

REFERENCE: P/16/549/OUT

APPLICANT: The Welsh Ministers c/o Ove Arup & Partners Ltd, 4 Pierhead Street, Cardiff, CF10 4QP

LOCATION: Land East of the A48 (Crack Hill) Brocastle Bridgend CF31 5AU

PROPOSAL: Development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations.

RECEIVED: 11 July 2016

SITE INSPECTED: 21 August 2016

APPLICATION/SITE DESCRIPTION

Welsh Ministers have submitted this outline planning application which proposes to develop a business park comprising almost 72,000 square metres of commercial floorspace for a range of uses from office development to general industrial uses on land to the east of the A48 in Brocastle, Bridgend. All matters of detail apart from means of access are reserved for future consideration.

An Environmental Statement (ES) has accompanied the application and this document considers the environmental effects of the proposed development. During the preparation of the ES, relevant statutory and non-statutory consultees were contacted by the applicant's agent. Two fully bilingual public drop-in exhibitions were held on the 15 and 18 March 2016 at Carnegie House, Bridgend Town Council and Treoes Village Hall. The exhibitions offered members of the public and other stakeholders the opportunity to discuss the proposed plans for the site with the project team and representatives of the Welsh Government

The application site lies on the south-eastern edge of Bridgend and comprises agricultural land covering an area of approximately 46.9ha. The northern boundary of the site is formed by the Waterton Industrial Estate and the east is bounded by rising open countryside. The southern boundary encompasses a small residential development comprising the Grade II listed Brocastle House, a care home and private assisted living apartments and the west of the site is bounded by the A48. The A48 also forms the border between Bridgend County Borough Council and the Vale of Glamorgan Council.

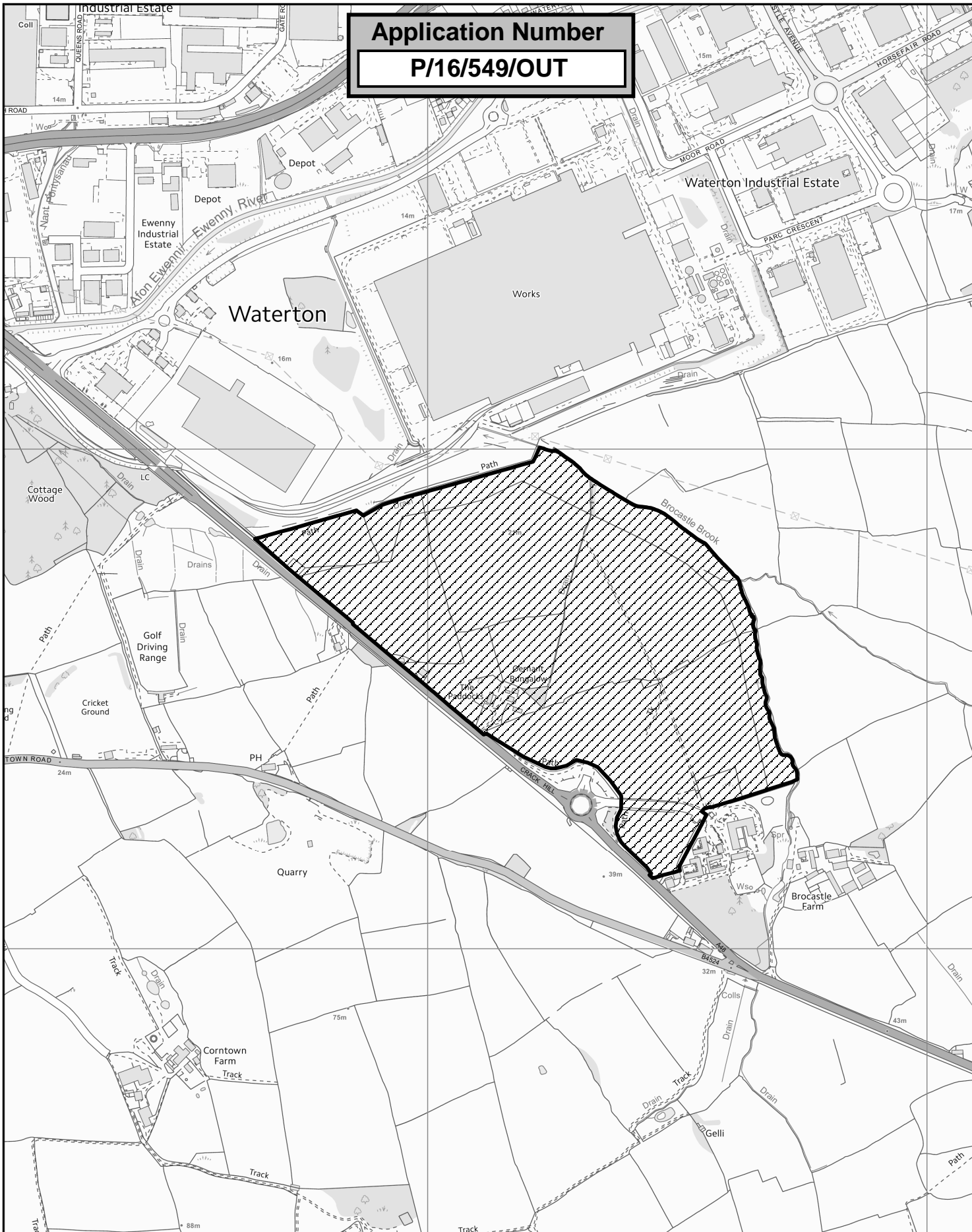
The site rises from 15m above Ordnance Datum in the north of the site to 40m AOD in the south of the site. Oernant Bungalow and the Paddocks are properties located midway along the southern boundary of the site with access from the A48. Both properties have short term tenancies. Plas Newydd is located to the west of The Paddocks and is derelict.

Minor watercourses and field ditches flow southwards along the north-west facing boundary and diagonally across the centre of the site. The eastern/north-eastern edge of the site follows Brocastle Brook, which lies in an enclosed valley.

The land to the north and north west of the site is predominately urban with industrial and business park development, leading to Bridgend town centre. The area to the east, south and west is relatively rural, with scattered dwelling and farmsteads. The village of Treoes lies further to the east. A railway level crossing crosses the A48 approximately 200m from the north-west corner of the application site and provides rail freight access to the adjoining Ford engine plant.

