

REFERENCE: P/19/550/FUL

APPLICANT: CENIN RENEWABLES LTD.

LOCATION: Parc Stormy, Stormy Down, Bridgend CF33 4RS

PROPOSAL: Proposed sustainable transport hub and associated works

RECEIVED: 5 August 2019

DESCRIPTION OF PROPOSED DEVELOPMENT

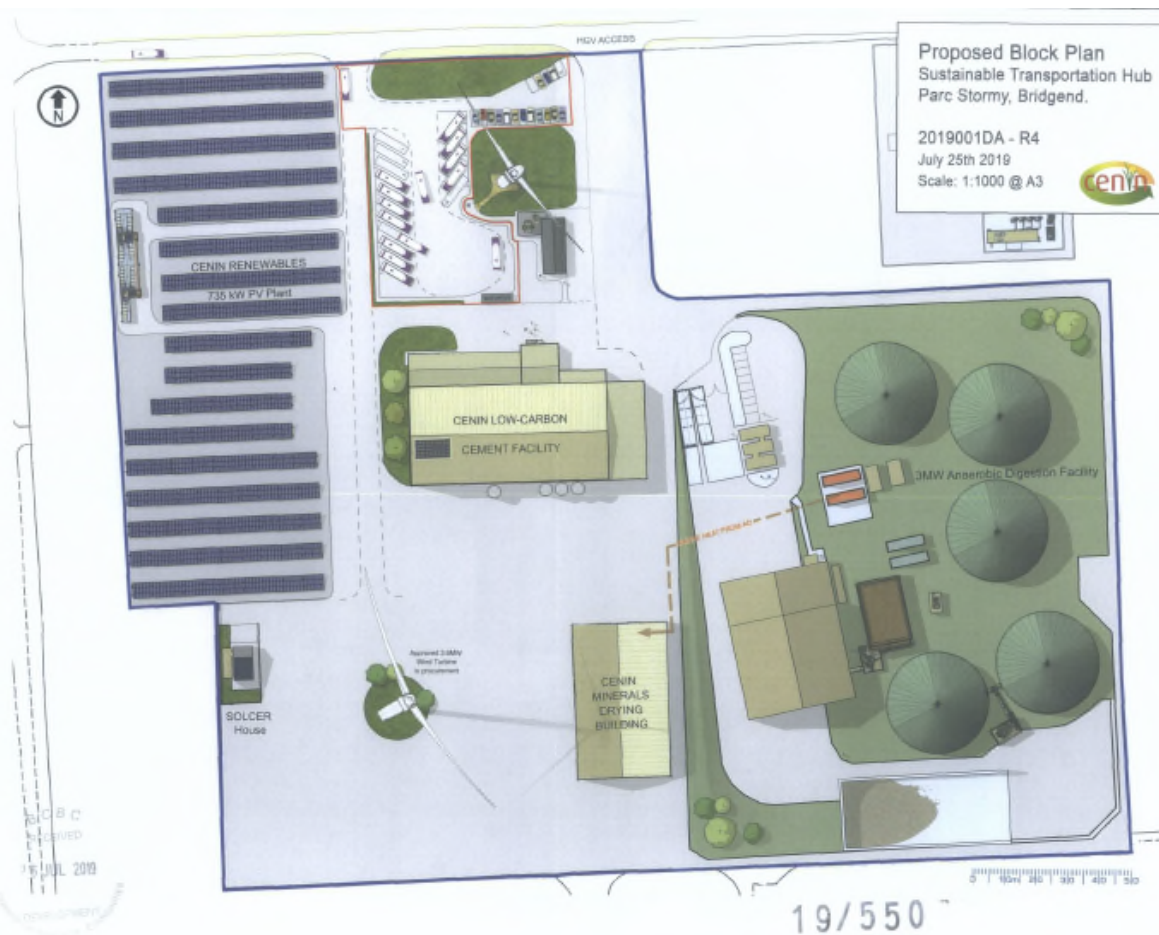
This application seeks consent for a temporary sustainable transport hub and associated works on vacant land at Parc Stormy, Stormy Down. The applicant is Cenin Renewables Ltd.

