45 dB LAFMax, in order to avoid sleep disturbance. *Regularly* is typically considered to be a frequency of 10 to 15 times per night, which for this application would relate to visits that should not exceed 7 visits per night (i.e. 14 door slams). BS 8233 also makes reference to a typical sound reduction across a partially open window of 15 dB. Consequently, at the critical façade the noise level should not exceed 60 dB, whereas the predicted noise level is 59dB. If the frequency of visits is in line with the applicant's existing business, which is based on 460 caravans, the impact of this extension is not considered to be significant. In reality, if there are 88 caravans as opposed to 460, the frequency of visits is likely to be less.

It is considered that the day time impact of the proposed development extension was not significant given the proximity of the residential receptors at a distance of 100 metres. Residents did however indicate that land immediately to the east of the application site had been purchased and was only separated from the site by an existing hedgerow. Initially, the Group Manager Public Protection afforded weight to their observations and was seeking the provision of a 2.2m acoustic barrier along the common boundary to minimise the noise impact of the development. In the light of the observations received from the Vale of Glamorgan which indicates that the land in question is not part of the residential curtilages of the respective dwellings, the acoustic barrier is no longer required based on the predicated noise levels in the noise report that accompanies the application.

The applicant has provided information that asphalt road planings or scalpings will be used to surface the site as opposed to loose chippings or pea gravel which tend to give rise to the 'crackling noise' as the vehicles manoeuvre over a stone chipping surface. Therefore, the type of road surfacing will also be specified as a condition to minimise the impact of the development.

Residents have expressed concern that light spillage from the site will also affect their environment. It is acknowledged that limited information has been provided on the floodlighting and based on the submitted plans, light spillage could occur to the detriment of the residents and local wildlife. There are, however, a number of remedies that could be secured by planning condition which include re-angling or partial shading / cowling of the lights, fitting of a passive infra-red sensor or using low power lighting. The agent on the

previous application has confirmed that the security lighting will be limited to lights activated by infrared movement so will only operate when required. The direction of lights will be carefully considered so that, where possible, they are directed into the site and away from residential properties. A lighting scheme could be designed to protect the amenity of residents and wildlife and this will again need to be secured by planning condition.

Section 3 of the Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5). The well-being goals identified in the Act are: * a prosperous Wales, * a resilient Wales, * a healthier Wales, * a more equal Wales, * a Wales of cohesive communities, * a Wales of vibrant culture and thriving Welsh language and * a globally responsible Wales.

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development.

SAFEGUARDING AND ENHANCING BIODIVERSITY AND GREEN INFRASTRUCTURE (POLICIES SP2/ENV6)

The Preliminary Ecological Appraisal that accompanied the previous application indicates that an area of 'neutral grassland', a section of broad-leaved woodland and a hedge with native species will be compromised to enable the site to be developed. The ecological appraisal did, however, recommend that, where possible, woodland and trees should be retained and this aligns with the comments of Natural Resources Wales (NRW) and the Council's own Policy (Policy ENV6 of the LDP (2013) refers).

As part of the previous approval, the semi-mature hedgerow in the centre of the site has been removed and will be translocated in part to address the concerns of NRW and the Council's Ecologist. No substantive clearance works are proposed as part of this application.

Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21st March, 2016.

Section 6 (1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires Local Planning Authorities to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to

determining the application. The three tests that must be satisfied are: 1. that the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment," 2. That there is "no satisfactory alternative," and 3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"

Subject to compliance with the recommended conditions, it is considered that, overall, there will be no significant adverse residual impacts on biodiversity. Therefore, the proposal is considered to comply with the requirements of the Habitats Regulations 1994 (as amended), Section 6 of the Environment (Wales) Act 2016, guidance contained within TAN 5: Nature Conservation and Planning (2009) and relevant LDP policies

HAVING GOOD ROAD CONNECTIONS WITHIN AND OUTSIDE THE SITE, TO ENSURE EFFICIENT USE (POLICIES SP2/SP3/PLA11)

Information provided in respect of the earlier application indicated a peak number of movements of 124 per day (during the 2015 summer holiday period). With that based upon 450 caravans it was estimated (on a pro rata basis) that the consent for 400 caravans would generate 110 vehicle movements per day. The level of traffic generation resulting from this proposed extension to 488 spaces (based on this peak demand) would be an additional 24 movements per day which is considered acceptable. Some concern has been expressed that caravan owners returning their caravans to the site may use the village of Treoes as a 'short-cut' particularly if the journey is being made from the east on the A48. Whilst there can be no guarantees that the route to the village will not be used, more commodious and appropriate routes are available and are more likely to be used.

The proposed site layout proposes a cul-de-sac arrangement for caravan spaces 1 – 30 with a means of access from one direction only as per the remainder of the site. Accordingly whilst spaces 1-16 could be accessed by reversing caravans along the cul-de-sac spaces 17-30 are likely to need re-orientating to enable similar access. This will require a minor revision to the site layout which may result in a minimal reduction in overall numbers and in this regard can be undertaken without any concern to the Council.

On-street parking associated with an existing operator on Waterton Industrial Estate does, on occasion, result in parking around the roundabout at the end of Parc Crescent and across the location of the proposed access to the site. This is, however, an existing problem which this development is unlikely to exacerbate. If the new access were obstructed by parked vehicles in the future this would be a matter for the Police.

INCORPORATING APPROPRIATE ARRANGEMENTS FOR THE DISPOSAL OF FOUL SEWAGE AND SURFACE WATER (POLICIES SP2/ENV7)

Site drainage has been agreed with the Council's Land Drainage Engineers.