Application Number

P/16/549/OUT



Scale 1:10,000

Date Issued:
26/06/2017

Development-Mapping
Tel: 01656 643176

Mark Shephard

Corporate Director-Communities

Communities Directorate,
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O/Drive/Plandraw/new MI layouts/
Committee DC Plan

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A High Voltage 11kv overhead cable dissects the south-west corner of the site boundary. It enters the site centrally along the western boundary and heads to the centre of the proposed development. It then heads south to an existing WPD transformer substation located near the existing retirement flats and houses south of the site boundary. The HV cable supplies Plas Newydd, Oernant Bungalow and the nursing home. An existing 275kv National Grid overhead cable also crosses a small proportion of the north-east corner of the site

The site is currently accessed from an existing four arm roundabout on the A48 to the south-east of the site. The roundabout has been designed with a single carriageway spur of approximately 7.5m width, which includes segregated pedestrian footway and cycle way provision.

The illustrative masterplan (see below) that accompanies the application sets out the proposed layout of the development which would be constructed on a series of plateaux. The supporting documents indicate that the heights of buildings have been limited to 16m to reduce the visual impact of the development on the surrounding landscape features. The larger buildings will be located to the centre and north of the site where the site levels are generally lower and away from the boundaries with existing buildings.



Figure 1: Illustrative Masterplan

The main access onto the site would lead from the existing roundabout off the A48 road, heading northwards via a new roundabout into the north-east corner of the site. From this new roundabout, a new arterial road would branch to the west. The supporting documents confirm that the highway network within the site has been designed to avoid the need for removal of important habitat features. The proposed road design includes a 7.3m wide, two-lane carriageway. Access roads to individual plots are spaced along the main internal highway. The location of the new north eastern roundabout would allow for the future construction of the Brocastle Link road (connecting to Waterton Industrial Estate) if required in the future.

Improvements to the existing bus stops along the A48 are proposed as part of the development and it is intended that the site access road would also be wide enough to incorporate a bus route should this be required in the future.

The Public Rights of Way through the site would be retained and improved. Footpath 19 crossing the north of the site would be diverted, with the entry to the site from the A48 re-positioned to connect with the existing bus stop location near The Paddocks. The footpaths would be clearly demarcated with suitable crossing points added where the site access road is crossed. A 2m footway would be provided along the access roads.

Within the development it is proposed that each building would have associated employee parking facilities outside in accordance with the Council's approved parking standards.

The proposed masterplan allows for retention of existing hedgerows and seeks to minimise breaks in hedgerows where possible. In addition, a new hedgerow is proposed to be planted along the ecological enhancement area which is proposed predominantly along the north and east boundary of the site. The existing hedgerow along the A48 would be retained, but lowered in height. This would allow inter-visibility of the development from the A48, whilst retaining this landscape feature. Additional woodland and hedgerow planting would be native species and compatible with the existing ecology of the site. It is proposed that areas of open grassland would be created around development plots where possible.

The applicant's agent has confirmed that, during the development of the masterplan, changes to the design layout have been made to make allowances for environmental constraints identified during the assessment process. These have included ecological constraints on the site, primarily related to hedgerows; using historic records of ground investigations and undertaking a comprehensive analysis of the topography of the site to identify areas appropriate for development; major drainage infrastructure and flood zone area in the northern part of the site; sustainable development principles which take account of new primary legislation and the Wellbeing of Future Generations (Wales) Act 2015, which places a duty on public bodies to sustainably meet defined goals

The ES suggests that the site would be developed in two phases although this may be subject to change:

- Phase 1 (4 months): all the earthworks (including the construction of development plateaux, roads and car parking areas); and
- Phase 2 (approximately 18 months): development of the infrastructure to serve each development.

It is expected that developers would occupy each development plot in phases and that this would be driven by market demand.

The secure location of site offices, plant and material storage would need to vary as works progress but it is currently anticipated that the works would progress in a south-north direction.

A detailed phasing plan would be developed by the appointed contractor, to acknowledge all constraints and to ensure no disruption to the highway network or nearby land uses. Throughout the works, the site perimeter would be fenced and appropriate security measures implemented, to ensure public safety and to restrict access to the site.

Construction traffic would be routed via main roads to the strategic highway network via the A48, to the A473 and Junction 35 of the M4, thereby minimising construction traffic impacts on local roads. Other measures such as road cleaning/sweeping operations would also be implemented in the vicinity of the site to control dust and dirt on the adjacent highways. It is estimated that construction would last approximately 18 months.

The Environmental Statement that accompanies the application describes the predicted environmental effects of the project and they are summarised below:

AIR QUALITY

During construction, activities have the potential to affect local air quality as a result of dust emissions. Mitigation measures have been proposed for the construction phase which will be included within a Construction Environmental Management Plan. These measures would reduce the effect of dust emissions to levels that would not be significant.

Emissions from vehicles associated with all stages of construction and operation have been assessed and predicted concentrations are well within the relevant air quality objectives for the area. The effect on local air quality during operation was judged to be not significant.

CULTURAL HERITAGE

The cultural heritage assessment looked at the potential for cultural heritage or archaeological assets to be disturbed or damaged as a result of the project, for example by affecting their setting within the existing landscape or through physical damage during construction.

Within the Brocastle site there are no designated cultural heritage features. Two scheduled monuments, Ewenny Priory and the Corntown Causeway Enclosure, situated 1.3km and 950m respectively from the development site boundary will not be directly affected by the development. There are a number of hedgerows which are classified as being 'important' as defined by the Hedgerow Regulations 1997. As well as the ecological contribution these make, they also make a contribution to defining the landscape of the area. The proposed development would result in the removal of short sections of the historic hedgerow however, the majority of the historic hedgerow will be retained which would serve to preserve the significance of this feature as part of the local grain of the historic landscape. The assessment concludes that the loss of these short sections of hedgerow would not be a significant effect.

ECOLOGY

A range of ecological surveys were undertaken, including habitats, hedgerow and tree surveys. Further species specific surveys were undertaken for reptiles, birds, dormice, otters, water voles and bats.

There are no internationally important designated sites located within the 5km of the study area. Similarly, there are no nationally important statutory sites such as Sites of Special Scientific Importance (SSSIs) within 2km. A number of hedgerows at the site are classed as 'Important' under the Hedgerow Regulations 1997 in terms of species diversity. The species specific surveys confirmed that the site is used by a typical assemblage of breeding birds. Field signs of badger were recorded, though no setts were found. No water voles were recorded during surveys. Dormice were recorded, albeit at low levels, with the data suggesting a single dispersing animal. Whilst no bat roosts have been confirmed within the site, field survey results suggest a roost of pipistrelle bats is present nearby. Several trees and buildings have potential to support roosts and the site is used by a range of foraging bats. On this basis, it has been assumed the site is of local value for bats.

Development of the masterplan has aimed to maintain the ecological value of the application site, where possible, and to provide enhancement of that value through various measures, including habitat retention (notably hedgerows, wooded areas and stream corridors). New habitats are to be created including extensive new hedgerow planting, provision of grassland areas, attenuation ponds and an extensive ecological enhancement zone along Brocastle Brook. Additional native planting would be undertaken throughout the site and invasive alien plants would be eradicated.