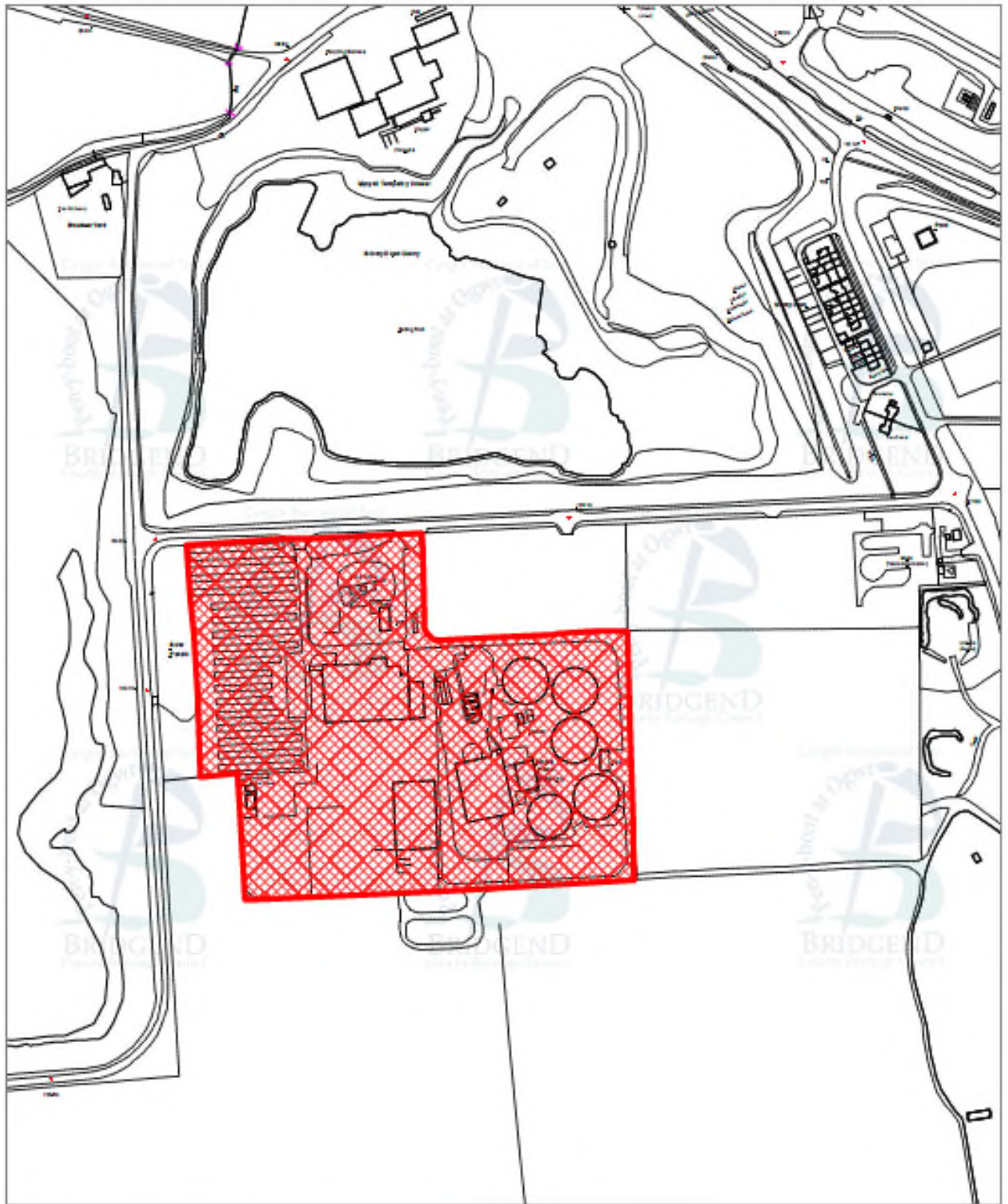
The works will include the provision of 0.38ha of land for 16 HGV parking spaces, 17 private vehicle (staff parking) spaces, 16 HGV electric vehicle (EV) charging stations, 2 private EV charging stations and a hub container office.

