

REFERENCE: P/20/895/RLX

APPLICANT: Mr Ward Jones: c/o John Matthews Planning & Development Consultancy, 47 Anglesey Way, Porthcawl CF36 3QP

LOCATION: Ward Jones Bridgend Ltd, Horsefair Road, Waterton Industrial Estate, Bridgend CF31 3YN

PROPOSAL: Variation of Conditions 1, 2, 3, & 4 and removal of Conditions 8 & 16 of P/17/369/RLX to allow for partial site use changes

RECEIVED: 11 November 2020

APPLICATION/SITE DESCRIPTION

In 2016, retrospective planning permission was given for a private car parking area and outside storage facility on land to the rear of Units 11-13 Horsefair Road on Waterton Industrial Estate, (P/16/472/FUL).

In 2018, consent was granted to vary planning conditions imposed on the aforesaid permission to regularise the activities on site. P/17/369/RLX was issued and was subject to 15 conditions that sought to manage the development in the interests of safeguarding the living conditions of residents, to safeguard highway safety, to promote nature conservation and to ensure the safe drainage of the site.

This current application has been submitted under S.73 of the Town and Country Planning Act and seeks to vary and remove a number of the planning conditions imposed on P/17/369/RLX and to allow for partial site use changes. Amended plans and a supporting planning statement were submitted in January 2022. Each condition and the proposed changes are detailed as follows:

Condition 1

The development shall be carried out in accordance with the following approved plans and documents:

Sketch Layout Plan as Amended - December 2022

Reason: For the avoidance of doubt as to the extent of the permission granted and in the interests of highway safety and the amenities of residents.

Proposed Change: The Site Layout plan will be amended to reflect the proposed changes that will be described below:

Condition 2:

The site shall only be used for the following:

a) Area 1 - An overspill car parking area to be used in association with CGI Business and Management Consultants, Waterton Industrial Estate, Moor Road Bridgend and not for the parking of any other vehicles or the storage of any materials, containers or equipment.

The car parking area shall not be used outside the following times: 07:00 hours - 20:00 hours Mondays - Fridays. At all other times, the car park shall be secured to prevent access outside the permitted hours.

Area 1 shall not be used for any other purposes including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended)

or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification.

b) Area 2 – The storage of Locomotive Cabs (a maximum of 19 cabs).

Area 2 shall not be accessed outside the following times: - 09:00 hours-18:00 hours on any day. At all other times the Locomotive Restoration Yard shall be secured to prevent access outside the permitted hours.

Area 2 shall not be used for any other purposes including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification.

c) Area 3- A Compulsory Basic Training Motorcycle Facility operated by Bridgend Motorcycle Training Centre Ltd (BMTC Ltd) only that is restricted to a maximum of 6 bikes being operated/ridden on site at any one time.

The Motorcycle Training Facility shall not operate outside the following times: 08:00 hours -18:00 hours Mondays- Fridays and 09:00 hours -17:00 hours on weekends and Bank Holidays. At all other times the Motorcycle Training Facility shall be secured to prevent access outside the permitted hours.

d) Area 4 - A Van Storage Yard and ancillary building (a maximum of 30 Vans).

Area 4 shall be used for the storage of transit type commercial vans and car derived vans. The use of refrigerated vehicles, large goods vehicles, heavy goods vehicles, and any vehicle with a gross vehicle weight of more than 3.5 tonnes is prohibited.

No repairs of the vehicles shall be undertaken at any time and the yard and ancillary building shall be secured to prevent access outside the following times: 07:00 hours -19:00 hours Mondays- Fridays and 08:00 hours -17:00 hours at the weekends and Bank Holidays.

Area 4 shall not be used for any other purposes including any other purposes in Class B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification.

e) Area 5 - The storage of Caravans, Campervans and Motor Homes and for no other purpose including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987) (as amended) or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification.

The road surfaces subject to vehicular movement by caravans, camper vans and motorhomes shall be surfaced with asphalt planings or scalpings or a similar noise reducing surface. The area shall be secured to prevent access outside the following times: 07:00 hours – 19:00 hours on any day.

f) Area 6 - The storage of new pre-registered motor cars and for no other purposes including any other purposes in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification.

