

DEVELOPMENT CONTROL COMMITTEE 17 SEPTEMBER 2020

AMENDMENT SHEET

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

<u>ITEM NO.</u>	<u>PAGE NO.</u>	<u>APPLICATION NO.</u>
Item No.	Page No.	Application No.
7	11	P/19/915/RES

Further representations have been received from the occupier of Ty Risca, Derllwyn Road and emailed communications sent directly to committee members from the Tondu and Aberkenfig Community Association and the Local Member, Cllr James Radcliffe.

The occupier of Ty Risca continues to oppose the development but no longer wishes to speak at the committee meeting. In summary, this latest communication expresses concerns as to the adequacy of the vegetation screen between Derllwyn Road and the top end of the development. The objector maintains that the planting does not have sufficient density to compensate for the trees that will be removed to accommodate the development. The proposed hedgerow will not safeguard privacy. The objector seeks assurances that mature planting will be provided and that any failures are replaced with similar, mature species.

The letters from the Tondu and Aberkenfig Community Association refers to the above concerns but address the existing and proposed highway infrastructure. The high volume of traffic and the lack of controlled crossing points proposed by the development, would in the view of the association be unsafe. Reconfigurations of the existing traffic light systems at Pentre Felin and beneath the Tondu/Aberkenfig Bridge are detailed in the letter. The association suggest that the money saved from not building the link road could be used towards the provision of medical/community facilities.

Cllr Radcliffe had intended to speak at committee but has presented his submission in writing proposing two amendments to the scheme. The Councillor has previously been informed that as a public speaker he cannot move an amendment but has requested that other Members do so. In summary, the amendments are as follows:

- To double the amount of affordable housing from 10% to 20%
- To remove the requirement for the construction of the link road, with improvements to the existing network and active travel as the preferred method for mitigating the traffic

Cllr Radcliffe's communication provides further details and also references the Well-being of Future Generations Act and Active Travel which he maintains are material planning considerations.

Comments in Response: The outline planning application was accompanied by a Tree Survey, Categorisation & Constraints Report undertaken by a qualified arboriculturist which objectively assessed the trees on site. The illustrative Masterplan that was approved as part of the consent identified that a block of woodland covered by the Tree Preservation Order to the south of the cycleway would be retained. However a large block of woodland would be lost from the north of the site to accommodate the development. The survey recognised that individual and groups of trees achieved only low to moderate quality. This area will also require significant excavation and clearance in connection with possible heritage assets and contamination.

The landscaping proposals that form part of this reserved matters application have been amended in the light of comments received from the Council's Conservation and Design Team. A native hedgerow will be planted along the north western boundary of the development site with Derllwyn Road, which will comprise smaller trees, shrubs and a percentage of field maple and birch trees. It has been designed to create a softer, greener edge to the development when viewed from the conservation area. Admittedly its screening properties will be limited in the early years but it is not intended to hide the development. Privacy standard between new and existing properties will be achieved. Concerns about replacing failed trees and shrubs are covered in the conditions imposed on the outline planning consent.

The implications of the development on the surrounding network were considered in detail at the Outline application stage and Members will recall that external consultants and officers of the Transportation and Development Control Section concluded that overall, the proposed development performed well against the principles of sustainable transportation as identified in Planning Policy Wales. Crossing points for existing and new residents will be delivered as part of the development and in a manner that will be safe to users. The light controlled crossing on the proposed by-pass road will benefit both pedestrian and cyclists. To aid pedestrian connectivity and safety, a number of formal and informal crossings are also proposed by the development.

Abandoning the construction of the link road is not before Members. The new route is a component part of the allocating policy and was considered necessary, acknowledging that the section of the A4063 from the traffic signals, beneath the Tondu railway bridge, was sub-standard. This current submission accords with both the policy and the outline consent and there is no justification to require such a significant change to the scheme at this stage

The proportion of Affordable Housing has been agreed and secured by the Section 106 on the Outline Consent. The Council is not in a position to force the developer to change that agreed position as to do so would be outside the scope of a Reserved Matters application. In the report on the outline application, Members were advised of the high development costs and their effect on development viability. In accordance with Policy SP14 of the Bridgend Local Development, a reduced provision of affordable housing was agreed.

In his submission Cllr Radcliffe has referenced the Well Being of Future Generations (Wales) Act 2015 and Active Travel Act 2013 and maintains that both should be afforded consideration in the determination of this application. Both acts are indeed material and were reported as material at the outline application stage. The Well Being of Future Generations (Wales) Act 2015 act places a duty on public bodies to carry out sustainable development but acknowledges that a plan-led approach is the most effective way of achieving this objective. The decision to grant the outline consent accorded with the Bridgend Local Development Plan (2013).

The following additional condition should be added to the report:

25. No development shall commence on any phase of the development until the applicant or their agents or successors in title has secured agreement for a written scheme of historic environment mitigation which has been submitted by the application and approved by the Local Planning Authority. The approved site investigation works shall be implemented prior to the commencement of development on Phase 3 or any infrastructure scheme or strategic landscaping area. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme and the developer shall afford access at all reasonable times during construction to a nominated archaeologist for the purpose of observing the excavations and recording items of interest and finds.

Reason: To safeguard the heritage assets that may be buried beneath ground in accordance with national and local planning policy.

The condition is included on the outline planning consent but is re-imposed on the basis that the phasing numbers have changed.

**JONATHAN PARSONS
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17 SEPTEMBER 2020**