The supporting Planning Statement states that the existing public transport operator runs approximately 35 vehicles - 28 buses from the existing depot at Brynmenyn and an additional 6-7 vehicles from Port Talbot.

This proposed development would provide the public transport (bus) fleet operator with a new sustainable transportation hub that would seek to achieve the future aims of Bridgend Borough County Council and the Welsh Government by enabling a suitable zero carbon bus scheme.

Proposed Site Layout





Cyngor tŷwrastraf biral



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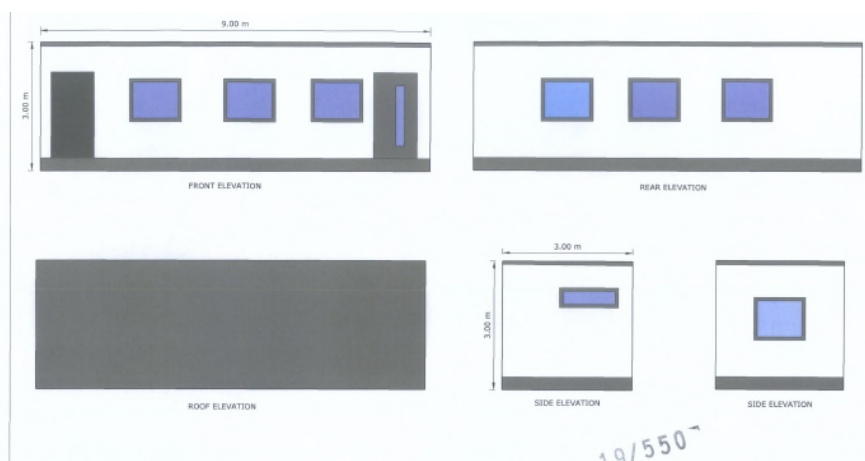
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 Date of Plot:
 15/10/2019

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The Welsh Government has committed to replacing the existing public transport model with zero carbon technology within the next 10 years and is exploring methods of implementing plug in vehicle (PiV) infrastructure en-masse across Wales. As part of this initiative, several Welsh Authorities have already started to replace fossil fuel buses with fully electric zero carbon buses (e.g. Newport which plans to operate 15 electric single decker buses by April 2020).

This development is seen as an opportunity to contribute to a low carbon infrastructure for Bridgend in co-operation with bus operators and third parties.

Proposed Office Building



SITE DESCRIPTION

The hub will be located on the former Stormy Down airfield, which is located approximately 6.5km to the west of Bridgend.

It will be positioned within the overall Cenin Renewables Ltd site (which includes turbines, solar panels, an anaerobic digester plant, a cement substitute test facility with silos, the Solcer House and Tesla battery stores) close to a wind turbine fronting the road.

The former Stormy Down airfield lies close to the A48 Trunk Road and is accessed from a country road which leads from Stormy Lane to the A4299 near to South Cornelly. The airfield is bounded by the road network and Cornelly and Stormy Down quarries to the west and north respectively.

Site Context



The development is proposed on brownfield/previously developed land and the site is located outside any designated settlement boundary and, as such, is classed as being in the open countryside.