Area 6 shall be secured to prevent access outside the following times: 07:00 hours-19:00 hours on Mondays- Fridays and 08:00 hours - 17:00 hours on weekends and Bank Holidays.

g) Areas 7, 7a, 7b and 7c - the storage of steel containers.

The row of storage containers in locations 7b and 7c shown on Proposed Site Layout plan shall be maintained and retained in perpetuity to form a contiguous line along the southern perimeter boundary of Area 3 and the southern boundary of Areas 5 and 6. Should any container(s) be removed from site, the use of the motorcycle training facility, the storage of Caravans, Campervans, Motor Homes and vans shall immediately cease until replacement noise mitigation measures in the form of a 2.5m high acoustic barrier or close boarded fence with the joins being overboarded with a minimum mass of 10kg per square metre unit area which has no gaps, is imperforate and forms a contiguous line has been erected in a position to be agreed by the Local Planning Authority. The barrier or fence agreed by the Local Planning Authority shall be maintained and retained in perpetuity.

Areas 7, 7a, 7b and 7c shall be secured to prevent access outside the following times: 07.00 hours -23.00 hours on any day.

h) A Landscaping Protected Zone identified and shaded green on the 'Layout Plan' shall be retained in accordance with the landscaping scheme and maintenance plan agreed in discharge of condition 8 of P/16/472/FUL (P/16/973/DOC refers).

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

Proposed Change: Areas 1, 2, 3 and the Landscape Protected Zone on the southern boundary will not change. The application seeks retrospective consent for the use of Area 4 by H&E Comms Ltd, a local consumer services company, specialising in fibre optics. The site is used as a base with office accommodation and amenity block provided. Areas around the temporary buildings are used for the parking of vehicles and the storage of equipment. The application seeks to amend condition 2 d) as follows:

Area 4 shall be used as a base for H&E Comms Ltd or other similar company that undertakes its customer business activities offsite. The use of refrigerated vehicles, large goods vehicles, heavy goods vehicles and any vehicles with a gross vehicle weight of more than 3.5 tonnes is prohibited. No repairs of the vehicles shall be undertaken at any time and the yard and ancillary building shall be secured to prevent access outside the following times: 07:00 hours -19:00 hours Mondays- Fridays and 08:00 hours -17:00 hours at the weekends and Bank Holidays. Area 4 shall not be used for any other purposes including any other purposes in Class B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification.

The site layout has been amended such that Area 5 will now incorporate Area 6, previously used and approved for the storage of brand-new vehicles. The enlarged Area 5 will be used for the storage of caravans, campervans, motorhomes and/or steel containers. It is intended that access to the site will be allowed between 07.00 – 23.00 hours on any day. The previous consent only allowed access between 07:00 hours – 19:00 hours on any day.

Areas 7, 7a, 7b and 7c have been renamed 6A, 6B and 6C and the wording of the

condition to reflect the changes of the uses proposed above. The only proposed change for Area 6B is an 'either or' arrangement which will allow either a row of steel storage container or a 2.5m high close boarded fencing or by the wording of the condition, a combination of the two. Area 6B provides an important sound barrier on the southern boundary of the approved motorcycle training facility. The amended wording proposed still includes a requirement for the training facility to cease operating should the noise barrier be removed. Area 6C is the row of steel containers on the southern boundary of the site. These are to be maintained and retained in perpetuity to form a solid sound barrier without gaps with access gates for maintenance of the Landscape Protected Zone finished in 2.5m high close board fenced gates with a minimum mass of 10kg per square metre per unit area. Access to these containers will be as per the earlier consent i.e. between 07.00 hours and 23.00 hours on any day.

Condition 3: *A 2m overboarded close boarded fence with a minimum mass of 10kg/m² unit area shall be erected as part of 7b and 7c and as located on boundary 'b' marked on the 'Layout Plan' received on 4 January 2019 and shall be maintained and retained in perpetuity. The fence shall be imperforate with no gaps including no gaps between the steel containers at 7b and the fence marked as b on the Layout Plan.*

Reason: In the interests of safeguarding the living conditions and well-being of the residents

Proposed Change: The revised wording proposed by the application requires the retention and maintenance of the fence erected on the eastern boundary of the motorcycle training facility and caravan and campervan storage areas. It seeks to acknowledge that the requirements of the original condition have been discharged.