Good practice mitigation measures are to be employed during construction to minimise impacts to habitats and species, including pollution prevention control, sensitive lighting design and careful site preparation. In addition, operational phase lighting is to be designed to avoid impacts to bats (notably lesser horseshoes) in the vicinity of the ecological enhancement area. This would ensure the dark corridor within the enhancement area is maintained in the operational phase for bat species and other wildlife which need dark areas.

Overall, the proposed development is not predicted to have a significant negative impact on ecology and the mitigation and enhancement measures would provide local benefits for wildlife in the operational phase.

GROUND CONDITIONS

The site has not been developed or used for purposes other than farming and agriculture. This land use has resulted in the presence of localised areas of made up ground associated with sheds, infilling of ponds or disposal of agricultural waste. These areas may constitute potential sources of contamination, which may pose minor to moderate risks to human health and the water environment. Future targeted ground investigations at the detailed design stage will enable risks to be assessed and appropriate mitigation measures to be incorporated into the scheme, particularly with respect to site drainage systems and building foundations.

NOISE

During construction, noisy activities will include piling, rock crushing and concrete batching. Predicted noise from the centre and even near the boundaries of the construction areas with mitigation would be well below the potential significance threshold level for all the surrounding receptors. Changes in traffic during construction would be negligible, with respect to noise, and hence would be not significant.

During operation and based on the proposed masterplan, combined noise levels from all plant and machinery (e.g. air conditioning units) will not exceed the noise criteria agreed with the Council. This would be achieved by acoustic mitigation design, such as fan outlet attenuators, plant enclosures, acoustic screening and acoustic louvres.

The predicted construction noise levels are within acceptable limits however, at one location, section 9.4.1.2 of the report states that for a short period of time the vibration levels might lead to complaints. Therefore it is important that liaison with the occupants/manager of the care home and Shared Regulatory Services is undertaken when this phase of the work is being undertaken. This is also a recommendation in that section of the report. As such, the hours of operation that have been adopted for construction work will be Monday-Friday 08:00-18:00 hours as opposed to 07:30-19:00 hours. All other operational hours on the remaining days have stayed the same i.e. Saturdays 08:00-13:00 hours and no work audible outside the site boundary on Sundays or Bank Holidays.

Baseline noise levels have been undertaken in order to determine suitable noise limits to impose on the development for all plant/machinery and commercial operations and proposed limits are imposed at different specified locations.

LANDSCAPE AND VISUAL IMPACTS

The proposed development has been designed to minimise effects on the visual amenity and character of the local landscape. This has included retaining existing topography and vegetation as much as possible and proposing a layout that is sensitive in terms of building position, height and orientation. The height of the proposed buildings has been limited to 16m. This is to reduce the visual impact on the surrounding landscape context. The taller and larger buildings are to be located towards the centre and north of the application site, where the levels are lower.

Once constructed, the use of land will be as mixed industrial and office use which would appear to be a logical extension and continuation of the existing Waterton Industrial Estate situated to the north and north-east of the proposed development site.

The majority of existing field boundaries, within and on the periphery of the application site, would be retained and reinforced. Exceptions to this would be five new gaps created in internal boundaries to accommodate the proposed internal access roads. A number of landscaping mitigation measures are proposed including:

- Reinforce the existing northern and north-eastern boundary with a concentration of specimen native trees, defining the outer edge of the ecological enhancement zone;
- A new mixed species hedgerow defining the inside edge of the ecological enhancement zone for aesthetic value and to provide a natural plot boundary;
- Gap infill planting of the existing hedge along the western site boundary and maintaining the hedge at a lower height would screen views into the development from the west and south-west;
- The incorporation of street trees; and
- Reinforcement and enhancement of retained internal field boundaries.

No significant effects have been predicted in relation to landscape during operation. With respect to visual impacts a significant effect has been identified from the Bridgend Circular Walk (a recreational route which runs directly through the site).

WATER RESOURCES

Water resources on the site have been considered in terms of surface water and groundwater quality, risk of flooding and storm water drainage.

There are seasonal ditches within the site boundary, which feed into Brocastle Brook, which borders the site. The Brocastle Brook itself feeds into the River Ewenny, approximately 500m to the north-west of the site. A small section to the north of the site along Brocastle Brook is within the floodplain however, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial flooding.

During construction, the risk of any sediments or potentially polluting substances reaching the water courses would be mitigated through good site practice and management. It is considered that there would be no significant effects on water resources during the construction phase.

The proposed development would decrease the permeability of the site when compared to the existing situation. This would lead to an increase in storm water runoff and downstream flooding however, attenuation basins and other sustainable drainage systems

(SuDS), such as permeable paving under car parking areas of the commercial development and attenuation basins within the site, would be incorporated. As a result, runoff rates will be controlled to Greenfield rates. This would minimise this impact and result in no significant effects on the water environment.

With regard to foul water drainage, Dwr Cymru/ Welsh Water (DCWW) has indicated that the proposed development can connect to the existing public sewerage system which has capacity to take additional loads.

SOCIO-ECONOMIC

Overall, the assessment identified significant benefits of the development in terms of supporting up to 3,000 net additional jobs in the local area. There could also be other additional economic benefits as these additional jobs attract further spending and investment. No significant negative socio-economic effects were identified.

TRAFFIC AND TRANSPORT

The number of deliveries of building materials is expected to vary during the construction programme, resulting in peaks and troughs during the overall time period however, in general, heavy goods vehicles associated with the proposed construction are not expected to present any capacity problems on the road network due to the minimal trips per hour made by such vehicles. In addition, the contractors for the site will be required to prepare and implement a Construction Traffic Management Plan.

The Transport Assessment has looked at the effect that the proposed development at Brocastle will have on the local highway network. This included carrying out capacity assessment at each of the junctions within the assessed network to determine whether the additional traffic generated by the development and other committed developments can be accommodated. The Transport Assessment concluded that the proposed development at the Brocastle site does not significantly affect the performance of the local highway network.

RELEVANT HISTORY

Outline planning permission was granted for business and industrial development (Classes B1, B2 & B8) on land at Brocastle, Bridgend on 21 April 1998 (P/98/25/OUT refers).

Outline planning permission was granted for business industry and a hotel (P/97/929/OUT refers) on 9 April 1998. The planning permissions were subject to a number of subsequent amendments to vary or remove conditions.

Planning permission was later granted on 23 May 2001 for an access road and drainage at the site (P/00/1106/FUL refers) and renewed in 2003 (P/03/183/RLX refers).

Full planning permission was also granted on 20 July 2004 (P/04/473/FUL refers) for the installation of a foul and surface water drainage scheme at the site. The works granted under the most recent planning permission have been implemented.