RELEVANT HISTORY

P/11/138/FUL	GROUND BASED SOLAR PHOTOVOLTAIC PANELS FOR ENERGY GENERATION	Temp Approval	9/5/11
P/11/140/FUL	ERECT DE-MOUNTABLE RESEARCH LABORATORY	Temp Approval	18/5/11
P/11/225/FUL	C/U FOR TEMP STORAGE OF SOIL & AGGREGATES GENERATED WITHIN SITE (PENDING RE-USE IN BUILDING) & IMPROVEMENT WORKS	Temp Approval	3/6/11
P/11/531/FUL	PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER	Refused but allowed at appeal	
P/11/627/FUL	ERECT 6 NO. 50KW SOLAR PHOTO-VOLTAIC TRACKING ARRAY	Temp Approval	21/10/11
P/12/534/FUL	PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER	Refused	19/11/12
P/13/904/FUL	PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER	Temp Approval	18/12/14
P/15/79/FUL	CONTINUATION OF USE OF AN AREA FOR TEMP. STORAGE OF SOIL & AGGREGATES GENERATED FROM THE SITE	Temp Approval	8/4/15
P/15/868/FUL	1NO. WIND TURBINE (MAX TIP HEIGHT 125M & MAX HUB HEIGHT 75M) WITH ASSOCIATED WORKS	Temp Approval	18/8/16
P/16/108/FUL	ELECTRICAL ENERGY STORAGE FACILITY COMPRISING BATTERIES HOUSED IN STORAGE CONTAINERS WITH ASSOC. INFRASTRUCTURE	Temp Approval	17/3/16
P/18/197/RLX	VARIATION OF CONDITIONS 1 (HEIGHT) AND 22 (EXTEND TIME) OF P/15/868/FUL	Conditional Consent	8/10/18
P/18/451/RLX	VARY CONDITION 23 OF P/13/904/FUL (PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER) TO EXTEND THE CONSENT UNTIL 31 DECEMBER 2048	Conditional Consent	27/7/18
P/18/798/RLX	VARY CONDITIONS 1 AND 5 OF P/11/138/FUL TO CHANGE DATE OF	Conditional Consent	9/11/18

REMOVAL OF PHOTO VOLTAIC PANELS FROM THE SITE AND AMEND THE APPROVED PLANS

P/19/475/FUL	RETENTION OF TEN SILOS IN CONNECTION WITH ESTABLISHMENT OF CEMENT TEST FACILITY	Withdrawn	
P/19/477/RLX	VARY CONDITION 2 OF P/09/699/RLX TO EXTEND THE USE AT THE SITE UNTIL 31 DECEMBER 2048	Conditional Consent	15/8/19
P/19/573/FUL	RETENTION OF 8 SILOS AND THE PROVISION OF TWO EXTRA SILOS IN CONNECTION WITH THE EXISTING CEMENT FACILITY UNTIL DECEMBER 2048	Yet to be determined	

Aerial View of Existing Site



PUBLICITY

This application has been advertised on site and through direct neighbour notification.

RESPONSES

Three letters of objection have been received from neighbouring residential occupiers as follows:

1 Stormy Lane, Stormy Down

- The application is not definitive – but is leading to future applications in connection with it.
- The principle is all well and good but drivers who take the vehicles out in the morning will not be driving them back at night and there would be a constant flow of cars driving to and from the site as shifts change.

- The application makes no mention of bus washing facilities.
- There is no mention of a store for lubricants and interior cleaning supplies.
- There is no mention of a repair workshop where any faults can be rectified.
- There is no mention of a driver's locker room or the facility where drivers have to pay in monies collected as fares during the shift.
- There is no consideration for the residents of Stormy Down as these vehicles would all be moved both early and late with reversing horns sounding.
- There is no mention of a S106 agreement on vehicle routeing either for the buses or drivers cars/ferry vehicles.
- The application should be rejected on these points.

Pentre, Stormy Down

- I object to the proposal on the grounds of an increase in traffic and use of road outside property of Stormy Down causing unnecessary traffic noise and risk to residents.

Lilliput, Stormy Down

- The application suggests a considerable increase in traffic and noise pollution.
- As it is Cenin Renewables applying then our objections are futile.

COMMENTS ON REPRESENTATIONS RECEIVED

The application is relatively speculative in nature in order for Cenin Renewables Ltd. to source funding and agreement with existing commercial bus operators.

The scheme will include 17 employee/driver parking spaces and it is expected that the buses will return to the hub for charging and potentially to act as battery stores to provide power at peak times.

The traffic implications of the scheme (routeing and frequency) is considered in the appraisal section of the report but it is intended that traffic will be directed via Heol-y-Splot to avoid the neighbouring residential properties.

Bus washing facilities, storage facilities and workshop requirements will be provided by the commercial bus operator and as this is a bus charging facility and not a bus depot, no ancillary structures to service or maintain vehicles will be required.

The development does include for a hub container office for driver welfare and as a base to run the operation.

The facility would be approximately 450m from the nearest residential property (to the east of the site) and the nature of electric vehicles, the limited number of vehicles intended for the site (particularly in the initial phase) and the strict routeing of the traffic to and from the site will limit the potential for any adverse impacts on neighbouring residential amenities.