The northern boundary of the site (points of access/egress to site) is located in Zone C2 of the Development Advice Map as defined under Technical Advice Note (TAN) 15. Whilst there is no requirement to provide a Flood Consequence Assessment, it is for the Council to consider the acceptability of the proposed emergency escape/evacuation routes from the site. This will form part of a Flood Emergency Plan which will be required by planning condition.

The Council acknowledges that the substance of local views must be considered in the determination of an application and, again, a significant amount of opposition has been received from neighbouring occupiers and the community council. It is, however, considered that the proposed development accords with Council policy which seeks to deliver a range of sites for the whole spectrum of B Classes, sui generis uses and other uses that require an industrial location. The development will also accord with all the other relevant policies in the Development Plan but, to ensure that the living conditions of residents are safeguarded and that appropriate drainage arrangements are provided on site, a number of planning conditions will need to be imposed on any permission that is granted. In the interests of safeguarding the corridor for the future road link, the permission will be for a temporary period (10 years) to tie up with the licence granted by Welsh Government to the applicant to operate from this site.

CONCLUSION

This application is recommended for approval because, on the balance of all the policy objectives, it is considered that the development complies with Council and national policy.

RECOMMENDATION

(R11) That permission be GRANTED subject to the following condition(s):-

1. The use hereby permitted shall be discontinued and the land restored to its former condition on or before 31st December 2027 in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess the impact the development has on sustainability and the amenities of the area and to enable the matter to be reviewed at the end of the period of the temporary consent.

2. The premises shall be used as a Caravan and Motor Home Storage Compound only and for no other purpose including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification.

Reason: To ensure the effective control over the future use of the site in the interests of highway safety.

3. The development shall be carried out in accordance with the following approved plans and documents: plan numbers 1:001, 002 and 003 (October 2016).

Reason: To avoid doubt and confusion as to the nature and extent of the approved development.

4. Notwithstanding the submitted plans and within one month of the date of this permission, a scheme to enhance the existing landscaping features of the eastern site boundary shall be submitted to the Local Planning Authority. The scheme shall include a scheme of tree and hedge planting to be undertaken on the land between the existing hedgerow that forms the eastern site boundary and the existing 2.2m high palisade fence. The scheme shall include a schedule of trees and shrubs, noting species, plant sizes, proposed numbers and densities. A schedule of landscape maintenance for a minimum period of 5 years shall also be included in the submitted scheme.

The scheme, as agreed in writing by the Local Planning Authority, shall be

implemented in the next planting season (November 2017 – March 2018).

Reason: To maintain and improve the appearance of the area in the interests of visual amenity, to promote nature conservation and in the interests of safeguarding the amenities of residents.

5. Notwithstanding the submitted plans and within one month of the date of this permission, details of all external lighting shall be submitted to the Local Planning Authority. The scheme shall include details of the intensity of illumination and predicted lighting contours so that it can be demonstrated that areas to be lit will not disturb residents of Treoes or prevent bats using their territory or having access to their breeding sites and resting places have been first submitted to, and approved in writing by, the Local Planning Authority prior to first use of the site. Any external lighting that is installed shall accord with the details so approved.

Reason: In the interests of residential amenities and to maintain the favourable conservation status of any protected species on site.

6. No development shall commence until a scheme for the comprehensive and integrated drainage of the site showing how foul drainage, road and roof/yardwater will be disposed of, including future maintenance requirements, has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme must be implemented prior to the use commencing.

Reason: To ensure safe drainage of the site.

7. The Emergency Access shall only be used by pedestrians in an emergency situation and not as a vehicular access at any time.

Reason: In the interests of highway safety.

8. No use hereby permitted shall commence until the applicant has submitted to, and had approved in writing by the Local Planning Authority, a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information: (i) command & control (decision making process and communications to ensure activation of FEP); (ii) training and exercising of personnel on site; (iii) flood warning procedures; (iv) site evacuation procedures and routes; and (v) provision for identified safe refuge.

The FEP shall be reviewed at intervals not exceeding 3 years and will form part of the Health & Safety at Work Register maintained by the applicant.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site

9. All existing hedges on the boundary of the site shall be retained intact unless otherwise and firstly approved in writing by the Local Planning Authority. Any boundary hedge being removed without such consent or which dies or becomes seriously damaged or diseased within 5 years of the completion of the development shall be replaced with hedging plants of a similar size and species within the first subsequent planting season (October to March).

Reason: To maintain and improve the appearance of the area in the interests of visual and residential amenity, and to promote nature conservation.

10. There shall be no gates erected across the access road to the site at any time.

Reason: In the interests of highway safety.

11. The site shall be served by a single vehicular access as proposed at all times.

Reason: In the interests of highway safety

12. The access road, turning area and junction with the Brocastle Avenue / Parc Crescent Roundabout shall be laid out in permanent materials as approved under consent P/16/379/FUL before the development is brought into beneficial use.

Reason: In the interests of highway safety.

13. The site shall be laid out in accordance with the submitted plans prior to the site being brought into beneficial use and retained as such thereafter to ensure vehicles can enter and leave the site in a forward gear.

Reason: In the interests of highway safety.

14. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

This application is recommended for approval because on the balance of all the policy objectives, it is considered that the development complies with Council and national policy.

The construction of the road along the identified highway corridor on land in the ownership of Welsh Government will result in revised access arrangements being provided to this application site. You should be mindful that the design of an appropriate access will result in the re-configuration of the caravan bays and may result in a reduction in the number of spaces available

**MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES**

Background Paper

None