PUBLICITY

The application has been advertised on site and in the local press.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 11 August 2016

CONSULTATION RESPONSES

Group Manager Public Protection: No objection subject to conditions.

Vale of Glamorgan Borough Council: No objection but would provide the following comments for your consideration:

'The application would utilise an access off an existing roundabout on the A48, within the Bridgend Authority area, and in addition, the likely principal route for traffic including vehicles utilising the M4 would be via Bridgend. The application should nevertheless consider the impacts upon the highway network within the Vale Authority area, given the proximity to the Authority's boundary.

It is noted that, due to the outline nature of the application, that full assessment of the visual impact will be undertaken during any reserved matters application. Nevertheless, it is considered that the application should have regard to the presence of a designated 'Green Wedge' (in VOG), located to the south west on the opposite side of the A48, as well as from wider viewpoints within the rural areas of the Vale to the east.

Welsh Water Developer Services: We would request that if you are minded to grant planning consent for the development that our recommended conditions and notes are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Bridgend & District Ramblers: No objections to the proposed development.

Councillor E Venables: I would like to raise some concerns and objections to the above proposed planning application. The nearest residential area to this development is Brocastle. There are a number of residents of the Care Home who have severe dementia and high nursing needs. There are also residents in small flats who are all elderly but also have health problems. These are criteria set by Hafod Care.

1. Unit no. 9 is very close to current residential units. As you know those units are occupied by older people. Would it not be possible for unit 9 to be positioned further away from the residential units? There would be a lack of privacy for the current residences. Could unit 9 be a single story unit instead?
2. Although it states that residents were contacted by a leaflet. I am concerned that they would not have been able to attend the consultation in Treoes village as it may have been too far for them to come due to their age and health problems. I would like to know how many of Brocastle residents actually attended the consultation. I would also like to know whether relatives of residents of the Care Home were consulted. Residents of the care home, in general, do not have capacity so therefore I would like to have seen close relatives consulted.
3. The construction phase is extremely long. I think this will have a detrimental effect on residents. Both noise and dust will impact the residents. I think that this impact will be increased due to the elderly nature and health problems of all the residents.
4. The current access to the public transport is extremely dangerous for the residents of Brocastle. Crossing a wide 40mph road is difficult for them. Would it be possible to require a pedestrian crossing near the bus stop?
5. I would query as to why these units are being built as there are a number of empty units in the near vicinity.

Natural Resources Wales: We have no objections in principle to the development but recommend that you should only grant consent for the proposed development subject to our recommended conditions.

South Wales Police Designing Out Crime Officer: General observations on the development have been provided which should be considered in the future layout and design of the business park.

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

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

REPRESENTATIONS RECEIVED

Letters of objection have been received from the following residents:

D Mardon	1 Cadwgan Court, Brocastle
B Hoey	2 Cadwgan Court, Brocastle
K E Thomas	3 Llewellyn Court, Brocastle
C Baker	4 Llewellyn Court, Brocastle
M Paget	Brocastle Lodge, Brocastle

The following is a summary of the objections received:

1. The proposed development is not compatible with the Care Home and accommodation that adjoins the site
2. The noise and dust during construction would be a disturbance to residents and could affect the residents' health and well-being. When operational, the noise from traffic will still have a significant impact.
3. Is there a need for the development given the empty units on existing industrial sites in the County Borough?
4. Site would be better used for a care facility or medical centre.
5. Lack of consultation with residents at the pre-application stage.
6. Site claims to have good links to the M4 but directly accesses the A48 and already busy section of highway
7. Unit 09 would by virtue of its scale have a significant impact on Brocastle Lodge (Grade II Listed Building) - the introduction of new planting on this plot would minimise the impacts on the Listed Building and existing residential units in Brocastle.
8. Units will result in loss of daylight and will overshadow existing properties.

Mr and Mrs Grabham of 1 Eifion Court, Brocastle support the proposal.

COMMENTS ON REPRESENTATIONS RECEIVED

The following observations are provided in response to the representations received:

1. The proposed development accords with the site's allocation in the Bridgend Local

Development Plan (Policy SP9 (1) refers). The illustrative masterplan and parameters indicate that consideration has been given to the relationship of the development to existing properties in terms of the use and scale of development. Some opportunity exists to supplement the existing landscaping buffer that separates Cadwgan Court and Llewellyn Court and the nursing home from the development on Plots 8 and 9 through the introduction of additional planting. Controls can also be imposed on the siting and scale of the development at these more sensitive locations on the development site.

2. Inevitably construction works associated with this development will result in some disturbance to residents. It is considered that a Construction Method Statement would address this issue and minimise disruption for the local residents. The ES recognises that the proposed development has the potential to affect noise sensitive receptors around its boundary during construction and operation.

Operationally, the detailed design of the development would need to ensure that the combined noise levels from all plant and machinery from commercial activities on the site does not exceed the noise criteria agreed with the Council prior to submitting this application and this will be achieved by acoustic mitigation design, such as fan outlet attenuators, plant enclosures, acoustic screening and acoustic louvres. The development must comply with the noise limits cumulatively for all plant/commercial noise emissions on the site and this will be secured by a suitably worded planning condition.

3. The site is allocated as a strategic employment site in the adopted Bridgend Local Development Plan under Policy SP9 (1). The LDP describes the site as,

"One of the most important and prestigious greenfield inward investment sites within the South Wales M4 corridor. The site is in a highly accessible and desirable location on the outskirts of Bridgend, on the A48 towards Cowbridge. Brocastle represents one of the largest greenfield employment sites in south-east Wales and is located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the existing Ford factory, the County Borough's largest private sector employer..." (Paragraphs 2.3.85 and 2.3.86 of the LDP refer).

The applicant's agent has indicated in the planning submission that, in order to bring this important site forward to the market and to compete with other locations along the M4 corridor, it is necessary to obtain a new outline planning permission for employment development. The site is allocated for development and is recognised by the Council as an important and desirable strategic site. Securing permission is key to securing the site's status as a viable opportunity in the property portfolio of the County Borough and is essential in order to attract inward investors.

4. The site is allocated for development in the Bridgend Local Development Plan as a strategic employment site. As such the developer has not considered an alternative use. During the development of the masterplan, the developer has indicated that changes to the design have been made to make allowances for environmental constraints that were identified during the preparation of the ES.

5. On 1 August 2016, the requirement to undertake pre-application consultation, as set out in Section 17 of the Planning Act Wales 2015, came into force. This application preceded that date but it is understood that two public drop-in exhibitions were held on the 15 and 18 March 2016 at Carnegie House, (Bridgend Town Council) and Treoes Village Hall. The exhibitions offered members of the public and other stakeholders the opportunity to discuss the proposed plans for the site with the project team and representatives of the Welsh Government. Comprehensive consultations have been undertaken as part of the application in accordance with the requirements of the legislation.