A Section 106 Legal Agreement will need to be in place before any temporary consent is issued.

Applications are determined on their own merits and not on the basis of who the applicant is.

CONSULTATION RESPONSES

Merthyr Mawr Community Council – The Community Council has commented that:

In principle, it is sensible to take buses out of built up areas – however the application fails to consider:

- The lack of control of bus routes to the planned “depot”.
- The effect on local residents – especially with large vehicles at early morning and possibly late evening.
- The application is to move only some of the buses – why not move all to this new premise?
- Are the buses currently electric? If not, then there would need to be a very high investment by the bus company – no mention of this at all is made in the application and indeed any mention at all about the ownership of the bus company.
- Is this application simply to gain utilisation of the land which has an approved designation of retention for mineral deposits?
- The use of electric buses is to be commended however, there is a lack of information as to how or when this would be achieved and also we have concerns on behalf of the local residents as to traffic regarding routes to the A48 and hours of the planned depot.

Land Drainage – No objections as the development is being built over an existing hardstanding area, subject to conditions.

Highways Officer – No objection subject to conditions.

Glamorgan Gwent Archaeological Trust – No objection.

Shared Regulatory Services – Pollution Control – No objections subject to conditions.

POLICY CONTEXT

The relevant policies relating to the proposed development from the adopted Bridgend County Borough Council Local Development Plan (2013) are:

Strategic Policy SP2 – Design and Sustainable Place Making

Strategic Policy SP3 – Strategic Transport Planning Principles

Strategic Policy SP6 – Minerals

Strategic Policy SP8 – Renewable Energy

Strategic Policy SP14 – Infrastructure

Policy ENV1 – Development in the Countryside

Policy ENV9 – Development in Mineral Safeguarding Areas

Policy ENV10 – Development within Mineral Buffer Zones

Policy ENV17 – Renewable Energy and Low/Zero Carbon Technology

Policy PLA4 – Climate Change and Peak Oil

Policy PLA11 – Parking Standards

Policy REG4 – Former Stormy Down Airfield

Supplementary Planning Guidance (SPG):

SPG12: Sustainable Energy

SPG17: Parking Standards

SPG20: Renewables in the Landscape

Policy SP2 (Design and Sustainable Place Making) states:

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

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

Policy ENV1 (Development in the Countryside) states:

Development in the countryside of the County Borough will be strictly controlled.

Development may be acceptable where it is necessary for:

- 1) Agriculture and/or forestry purposes;
- 2) The winning and working of minerals;
- 3) **Appropriate rural enterprises where a countryside location is necessary for the development;**
- 4) The implementation of an appropriate farm diversification project;
- 5) Land reclamation purposes;
- 6) **Transportation and/or utilities infrastructure;**
- 7) The suitable conversion of, and limited extension to, existing structurally sound rural buildings where the development is modest in scale and clearly subordinate to the original structure;
- 8) The direct replacement of an existing dwelling;
- 9) Outdoor recreational and sporting activities; or
- 10) The provision of Gypsy Traveller accommodation.

Where development is acceptable in principle in the countryside **it should where possible, utilise existing buildings and previously developed land and/or have an appropriate scale, form and detail for its context.**

In the determination of a planning application, regard should also be given to the requirements of National Planning Policy which are not duplicated within the Local Development Plan.

The following Welsh Government Planning Policy is relevant to the determination of this planning application:

Planning Policy Wales 10 (December 2018)
Planning Policy Wales TAN 12: Design
Planning Policy Wales TAN 18: Transport

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation.

Well-Being of Future Generations (Wales) Act 2015

The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act).

In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

APPRAISAL

The application is referred to the Development Control Committee due to the number of neighbour objections received.

The site is located within an allocated employment site as defined by Policy REG4 of the LDP (Former Stormy Down Airfield). Policy REG4 of the LDP states that, "temporary development of the former Stormy Down Airfield will be permitted where it relates to/facilitates the creation of a cluster of innovative green industries."

The development proposes a sustainable transport hub and associated works which will include electric charging points serving electric buses that will operate within the county borough. Additionally, the proposed development will complement the existing development activity within the site, such as the usage of low carbon concrete and various renewable energy sources.