Condition 4: *Within three months of the date of this permission a 3m high close boarded timber fence shall be erected along the northern, southern and eastern boundaries of Area 2 as indicated as boundary 'a' on the 'Layout Plan' received on 4 January 2019. The fence shall be maintained and retained in perpetuity.*

Reason: In the interests of screening this part of the site operation

Proposed Change: As with condition 3 above, the revised wording proposed by the application requires the retention and maintenance of the erected fence on the northern and eastern boundaries of the Locomotive Storage Yard. It seeks to acknowledge that the requirements of the original condition have been discharged.

Condition 8: *Within two months of the date of this permission a revised landscaping plan for the eastern boundary of the site shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall incorporate a line of tree/hedge planting on the eastern boundaries of Areas 2 and 3 on the 'Layout Plan' received on 4 January 2019. The planting plans shall include a schedule of trees and shrubs, noting species, plant sizes and proposed numbers and densities and a program for maintenance. All landscaping works shall be carried out in accordance with the approved details and in the next planting season (November 2019 – March 2020).*

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

Proposed Change: This application proposes the removal of this condition on the basis that it is no longer necessary because the existing eastern boundary fencing along with the existing riverbank vegetation provides a sufficient and satisfactory visual screen along the site's eastern boundary

Condition 16: *Within two months of the date of this permission, a delivery management plan for the pre-registered motor cars operation shall be submitted to and agreed in writing by the Local Planning Authority. The management plan will detail the timing, number of trips and vehicles/equipment used in the delivery of the pre-registered cars to site. All future deliveries shall be undertaken in accordance with the agreed delivery management plan.*

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

Proposed Change: This application proposes the removal of this condition on the basis that Area 6 is no longer used for the storage of pre-registered motor cars.

The following is a 2021/2022 Google Maps extract of the site showing the site and the current uses:



RELEVANT HISTORY

Application Reference	Description	Decision	Date
P/15/132/FUL	Change the use of land to uses falling within Classes B1, B2 and B8 of the Use Class Order 1987.	Conditional Consent	18/6/15
P/16/472/FUL	Retrospective planning permission to develop a private car parking area and outside storage compounds.	Conditional Consent	28/10/16
P/17/369/RLX	Variation of conditions 1 and 5 of P/16/472/FUL	Conditional Consent	24/10/19

CONSULTATION RESPONSES

CONSULTEE

**Coychurch Lower
Community Council
(24/12/20)**

COMMENTS

We must object on the basis this application, as it is presented, is nonspecific, does not comply with previous instructions given by BCBC to the owner and any change would significantly impact on the amenity of Treoes villagers.

AREA 4

We object to the retrospective request for toilets/restrooms in this area-built March 2020. The site is for storage only. They should be removed. There should be no need for such facilities. For daytime staff, toilet facilities already exist in the main entry building.

We object to the very cleverly written request for overnight parking of cars/vans in this area, as opposed to storage of vehicles, assuming this will allow for overnight parking of vans and other vehicles and would explain the need for toilets/restrooms for overnight users!

AREA 6

This request is non-specific. It is suggesting multi-use (caravans, campervans, motor homes or steel containers) depending on changing market demand. This request for multi-use has already been denied by BCBC and should be denied again to protect the amenity of Treoes villagers.

At the start of the project in 2016 BCBC DC committee specifically advised the owner that each and every change to any given area any time required planning permission. The owner was also denied any opportunity to 'respond to market demand'. This was specifically agreed in order to protect the amenity of Treoes villagers with gardens and fields adjoining.

This application seeks to make changes in areas 4 and 6, the suggested use as described is non-specific and multi-use, in order that the owner can respond to changing market demand. This has already been denied by BCBC and should be denied again.

We would like to remind everyone that this site was originally for STORAGE ONLY with one area set aside for a car park for CGI and a storage area for loco cabs. No power tools to be allowed. Specifically for the amenity of villagers.