6. The Transport Assessment (TA) that accompanied the application has considered existing road conditions, existing and future travel demand, highway capacity and the impacts of construction traffic. A Travel Plan has also been included within the assessment. The Assessment and review indicate that the Waterton and Coychurch signalised roundabouts will suffer from capacity issues as a result of traffic growth and previously committed development. The proposed development is forecast to exacerbate these issues. It is considered that some improvements to both these junctions may be possible by revalidating and upgrading the MOVA signal controllers together with associated infrastructure. Whilst this will not fully mitigate the impact of the development, the site is allocated for employment purposes and therefore any consequential impacts on the highway network would be outweighed by the socio-economic benefits to the local economy through new employment opportunities. Furthermore, through a series of planning conditions that will promote 'Active Travel' to the site and seek improvements to highway junctions on the network that serve the development, the transportation impacts of the development will be lessened.

7. Brocastle Lodge is not separately listed but is covered as a building within the grounds of the Manor House which is a Grade II Listed Building. Over recent years the setting of the Manor House has dramatically changed with the development of the nursing home and residential accommodation. The new building works had special regard to the setting of the Listed Building and there is no reason why development on Plot 9 should not be able to achieve a similar outcome but it will be critical that the existing hedgerows and vegetation that separate the Lodge from the development site are retained. Furthermore, careful consideration will need to be given at the detailed stage as to the siting and scale of the development particularly the height, to ensure that the setting of the curtilage of this Listed Building is safeguarded.

8. An objector has offered a general objection that the development will result in loss of daylight and will overshadow existing properties. Such an assessment is difficult to make as the application does not seek approval for the design of the buildings. Based on the indicative position of the buildings from the masterplan, Unit 9 will be nearest, measuring 40m on the plan. The Plot is sufficiently large enough to accommodate a development of the parameters indicated on the application but a greater distance away from the respective properties. It is considered that all the new units could be sited and designed to prevent any unreasonable domination and loss of outlook.

The Vale of Glamorgan Council made reference to the impact of the development on the visual amenities of the area. A Landscape and Visual Impact Assessment (LVIA) has however been undertaken for the proposed development and it is concluded that the proposed development has been designed to minimise effects on the visual amenity and character of the local landscape. Mitigation measures are to retain existing topography and vegetation as much as possible. Furthermore, the proposed layout provides a sensitive approach in terms of building orientation. When the proposed planting establishes, the resulting beneficial effects would balance out the slight adverse character effects arising from the introduction of the development. Similarly, for visual receptors, as the planting measures establish over a period of up to 15 years, the residual effects on visual amenity would be reduced.

APPRAISAL

The application is referred to Committee to consider the objections raised by local residents.

The application site lies within the settlement boundary for Bridgend and the Bridgend

Strategic Regeneration Growth Area (Policy SP1). The site is also allocated as a strategic employment site under Policy SP9. Policy SP9 (1) allocates 20ha of land at Brocastle as a strategic employment site. The Policy states that, in order to meet the varying requirements of business and to provide access to employment and training for all residents, a range and choice of vacant sites on 120 hectares of land is identified and protected for employment (B1, B2 and B8 uses) purposes. Land is allocated and safeguarded for the establishment of high quality 'strategic employment sites'. Such sites must be developed, in accordance with a development brief/masterplan, to the highest environmental standards. Preferred uses on the site are ICT, Energy and Environment, Advanced Materials and Manufacturing, Creative Industries, Life Sciences and B1 Financial and Professional services.

Land to the north of the site has been identified as Waterton Industrial Estate under Policy REG1 (8), which seek to protect allocated land for employment development falling within B1, B2 and B8 uses. The Waterton Industrial Estate is located within Bridgend's Strategic Regeneration Growth Area and a waste treatment facility, allocated under Policy SP7 (5), is located within it. A small area of land to the south of the application site is allocated for 34 residential units under Policy COM1(9) and the majority of the western boundary of the site is allocated under Policy PLA7(2), which aims to provide improved links to the National Cycle Network (NCN) in the Vale of Glamorgan.

The illustrative masterplan submitted in support of the application broadly reflects the aspirations of the 'Brocastle Framework Masterplan (2011) and is therefore considered to be acceptable in meeting the requirements set out in the Bridgend Local Development Plan.

Policy SP2 states that all development should contribute to creating high quality, attractive, sustainable places which enhance the community they are located in, whilst having full regard to the natural, historic and built environment. The application has sought to demonstrate compliance with the criteria of the Policy SP2 as follows:

Criterion 1: The proposed employment development complies with all relevant national policy and guidance;

Criteria 2, 3 and 4: The proposed development can be designed to reflect the scale and massing of the surrounding industrial estates and open landscape surrounding the site. Building scales have been carefully considered in the masterplan layout. Structured landscaping features would also be protected, retained and enhanced to help screen long distance views and to help visually separate development plots. The site is Greenfield, however, it is allocated for employment development and its Greenfield nature is noted in the LDP as an attractive feature for prospective developers;

Criterion 5: The proposed land uses at the site B1, B2 and B8 comply with the strategic allocation within the LDP;

Criteria 6, 11, 12 and 15: The proposed development is located in a sustainable location within the settlement boundary. The development incorporates the existing Public Rights of Way and provides a new walking/cycling into the site along the A48. In addition, the proposed development would contribute to the improvement of two bus stops along the A48 Crack Hill.

The planning submission contends that the viability of neighbouring developments (including the existing residential properties) would not be affected and, whilst this statement is not contested, there is a need to control the development such that it will broadly follow the illustrative masterplan. It is noted that the units on those plots closest to

the existing nursing home and properties on Cadwgan Court and Llewellyn Court (Units 8 and 9) will be used for industry and offices and will have a maximum height of 16m and 10m respectively above the finished ground levels. The plan also suggests that distances between the respective developments will range between 40m and 100m based on the Masterplan. Opportunity does exist to maximise the space between existing and new uses and this will be carefully considered at the detailed stage and will be controlled through conditions on this outline planning consent.

Criterion 7: The proposed development incorporates natural surveillance and overlooking of public open space and car parks, where practicable;

Criteria 8, 9 and 13: The Specialist Officer for air quality has advised that the assessment undertaken to ascertain the potential impacts and significance of construction works has been undertaken in accordance to IAQM guidance "Guidance on the assessment of dust from demolition and construction, January 2014". The methods and approach used to determine the potential impacts, addresses dust emissions are accepted by the Council.

The impacts and risk associated with dust emissions during construction phase activities, as detailed by the applicant, should be controlled by condition.