Therefore, the nature of the proposed development in terms of its contribution to renewable energy, in line with Policy SP8 of the LDP, is considered appropriate and would successfully integrate with the existing uses at Parc Stormy, contributing to the creation of innovative green industries.

The site is located within a high purity limestone resource safeguarding area as defined by Policy ENV9 Development in Mineral Safeguarding Areas of the LDP. Policy ENV9 states that development proposals within mineral safeguarding areas must demonstrate that the mineral can be extracted prior to the development, and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource.

Additionally, the site is located within a mineral buffer zone where Policy ENV10 of the LDP applies. This policy states that proposed developments will need to demonstrate that the mineral resource will not be sterilised and the proposals will not be adversely affected to an unacceptable degree by mineral operations. The site is on brownfield land and the proposed development is unlikely to sterilise future mineral extraction.

Furthermore, Bridgend has a current land bank for crushed rock which would extend up to 2062 – the existing planning permission at Cornelly/Grove Quarries extends until 2056 and Gaens Quarry until 2068. Therefore, unless there is a major surge in production there will be no need for additional planning permissions to be released until 2052 (at which point there will be less than 10 years supply). In conclusion, a temporary development of a sustainable transport hub and associated works at Parc Stormy, for a period of 30 years in line with recent consents at Cenin Renewables Ltd., is considered appropriate and is unlikely to have a detrimental impact on potential future mineral extraction.

The proposed development will also be conditioned to restrict development for renewable energy purposes only, in order to prevent the proposed sustainable transport hub from operating as an unsustainable conventional transport hub/bus depot in the future.

In terms of the design and appearance of the proposed hub building, it will be a single storey flat roofed building set back approximately 80m into the site from the access road and positioned between the existing wind turbine and cement facility. Given the context of the wider site, it is considered that the proposed building will sit comfortably within the surrounding landscape.

In conclusion, it is considered that the proposed development complies with Policy SP2 of the LDP and advice contained within Planning Policy Wales and TAN12.

In terms of biodiversity, 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 LPAs 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."

The proposal is sited on an area of hardstanding/tarmac and maintained scrub/grassland which has limited potential for biodiversity. Therefore, as it is proposed to landscape the area around the transport hub with shrubs and wildflowers, it is considered that there will be a nett gain in potential habitats which will satisfy the Council's biodiversity duty.

In terms of the highway implications of the development, the scheme and the Transport Statement and Travel Plan which accompanied the application have been considered in detail by the Highways Officer.

The main transport implications for this development are associated with the movements of commercial vehicles to and from the site.

The Planning Statement suggests that access to the site would still be gained via the M4 (Junction 37), A48 and then along Heol y Splott to the site (thereby avoiding Stormy Lane). This route would apply to the electric vehicles and staff vehicles as well as construction vehicles during the setting out of the site.

The Highways Officer has confirmed that the Transport Statement does not specifically propose any routing of the HGV and bus vehicles associated with this development in line with the rest of this site and the Highway Authority do not consider it acceptable for this proposal to use the Stormy Lane junction from the A48 to access the site.

Therefore, to ensure HGVs and buses associated with the proposal do not undertake hazardous slow moving right turning manoeuvres onto the A48 across the westbound carriageway from the southern side of the A48, the applicant will be required to enter into a Section 106 routing agreement prior to any planning consent being granted. This is in line with other developments on this wider site.

Such an agreement shall also specify that all HGVs and buses associated with the sustainable transport hub facility shall access into/egress from the site via Heol y Splott and such vehicles must only turn left from Heol y Splott onto the A48. This arrangement will ensure vehicles accessing Stormy Down from Pyle use the longer and more appropriate right turn holding lane at the A48/Heol y Splott junction in comparison with the much shorter facility at the A48/Stormy Lane junction.

The routing agreement will address the concerns of local residents and is considered to benefit the local residents fronting Stormy Lane as heavy vehicles associated with the proposal will be diverted away from this neighbouring residential area.

To supplement the routing agreement and to assist new drivers to the site, a scheme of direction signage to/from the facility from the A48 will be included within the agreement. In addition to the above, a condition is also requested which limits the use of the charging stations to employees of Cenin who are already travelling to the site and the 16 HGV/Buses.