What exists now bears no reflection on what was agreed in 2016. Continued unauthorised activities, requiring retrospective planning permissions have occurred over the years, all of which have significantly impacted on the lives of Treoes villagers. We believe at a recent meeting the DC Committee agreed they would no longer consider any further retrospective planning applications.

Yet here we are again.

Everyone in BCBC/DC Committee knows that over the last 3 years, all without permission, there has been the emergence of a motorbike training area, with offices, classrooms, restrooms etc. Several portacabins have appeared in the 'storage only' loco cab area, power tools are being used.

In recent weeks, two unauthorised buildings with apex roofs have appeared, a food van is doing a roaring trade parked each day inside the entrance to the site, when only vehicles of WJ are permitted to park. Last year the owner contracted with Hermes to park vans overnight on his smaller storage site.

We request BCBC DC Committee undertake a total review of this site.

That all unauthorised activities cease, that all unauthorised buildings are removed, and it is once again returned to storage only to protect the amenity of Treoes villagers.

The Coychurch Lower Community Council objects to all parts of this application, reminding BCBC that this site, adjoining the village of Treoes, was agreed to be a 'storage only area' specifically to protect the amenity of Treoes villagers. The only modification was the agreement to allow a fenced car parking area for CGI, to be established as far away from Treoes village as possible, with very limited daytime access.

In 2017 WJ requested permission to change the use in any area any time without needing planning permission and this was denied by BCBC. He was advised he must apply each time and be very specific as to any change of use in any area.

Through the letter from his agent the applicant is seeking to change two very important planning conditions which would undoubtedly affect those living in Treoes villagers. He is also seeking retrospective permission for a toilet and restroom which should not have been installed.

The community council objects to any change to conditions 2 and 4 on the basis this would significantly impact on the residents of Treoes. It was agreed the area would be a storage only site with small CGI car park. The community council cannot support any application that proposes unspecified multi-use changes to meet changing market demands. This request was denied some years ago and doing so would significantly impact on the residents of Treoes villagers. The community council cannot support the need for any toilet/restrooms in area 4 as this is a storage only area with car park.

**Llangan Community
Council (neighbouring
Community Council in**

Object to any variation of conditions 1,2,3 and 4 and the removal of condition 8. We agree to the removal of condition 16 as you advise the car storage activity no longer exists. We

Vale of Glamorgan)

are despairing that this application includes yet another unauthorised activity in Area 4, which the agent confirms has existed since March 2020. However, the agent fails to include the unauthorised erection in Area 4 of a portacabin and several permanent 6m lights. Combine this then with the 14 villager complaints brought to the attention of BCBC during 2020/21, which included at least two further unauthorised activities, which BCBC have enforced, and this Council is now deeply concerned that the landowner chooses not to adhere to BCBC conditions, especially conditions that seek to protect the amenity of Treoes.

Any attempt to remove condition 8 is particularly alarming to this Council. BCBC have placed conditions from as early as 2015/16 to enhance perimeters and to protect the visual amenity of Treoes village. It is now 2022 and six years later these conditions have still not been implemented. Our concerns are as follows:

- This application contains an existing unauthorised activity already with an enforcement re lighting
- That many conditions BCBC set, to protect the amenity of Treoes villagers, to enhance visual amenity and to protect the countryside and increase nature conservation, will disappear.
- Condition 1 - can only be agreed by BCBC
- Condition 2 - Proposed New Site Layout - Area 4, the business of H & E Comms, with portacabin and 6m lights, is unauthorised. BCBC have already received villager complaints re the lights and taken out enforcement. Without a prior planning application, to fully understand the business activity, we cannot understand any request to extend hours to 2300 in this area, especially when advised it is a daytime only business. We cannot agree to any request for 'any similar company' to operate in Area 4 given the current business is unauthorised and we believe BCBC would lose control of this area if permission were given. We cannot agree to allowing Area 5 to expand into the old Area 6 and extending hours of operation to 2300 hrs. Area 6 is much closer to the village, amenity has been protected as it has contained a daytime only almost static activity. We cannot agree to a multi-use approach in the old Area 6. This area needs to be controlled and very specifically conditioned to protect the amenity of Treoes villagers
- Conditions 3 & 4: These conditions were placed on the landowner January 2019 and have been ignored. The conditions should remain and be enforced.
- Condition 8: The establishment of an Eastern border for reasons of amenity, nature conservation, visual amenity

have been ignored since 2016. First a 5m bund with trees and planting was conditioned. Then in Jan 2019, BCBC requested trees and planting along this edge, work to be undertaken March 2020 onwards. All conditions again have been ignored by the landowner

**Cllr Elaine Venables –
Former Local Member**

No comments received.