In terms of the operational phase of the development, it will be necessary to undertake a more detailed model to assess air quality and a condition should be imposed requiring a revised Air Quality Assessment.

Criterion 10: The proposed layout has taken into consideration existing biodiversity features on the site and incorporates mitigation and enhancement measures;

Criterion 14: An Energy Assessment has accompanied the application and this outlines how the proposed development would make a positive contribution towards tackling the causes, of and adapting for, the impacts of climate change.

Policy PLA4 refers to climate change and peak oil. An Energy Assessment has been submitted in support of the application (Criteria 1-3, 5, 6 and 8). With regard to the other criteria of the Policy, a Transport Assessment has been undertaken which considers sustainable travel and provides a travel plan; the development incorporates environmental mitigation and an ecological enhancement corridor; the site is not at risk of flooding and the illustrative masterplan also incorporates Sustainable Urban Drainage techniques, which are designed to secure greenfield run-off rates. The applicant has also indicated that the development would seek to ensure BREEAM - Excellent development at the site.

Policy SP3 refers to strategic transport planning principles. The Policy provides a number of criteria and the proposed development is compatible with the Policy as follows:

Criteria 1, 3 and 10: The proposed development would provide a cycle link off the A48 and maintains existing Public Rights of Ways (subject to diversion). The site is served by two bus stops along the A48, with links to Bridgend Town Centre and the Vale of Glamorgan;

Criterion 4: The accompanying Transport Assessment sets out the framework for a Travel Plan, giving an outline plan and proposes a number of initiatives that would reduce the need and reliance on the private car. The Transport Assessment (TA) that accompanied the application has also considered existing road conditions, existing and future travel demand, highway capacity and the impacts of construction traffic. Subject to mitigation that will be achieved through a series of planning conditions that will promote 'Active Travel' to the site and seek improvements to highway junctions on the network that serve the development, the transportation impacts of the development will not be so significant

as to warrant a refusal of planning permission.

Criteria 5 and 7: Criterion 7: The proposed development would utilise one entrance point off the Brocastle roundabout on the A48. The A48 then joins the A473 at Waterton roundabout and both roads form part of Bridgend's core road network, which leads directly to Junction 35 of the M4. These routes are appropriate for freight traffic;

Criterion 8 is not relevant to the proposed development.

Criterion 9: The proposed development can be designed in accordance with the Bridgend's Parking Standards Strategic Planning Guidance (SPG) - Policy PLA11 of the LDP is also addressed;

Criteria 2, 8 and 11 are not relevant to the proposed development;

Strategic Policy SP4 of the LDP refers to the conservation and enhancement of the natural environment and states that development which will conserve and, wherever possible, enhance the natural environment of the County Borough will be favoured.

The proposed development is accompanied by a comprehensive assessment of the natural environment through the supporting ES. The sustainable development of the site and its conservation of the natural environment are central to the scheme, with natural features retained and enhanced where possible.

Policy ENV 6 states that proposals for development or redevelopment will be required to in the first instance, retain, conserve, restore and enhance, wherever possible, natural features. The proposed development protects and enhances natural assets at the site through the preservation of existing biodiversity features and the provision of a new ecological enhancement corridor. Furthermore, the designs incorporate new structural planting across the site and environmental enhancement.

In terms of protected species, detailed surveys have been undertaken as part of the EIA. The ecological assessment has concluded that, with mitigation, the effects of the proposed development would not be significant and this view is accepted by the Council's Ecologist.

Policy ENV 7 refers to natural resource protection and public health and outlines development proposals will only be permitted where they would not affect health, biodiversity and/or local amenity. The ES has considered air quality, noise, ground contamination and water quality and, subject to mitigation that will be secured by conditions, the development will be compliant with the policies of the development plan.

Policy SP5 refers to the conservation of the built and historic environment and requires development to conserve, preserve or enhance the built and historic environment of the County Borough and its setting. The proposed development is located adjacent to two Grade II Listed Buildings: Brocastle Manor and Brocastle Courtyard. The ES has assessed the proposed development's impact on these Listed Buildings and concluded that the proposed development would have a neutral effect of no significance. No adverse comments have been received from consultees on this matter and the findings of the ES are accepted.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, when determining planning applications which affect a Listed Building, special regard shall be paid to the desirability of preserving the building, its setting and any architectural or historic interest it possesses.

In this case the Listed Building is set within its own grounds the boundary of which is surrounded by mature trees. The character of the surrounding area has changed considerably over recent times with the development of adjacent sites. Whilst careful consideration will be given at the design stage, particularly with regard Unit 9 it is not considered that the setting of the Listed Building will be materially harmed.

Policy SP14 states that applications for development should include material proposals which deal with the fair and reasonable infrastructure requirements of the development. The Policy sets out a number of criteria that should be considered relevant to the proposed development, including improvements to highway and public transport networks, protection, enhancement and management of the natural and historic environment and initiatives to manage and mitigate the impacts of climate change. The proposed development would incorporate the provision of a new cycle path and improvements to the existing bus stops adjacent to the site and these will be secured by planning conditions.

CONCLUSION

Overall the development complies with the Council's planning policies and would achieve national and local policy objectives of achieving a sustainable development by minimising impact on ecology and habitats, supporting existing green infrastructure and using the site's natural features to provide a layout that responds to its semi-rural location thus creating a high quality development. The development will also support inclusive access and active travel and provide connectivity to Bridgend Town Centre and links to the Vale of Glamorgan. Furthermore, the development can be designed to minimise its potential visual impact and any impacts on the amenity of those residents that adjoin the site.

RECOMMENDATION

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

1. The development hereby permitted shall be carried out in accordance with the following approved documents:
 - a) Design and Access Statement - Arup - July 2016
 - b) Transport Assessment - Arup - July 2016
 - c) Tree Survey - Treescene - October 2015
 - d) Energy Statement - Encraft - received on 11th July 2016
 - e) Site Location Plan - Figure 1
 - f) Application Area - Figure 2
 - g) Illustrative Masterplan and Parameters - Figure 3
 - h) Landscape Mitigation Plan - Figure 4

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

2. The proposed development site shall be limited to the following land uses/parameters:
 - up to 4 Office units (B1 Use Class*) providing no more than 16,258sqm of Office floor space in total
 - up to 5 Industrial units (B2 Use Class*) providing no more than 55,183sqm of industrial floor space in total;

*B1 and B2 uses are in accordance with the provisions of the Town and County Planning (Use Classes) Order 1987 (as amended) (or any order revoking and re-enacting that Order with or without modification)

Reason: In the interests of the free flow of traffic, highway safety and to maintain the operational capacity of the network.