With regards to parking provision, as there is no specific parking standard for this particular and unusual use, the Transport Statement's methodology of calculating the quantum of parking (17 spaces) is acceptable however, the spaces as detailed in the plan do not provide adequate manoeuvring space to the rear of the spaces and should be redesigned via a suitably worded condition. The vehicles going to and from the transport hub will be required to use the westernmost road access (between the solar farm and the hub) in order to avoid any conflict with HGVs going to the cement works and Anaerobic Digester. This element will be secured via the routing agreement.

Although the level of information submitted concerning site drainage is limited, the Council's Land Drainage Engineers have not objected to the development but recommend the imposition of a pre-commencement Planning condition requiring the agreement of a drainage scheme for the disposal of both foul (if there are to be new toilet facilities on the site) and surface water. Any future drainage scheme for this site will therefore ensure that there are no adverse impacts on third party land.

Finally, in terms of noise impact, although it is not a standard bus depot and a routeing strategy will be put in place, there could be a creep in background noise levels and there is a guidance note that has been set out for this site due to its ongoing development. Therefore, in order to make sure that noise levels do not cause harm, a noise assessment will be required in a condition.

CONCLUSION

Having regard to the above, this application is recommended for approval because the development complies with Council and National policies.

The proposed Sustainable Transport Hub, whilst relatively speculative and dependent on a partnership agreement with bus service operators, investment in electric vehicles and sufficient bus services, is aspirational, follows recent examples across the UK including Newport and will help to reduce emissions and improve air quality in the Borough. The development also fits in with the general ethos at Cenin Renewables Ltd. and other developments at Stormy Down and a temporary consent for 30 years will ensure that the mineral resource will not be sterilised.

Having regard to the above, the application complies with Policies SP2, SP6, SP8, ENV1, ENV9, ENV10, ENV17, PLA4, PLA11 and REG4 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within Planning Policy Wales (Edition 10, Dec. 2018).

RECOMMENDATION

(R34) A) The applicant enters into a Section 106 Legal Agreement to secure a routeing agreement for traffic and HGVs/buses entering and leaving the site prior to any planning consent being granted;

(R11) B) The Corporate Director Communities be given delegated powers to issue a decision notice granting consent in respect of this proposal once the applicant has entered into the aforementioned Section 106 Agreement, as follows:

1. The development shall be carried out in accordance with the following approved plans: -
 - Site Location Plan - received 26 July 2019
 - Proposed Block Plan – received 26 July 2019
 - Routeing Plan – received 26 July 2019
 - Propose Office Elevations – received 26 July 2019

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

2. Notwithstanding the plans as hereby approved, no development shall commence until a scheme for the provision of 17 off street parking spaces and site boundary treatment has been submitted to and agreed in writing by the Local Planning Authority. The parking area shall be completed in permanent materials with the individual spaces clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for parking purposes for the duration of the use.

Reason: In the interests of highway safety.

3. Use of the charging stations shall be limited to HGVs/Buses and employees of Cenin Renewables Ltd. and not for the use of the general public.

Reason: For the avoidance of doubt and in the interests of highway safety.

4. The transport hub hereby permitted shall be discontinued and the land restored to its former condition on or before 31 December 2049.

Reason: To enable the Local Planning Authority to review the matter at the end of the period of the temporary consent and to protect identified reserves of limestone.

5. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul (if any), road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented in accordance with the agreed details and retained and maintained as such at all times thereafter.

Reason: To ensure that effective drainage facilities are provided for the proposed development and to ensure that there are no adverse impacts on third party land.

6. The site shall be used as Sustainable Transport Hub for ultra-low emission vehicles only in accordance with the plans as hereby approved and not as a conventional bus or transport depot.

Reason: For the avoidance of doubt and in the interests of highway safety.

7. Prior to the beneficial occupation of the Sustainable Transport Hub, full details of the proposed means of illumination of the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter retained in perpetuity.

Reason: To ensure a satisfactory form of development and in the interests of biodiversity.