**Principal Officer
Highways Development
Control**

No objections.

**Shared Regulatory
Services:**

No objections subject to conditions.

Land Drainage Section

We have no objection to the variation of conditions.

REPRESENTATIONS RECEIVED

Letters of objection have been received from the occupiers of Rhoslanog, Caeffynnon, Gwyndy, Bodafon and 4 River Court.

The following is a summary of the objections received specific to variations in the conditions proposed:

The applicant ability to 'respond to changing markets' have been resisted by the Council so that you can rightly consider the impact any change of use that may have on the amenity of Treoes village – once again another retrospective application - against the wishes of the Development Control Committee.

Condition 1: The amended plan which is referenced by this condition reflects scant regard for highway safety and the amenities of residents.

Condition 2: H&E Comms Ltd are already on site - this is a retrospective planning application - the Council previously advised the applicant they would not entertain such applications in the future; the terminology “any similar company” as it takes away planning control; extending the working hours will generate more noise and disturbance and for a much longer period of time – this will add to the noise from the site and other businesses in the area.

This application cleverly conceals a request to retrospectively agree to washing and toilet facilities-built March 2020 in area 4. Area 4 which was designated for storage will effectively become an overnight parking area for cars/vans to meet needs of local companies.

Additional lighting has been introduced to Area 4 that is likely to impact on the amenities of residents

The request to introduce a multi/flexi use on Area 5/6 should be rejected – there will be an unknown mix of caravans, campervans, motorhomes or steel containers – access to the site between 07.00 – 23.00 hours is also proposed - this part of the site is very close to the village of Treoes and would affect living conditions

Conditions 3, 4 and 8: The whole of the eastern boundary should revert back to the original Planning Condition that required a planted bund for reasons that it would maintain

and improve the appearance of the area in the interests of visual amenities and to promote nature conservation – we should all be looking after our planet and any landscaping is a step in the right direction

Objections have also been received regarding the increase in traffic flows in and around the estate and through the village since the development was first consented on site - there are several delivery vans by-passing through the village along with the car movements of the CGI staff - the application should be accompanied by an appropriate technical assessment of the impact of development on the highway network – the development could exacerbate the situation

COMMENTS ON REPRESENTATIONS RECEIVED

Many of the issues raised by the objectors will be considered in the appraisal section of this report. A number of references have been made to the nature of the application which once again seeks retrospective consent for a new use (H&E Comms on Area 4), changes to the layout and the omission of the landscaping on the eastern boundary of the site. The suggestion has been made that this Council would no longer consider retrospective applications on this site. That is not the case. In almost all circumstances, the Local Planning Authority has a duty to determine a valid application. The residents are correct that Members that determined the previous application at the meeting of the Development Control Committee in October 2019 did indeed voice their concerns at the repeated retrospective applications on this site and those were relayed to the applicant and his planning consultant. It does not however prevent the submission of such an application which must be assessed having regard to the relevant planning policies and all other material considerations.

Coychurch Lower Community Council in their observations highlighted a number of planning breaches but specifically a pitched roof that had been erected on one of the steel containers serving the motorcycle training centre. The works have been carried out and the site owner was invited to submit a retrospective planning application. Although no application has been submitted, it was agreed that the alteration was acceptable and no enforcement action would be pursued. The case was closed. An application for the hot food van at the entrance to the site was submitted and refused on the basis of the use affecting movements around the site access and being detrimental to highway safety. An Enforcement Notice was also served. An appeal against such action and the refusal of permission was allowed and consent was granted.