3. The mitigation measures set out in the documents listed below shall be carried out as prescribed in those documents unless provided for in any other condition attached to this permission:

- a) Chapter 5 of the Environmental Statement - Air Quality - 'Opportunities for Mitigation or Enhancement - paragraphs 5.4.2 to 5.5.1

- b) Chapter 7 of the Environmental Statement - Ecology - 'Opportunities for Construction Mitigation or Enhancement - paragraphs 7.8.2.1 to 7.9.2

- c) Chapter 8 of the Environmental Statement - Ground Conditions - 'Opportunities for Mitigation or Enhancement - paragraphs 8.6.1 to 8.7.2

- d) Chapter 9 of the Environmental Statement - Noise - 'Opportunities for Construction Mitigation or Enhancement - paragraphs 9.5.2.1 to 9.5.3.2

- e) Chapter 10 of the Environmental Statement - Landscape and Visual Impact - 'Opportunities for Construction Mitigation or Enhancement - paragraph 10.6.2

- f) Chapter 11 of the Environmental Statement - Water Resources - 'Opportunities for Construction Mitigation or Enhancement - paragraphs 11.5.4 and 11.6.6

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

4. No development shall commence until a scheme for the provision of enhanced bus stop facilities on route A48 at Brocastle House and The Paddocks including pedestrian crossing facilities has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall be supported by a Stage 2 Road Safety Audit. The bus stops and crossing facilities shall be completed in permanent materials in accordance with the approved scheme prior to any individual units being brought into beneficial use and retained in perpetuity.

Reason: In the interests of promoting sustainable transport and highway safety.

5. No development shall commence until a scheme for the provision of a pedestrian/cycle route along route A48 from the common boundary of Bridgend County Borough and Vale of Glamorgan Council to the existing facilities at the Site access roundabout has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall incorporate suitable crossing facilities of the rail line serving the Ford Engine Plant and the signalised junction of the A48 with the Ford Access Road and be supported by a Stage 2 Road Safety Audit. The pedestrian/cycle and crossing facilities shall be completed in permanent materials in accordance with the approved scheme prior to any individual units being brought into beneficial use and retained in perpetuity.

Reason: In the interests of promoting active travel, sustainable transport and highway safety.

6. No development shall commence until a scheme for the provision of a pedestrian / cycle route along route A48 from the common boundary of Bridgend County Borough and Vale of Glamorgan Council to the north western side of Waterton Roundabout has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall incorporate suitable crossing facilities of the A48 and A473 arms of the roundabout and be supported by a Stage 2 Road Safety Audit. The pedestrian/cycle and crossing facilities shall be completed in permanent materials in accordance with the approved scheme prior to any individual units being brought into beneficial use and retained in perpetuity.

Reason: In the interests of promoting active travel, sustainable transport and highway safety.

7. No development shall commence until a scheme of upgrade works to the Waterton Roundabout signalised junction has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall include an initial assessment of the operation of the junction and incorporate upgrade of the MOVA (Microprocessor Optimised Vehicle Actuation) system together with validation of the system. The upgrade works shall be completed in accordance with the approved scheme prior to any individual buildings being brought into beneficial use and a further revalidation of the system undertaken five years after the upgrade works are completed and retained in perpetuity.

Reason: In the interests of the free flow and safety of traffic and to maintain the operational capacity of the network.

8. No development shall commence until a scheme of upgrade works to the Coychurch Roundabout signalised junction has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall include an initial assessment of the operation of the junction and incorporate upgrade of the MOVA (Microprocessor Optimised Vehicle Actuation) system together with validation of the system. The upgrade works shall be completed in accordance with the approved scheme prior to any individual units being brought into beneficial use and a further revalidation of the system undertaken five years after the upgrade works are completed and retained in perpetuity.

Reason: In the interests of the free flow and safety of traffic and to maintain the operational capacity of the network.

9. A comprehensive travel plan shall be submitted as part of any reserved matters application for individual units on site and shall contain targets, physical measures and initiatives relating to the encouragement and promotion of the use of sustainable transport for journeys to and from the site. The agreed travel plan shall be implemented within 6 months of the occupation of the building and shall be subject to periodic review and monitoring, with annual reports prepared by the occupier and submitted to the Local Planning Authority.

to and approved in writing by the Local Planning Authority for each individual unit on the site and implemented within 6 months of the beneficial use of the individual units. Such a plan

Reason: In the interests of promoting sustainable modes of transport to and from the site.

10. No development shall commence on any phase of the development until a scheme for the comprehensive and integrated drainage of the site, showing how foul drainage, roof/yard water, highway drainage and land drainage will be dealt with has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented through the various phases of the development and prior to any building being occupied.

Reason: To ensure effective drainage facilities are provided for the proposed development.

11. No development shall commence until a 'Construction Environmental Management Plan' (CEMP) to minimise dust emissions arising from construction activities on the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details of dust suppression measures and the methods to monitor emissions of dust arising from the development and shall include the control measures as detailed in section 5.4.2 of Chapter 5 of the Air Quality Assessment contained in the Environmental Statement 'Land at Brocastle, Bridgend. Environmental Statement Volume II. The construction phase shall be implemented in accordance with the agreed scheme with the approved dust suppression measures being maintained in a fully functional condition for the duration of the construction phases.

Reason: In the interests of safeguarding the amenities of existing residents.

12. No development shall commence until a revised Air Quality Assessment (AQA) has been submitted to and agreed in writing by the Local Planning Authority. The AQA should address the following additional scenario which would encapsulate a cumulative air quality impact:

Year of 2026 (projected year of opening for Parc Ewenni), providing projected concentration levels for traffic derived NO₂ & PM₁₀ (both from the natural increase in traffic and the increase that will be generated as a result of this development) at the already designated sensitive receptors. The 2026 scenario should look to examine a cumulative effect whereby both the Parc Ewenni and Brocastle developments will be in place.

Where the Air Quality objectives are indicated to be exceeded, mitigation measures shall be included in the revised report. The mitigation measures and a program of implementation shall be submitted to and agreed in writing by the Local Planning Authority prior to any development commencing.

Reason: In the interests of limiting air pollution resulting from the development

13. No development shall commence until a Construction Method Statement ('the CMS') has been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the construction of the development shall only be carried out in accordance with the approved Construction Method Statement.

The Construction Method statement shall address the following matters;

1. Details of the phasing of construction works, including timescales;
2. Details of equipment to be employed, operations to be carried out and hours of operation

3. Mitigation measures to be applied in accordance with the guidance in BS228 (2014)

4. A scheme for implementing effective liaison with the local residents where they are likely to be affected by the noise/vibration at any particular phase of the work and details of how complaints will be dealt with, in particular with respect to complaints being likely at location 3 for vibration when construction activities are taking place close to the care home

5. A scheme of monitoring for vibration at location 3 when that phase of work is being undertaken.

Reason: In the interests of safeguarding the amenity of residents.