8. Notwithstanding the submitted layout plan as hereby approved, prior to the beneficial occupation of the Sustainable Transportation Hub, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved scheme and the planting shall be retained and maintained for the duration of the use.

Reason: To ensure a satisfactory form of development and in the interests of biodiversity.

9. The landscaping scheme shall be carried out in accordance with the approved details in the first planting and seeding seasons following the beneficial use of the site or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure a satisfactory form of development and to satisfy the Local Planning Authority's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016

10. Prior to the beneficial occupation of the site, a 150mm air gap protected by mesh to keep out litter shall be provided beneath the temporary unit(s) and any service entry points shall be sealed.

Reason: To prevent the build-up of landfill gas and to ensure that the safety of future occupiers is not prejudiced.

11. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop and no further development shall take place until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of the measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

12. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

13. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

14. Prior to their implementation on site, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed plans and shall thereafter be maintained and retained for the duration of the use.

Reason: To ensure that the general amenities of the area are protected.

15. Prior to commencement of development, a noise assessment shall be undertaken to assess the impact of the noise from the transportation hub, including proposed hours of operation and the noise impact from vehicles entering and leaving the site, including the application of any tonal/impulsive penalties in accordance with BS4142 to obtain the rating level. The assessment shall also include an impact of the cumulative noise from all

sources operating together (including the wind turbines) and shall demonstrate that there will be no background creep and that the noise levels specified in the supplementary planning brief for this site will not be exceeded. The scope of the survey shall be first submitted to and agreed in writing with the Local Planning Authority prior to the survey being undertaken which shall discuss how the noise sources will be assessed, individually and cumulatively and how it will be ensured that when assessing the background levels, it will not include the specific noise sources already operating on site, particularly any wind turbines which will elevate the background level and are already permitted to operate +5dB above the LA90 background in accordance with ETSU guidance. Should the noise assessment identify any necessary mitigation measures, it shall also include a scheme of mitigation measures which shall be submitted to and agreed in writing with the Local Planning Authority. The scheme shall be implemented as agreed and shall be maintained in perpetuity.

Reason: In order to ensure a satisfactory form of development in the interests of residential amenity

*** THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS**

(a) The applicant has entered into a Section 106 Agreement, as required by the Local Planning Authority, before this planning consent was granted. The agreement specified that all heavy goods vehicle traffic associated with the proposed sustainable transport hub facility shall only access/egress from the site via Heol y Splott and shall only turn left at the A48/Heol y Splot junction to travel towards Pyle. Furthermore, the level of HGVs/buses utilising the site in any one day shall be limited by limiting the development to 16 charging points and 2 private charging points.

(b) Having regard to the above and the implementation of the proposed measures and improvements, the acknowledged highway safety and parking implications of the development have been addressed and the scheme therefore accords with Policies SP2, SP14 and PLA11 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within SPG17, Planning Policy Wales 10 (December 2018) and TAN18.

(c) This application was recommended for approval because the proposed transport hub is considered to comply with National and Local policy and does not adversely affect highway safety, ecology, visual amenities nor significantly harms neighbours amenities in terms of noise and traffic as to warrant refusal. Any potential impacts that have been identified will be mainly short term and can be addressed by suitable mitigation measures, which are controlled by either S106 Agreement or conditions. The proposed transport hub also makes a positive contribution towards the production and use of green energy on a site which has been identified in the Local Development Plan suitable for green innovative industries.

(d) The Section 106 Agreement will strictly control the routing of all HGVs and buses entering and leaving the site during the demolition, construction and decommissioning works.

(e) Rainwater run off shall not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under the Highways Act 1980.

(f) In order to satisfy the drainage condition the following supplementary information is required:

- Provide surface water drainage layout including the location of proposed SUDs features;

- Provide infiltration tests to confirm acceptability of any proposed infiltration system in accordance with BRE 365;
- Provide a plan showing locations of trial holes and at least 3 separate tests at each trial hole location;
- Provide information about the design calculation, storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent the pollution of the receiving groundwater and/or surface water system;
- Provide a timetable for its implementation; and
- Provide a management and maintenance plan, for the lifetime of the development and any other arrangements to secure the operation of the scheme throughout its lifetime.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers

None