POLICY CONTEXT

Local Policies

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

Policy PLA1 Settlement Hierarchy and Urban Management
Policy SP1 Regeneration-Led Development
Policy SP2 Design and Sustainable Place Making
Policy SP3 Strategic Transport Planning Principles
Policy PLA11 Parking Standards
Policy ENV6 Nature Conservation
Policy ENV7 Natural Resource Protection and Public Health
Policy SP9 Employment and the Economy
REG1 (8) Employment Sites – Land at Waterton Industrial Estate
REG 2 Protection of Identified Employment Sites

Supplementary Planning Guidance

SPG 17 Parking Standards

SPG 19 Biodiversity and Development

National Policies

In the determination of a planning application regard should also be given to the requirements of National Planning Policy, which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this planning application:

Future Wales – the National Plan 2040
Planning Policy Wales Edition 11
Planning Policy Wales TAN 5 Nature Conservation and Planning
Planning Policy Wales TAN 11 Noise
Planning Policy Wales TAN 12 Design
Planning Policy Wales TAN 18 Transport
Planning Policy Wales TAN 23 Economic Development

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of well-being goals/objectives because of the proposed development.

THE SOCIO-ECONOMIC DUTY

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this application.

APPRAISAL

The application is being reported to Members due to the number of objections received from the Community Councils and local residents.

The main considerations in the determination of this application relate to:

- The acceptability of the new use and re-configuration of existing uses with reference to the site's allocation in the Bridgend Local Development Plan
- The use of land and the impact on the amenity of the residents of Treoes and the wider surrounding areas and the protection/enhancement of biodiversity interests on site
- The implications of the development on the surrounding highway network and whether the access arrangements are deemed acceptable to serve the existing and new use and amended site layout
- The drainage of the site

The acceptability of the new use and re-configuration of existing uses with reference to the site's allocation in the Bridgend Local Development Plan

The site is allocated and protected for employment development falling within uses B1, B2 and B8 (as defined by the schedule to the Town and Country (Use Classes) Order 1987), Policy REG1 (8) of the Bridgend Local Development Plan (2013) refers.

All the existing and consented uses including the overspill car park, loco storage yard, motorcycle training centre, caravan, campervan, motor home and container storage have been deemed to be compliant uses with the aforementioned Policy and reconciled through the granting of the previous consents (P/16/472/FUL and P/17/369/RLX refer).

Area 4 is now occupied by a new business that specialises in the installation and maintenance of fibre optic networks. The site is used as a base for the company and includes offices, amenity block with the storage of equipment and materials. Such a use would fall within Classes B1 or B2 so, in principle, would accord with the allocating policies. Both residents and the Community Councils have suggested that the whole site should only be used for storage purposes. Whilst parts of the site are indeed given for such uses, other areas are used as an overspill car park and a motorcycle training centre, uses permitted based on the site's allocation for a range of B1, B2 and B8 business uses and operations. It could be argued that the economic benefits of allowing this new fibre optic business and the services and employment it provides will be greater than the other service type uses on site. Concerns about the impact of this new use on residents and site drainage will be addressed again in the report but there is no evidence to suggest that its operation is so harmful as to suggest that the use of the land on a matter of principle is unacceptable.

The other major change to the uses on site is the expansion of the caravans, campervans, motorhomes and container operations into the enlarged Area 5. These uses have all been consented elsewhere on site and accord with the site's allocation under Policy REG1 (8).

On a matter of principle, the current activities on site accord with local and national planning policies.

The use of land and the impact on the amenity of the residents of Treoes and the wider surrounding areas and the protection/enhancement of biodiversity interests on site

As with all previous applications, the key issue in the assessment of this application is the impact of the new and reconfigured uses, both individually and in combination, on the living conditions and well-being of the nearest residents in Treoes.

Measured from Ordnance Survey plans, the nearest property, 4 River Court, is some 44m from the site. This is a relatively recent development with the more established properties on Parc Newydd being some 130m from the southern boundary of the application site.

As acknowledged in previous reports, introducing commercial development to this site was always likely to have an impact on the levels of amenity that had been enjoyed by the residents of Treoes. The critical issue was the significance and whether, under the current planning legislation, adequate controls could be imposed on the existing and future use of land.