14. The rating level of the combined noise from all plant and machinery operating together from the development when brought into beneficial use (including the application of any tonal penalty where deemed necessary), when undertaken in accordance with BS4142 in free field conditions at any of the locations listed below, shall not exceed the noise levels shown below in Table 1 below:

Noise sensitive receptor (see figure 9.1 of chapter 9 noise of Environmental statement volume II	Threshold values in dB, LA _{Tr} (free field conditions)	
	Day (07:00-23:00)	Night (23:00-07:00)
	LA _{eq} 1hour	LA _{eq} 15mins
Location 1-Corntown Country Inn	54	48
Location 2- Waterton House	52	45
Location 3-Brocastle Manor Care Home	47	35
Location 4-Liagan Farm	46	35

Prior to the development being brought into beneficial use, once it is known who the end users will be, a noise report shall be submitted to the Local Planning Authority demonstrating that the noise from all plant, machinery and operations will not exceed the limits in table 1 above.

Reason: In the interests of safeguarding the amenity of local residents.

15. A written scheme of contamination investigation for the site, in general accordance with that reported in the Environmental Statement, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, in accordance with the approved scheme, no development or any development phase, infrastructure scheme or landscaping area shall be commenced until:

a) that part of the site has been subjected to a detailed scheme for the investigation and recording of contamination has been submitted to and approved in writing by the Local Planning Authority;

b) detailed proposals in line with current best practice for the removal, containment or otherwise rendering harmless such contamination (the "Contamination Proposals") have been submitted to and approved in writing by the Local Planning Authority;

c) for each part of the development, contamination remediation proposals relevant to that part (or any part that would be affected by the development) have been carried out either before or during such development as appropriate;

d) if during development works any contamination is encountered which has

not been previously identified and is derived from a different source and/or of a different type to those included in the "Contamination Proposals", revised "Contamination Proposals" have been submitted to and approved in writing by the Local Planning Authority before they are implemented;

e) if during development work site contaminants are found in areas previously expected to be clean, their remediation has been carried out in line with the "Contamination Proposals" approved under paragraph (b) or (d), as appropriate, above.

Reason: In the interests of safety.

16. The details submitted pursuant to discharging landscaping as a Reserved Matter for any development phase shall follow the principles of the Landscape Mitigation Plan (Figure 4) and the measures set out in paragraph 10.6.2 Secondary Mitigation of Chapter 7 of the Environmental Statement - Arup - July 2016

Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.

17. The details submitted pursuant to discharging landscaping as a Reserved Matter shall include new woodland buffer planting of at least 10 m depth between the proposed development and the private assisted living apartments at Cadwgan Court, Llewellyn Court, Glyndwr Court and the dwelling known as Brocastle Lodge.

Reason: In the interests of protecting the amenity of residents, the setting of the Listed Building and to promote nature conservation.

18. The development hereby permitted shall not be commenced nor shall the felling of any trees take place until a programme and scheme for the carrying out of a survey to identify the presence or otherwise of bats on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme and programme shall take account of seasonal usage and the timing of development on each development phase. The survey shall be carried out in accordance with the approved scheme and programme and shall contain recommendations for measures to protect any bats found before, during and after development, which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The protection measures shall be fully implemented in accordance with the approved details.

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

19. Prior to the commencement of any works within a particular development phase, further surveys shall be undertaken within that area to determine the presence and/or location of, but not limited to, the following species:

- a) badgers
- c) otters and holts
- d) water voles

The surveys shall be carried out in accordance with a programme which shall have been submitted to and approved in writing by the Local Planning Authority taking into account seasonal usage. The results of the surveys, along with measures

before, during and after development for the protection of any species found, shall be submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be fully implemented in accordance with the approved details.

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

20. The plans and particulars submitted in accordance with the Reserved Matters shall include a Habitat Management Plan (HMP) addressing avoidance, mitigation, compensation, enhancement and restoration of the site and shall include the following:

- a) Purpose and conservation objectives for the proposed works
- b) Review of site potential and constraints
- c) Detailed design(s) and/or working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale maps and plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing works.
- h) Details of initial aftercare and long-term maintenance.
- i) Details for monitoring and remedial measures.
- j) Details for disposal of any wastes arising from works.

No development shall commence until the HMP has been submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and all features shall be retained in that manner thereafter.

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

21. The plans and particulars submitted in accordance with the Reserved Matters shall include a Construction Environment Management Plan (CEMP: Biodiversity) and shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification "biodiversity protection zones".
- c) Practical measures (both physical and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication
- g) The role and responsibilities on site of an ecological clerk of works or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

No development shall take place (including demolition, ground works, and vegetation clearance) until the CEMP - Biodiversity has been submitted to and agreed in writing by the Local Planning Authority. The CEMP - Biodiversity shall be

adhered to and implemented throughout the construction period strictly in accordance with the agreed details.

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

22. The plans and particulars submitted in accordance with the Reserved Matters shall include a Landscape and Ecological Management Plan (LEMP) addressing the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) On-going monitoring and remedial measures.

No development shall take place (including demolition, ground works, vegetation clearance) until the LEMP has been submitted to and agreed in writing by the Local Planning Authority. The LEMP shall also set out where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally agreed scheme.

The agreed plan shall be implemented in accordance with the agreed details.

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

23. Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved in writing by the Local Planning Authority detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

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

24. Prior to the commencement of any development phase, detailed lighting plans in accordance with the submitted lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. The lighting plans shall be implemented as approved.

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

25. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

Overall the development complies with the Council's planning policies and would achieve national and local policy objectives of achieving a sustainable development by minimising impact on ecology and habitats, supporting existing

green infrastructure and using the site's natural features to provide a layout that responds to its semi-rural location thus creating a high quality development. The development will also support inclusive access and active travel and provide connectivity to Bridgend Town Centre and links to the Vale of Glamorgan. Furthermore, the development can be designed to minimise its potential visual impact and any impacts on the amenity of those residents that adjoin the site.

In order to satisfy Condition 10, the following advisory notes should be considered:

- Provide further information regarding the watercourse bisecting the site — if Figure 11.5 is correct, a Flood Defence Consent application must be submitted to the Local Authority outlining the proposed alterations and culverts. Current information is contradictory
- Provide confirmation of agreement from NRW regarding the discharge of surface water to the Brocastle Brook.
- Provide confirmation from NRW that a Flood Consequence Assessment is not needed for this development
- Provide confirmation of acceptability from DCWW of connection to the foul sewerage system, due to the conflicting advice within the application
- Submit a detailed design for a highway drainage scheme including its discharge point.

MARK SHEPHARD
CORPORATE DIRECTOR COMMUNITIES

Background papers

None