As described above, this application introduces one new use on Area 4 and an expansion of the caravans, campervans, motorhomes and container operations on the enlarged Area 5. Such changes have been made without first gaining the necessary planning permission and this has frustrated residents on what they perceive as a failure on the part of the Local Planning Authority to pursue enforcement action. Wilful disregard for the need for planning

permission is not condoned by this Council and the developer's actions are regrettable. Nevertheless, the decisive issue for the authority is whether the new use and other changes have unacceptably affected public amenity and whether the use of the existing use of land and buildings merits protection in the public interests. On each occasion when additional uses have been introduced to site, the above tests have been applied and based on the advice received from the Council's consultees, enforcement action was not immediately pursued in respect of the new use and other changes made. The planning legislation does allow for the submission of retrospective applications to regularise the use of land and to amend the requirements of previously imposed planning conditions and this current application seeks to address those matters as described earlier in the report.

Based on the representations received from residents and the Community Councils, the main concerns regarding the operations on Area 4 relate to the intended hours of business, the lighting, the toilet facilities and the relaxation of the condition allowing other similar business to operate on site.

Condition 2 d) of consent P/17/369/RLX permitted the former use on Area 4 to operate between 07:00 hours to 19:00 hours Monday to Friday and 08:00 hours to 17:00 hours at the weekends and on Bank Holidays. It was proposed to extend the business hours to 23:00 hours on weekdays but that is no longer required and the hours of business will remain as consented. Lighting has been installed on Area 4 and comprises manually controlled 10w LED lights on 4m high columns. All lights face downwards with none facing towards existing residents in Treoes. All lighting should be extinguished by 19:00 hours. This has been agreed as part of the lighting scheme for the whole site (P/21/1128/DOC refers). The concerns around toilet facilities are two-fold. The site has no foul drainage and there are concerns that the toilet facilities were being used in association with the overnight parking of delivery vehicles. At the time this application was submitted, Area 4 was being used by Hermes (now EVRi) as an overspill car park and the Community Councils were concerned that the toilet facility was being used overnight by staff of that company. That use has ceased and the site is now fully occupied by H&E Comms. Toilet facilities are available but in the form of a portaloo. Given that the business has staff working in the office, it is an essential facility and does not raise any amenity or drainage concerns. The application does propose a variation to condition 2 d) that would allow a similar type of business to occupy Area 4 without the need for a further planning consent. Colleagues in Shared Regulatory Services have some concerns with such a change even accounting for the controls that are in place through the consent. Accordingly, the re-wording of the condition will not permit other businesses to occupy the plot without the consent of the Local Planning Authority.

Based on the representations received from residents and the Community Councils, the main concerns regarding the expansion of the caravans, campervans, motorhomes and container operations on the enlarged Area 5 are the proposed hours of operation (07:00-23:00 hours) and the flexibility to introduce more caravan or steel container storage, depending on market conditions. The Community Councils have referenced the proximity of Area 5 to the properties in Treoes and that the previous car storage use operated during the day.

Colleagues in SRS have considered the proposed change to the hours of operation and have no objections on the basis that the movements to and from the site in the late evening are generally limited in number. Furthermore, access to the steel storage containers that form the southern boundary of the site and run through Area 5 is permitted between 07:00 hours and 23:00 hours on any day. Although both the Community Councils and residents have suggested this change will affect amenities, there is no evidence that access to the containers has caused any significant problem. Although the introduction of lighting on the containers that face into the site will be triggered by customers accessing

their pitches with their caravans or motorhomes or the steel containers, such lighting has been designed to face down and into the site. Any light spillage should therefore be limited and screened by the containers and the trees on the southern boundary of the site. The proximity of Area 5 to the residents is fully acknowledged but it is considered that the extended use of the site and hours of operation should not have such significant impacts on living conditions as to warrant a refusal of planning permission.

The introduction of some flexibility into the storage options for Area 5 does go somewhat against the controls that the Local Planning Authority have enforced across this site but on the basis that the various storage uses are acceptable, it would be difficult to oppose a change which included more storage containers given their prevalence elsewhere on site. To ensure some degree of control and the retention of sufficient operational space, a condition will be imposed that requires a plan to be submitted for Area 5 should any new steel storage containers be introduced to site.

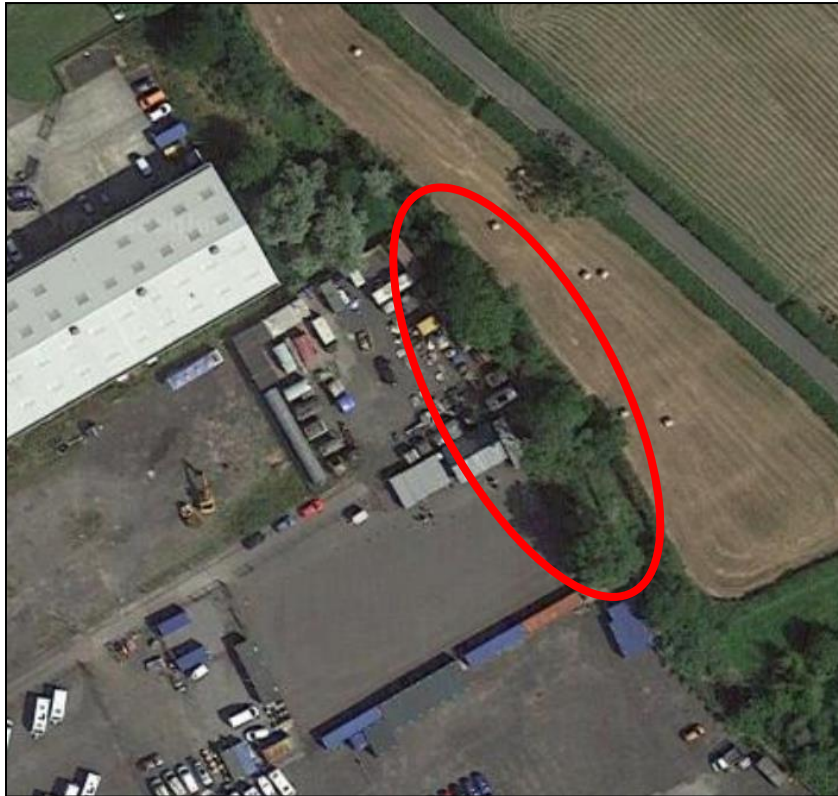
National policy does indicate that 'potentially polluting' commercial/industrial development should be located where there is low public exposure or where the impacts can be minimised. The potential impact of noise pollution arising from existing development must be fully considered to ensure the effects can be adequately controlled to safeguard amenity. Based on the responses received from consultees and a review of the site circumstances, the impact of the new use and the re-configuration of others on the residents in terms of noise is minimal and does not demand a refusal of permission. It must also be recognised that the application site does form part of Waterton Industrial Estate and has long been identified for business uses. Conditions both new and existing (re-imposed from the original consent) should ensure that the living conditions of residents can be reasonably maintained.

From the representations received, one of the main objections to this application is the relaxation of condition 8 which required the agreement and implementation of a landscaping scheme incorporating a line of tree/hedge planting on part of the part of the eastern boundary. The planning statement submitted in support of the application suggests that the existing boundary treatment and riverside planting provides sufficient screening of the site when viewed from the access road to Treoes and the open countryside to the east.

Landscaping buffers were proposed along the southern and eastern boundaries of this site as part of the original site layout. A condition on that consent required the agreement of a landscaping scheme incorporating earth bunds, tree planting etc and that was approved under a discharge of condition consent (P/16/926/DOC refers). The landscape buffer along the southern boundary of the site has been implemented and the trees are maturing. A recent inspection suggests that some maintenance of this area should be undertaken in the Spring to ensure that it continues to establish and provides an acceptable screen to this commercial development. This planting zone on the southern boundary is critical but the developer has consistently challenged the need for such planting and did so on application P/17/369/RLX.

In the report presented to the Development Control Committee on the aforesaid application it was acknowledged that the 2.0m and 3.0m high fencing erected along the boundaries of Areas 2 and 3 combined with the roadside and riverside lines of trees and hedges, offered a significant level of screening however, for the reason that the eastern boundary formed the transition between the allocated employment land and the countryside to the east, a compromise was proposed and condition requiring a line of tree/hedge planting along the boundaries of Areas 2 and 3 was imposed (condition 8 refers).

The requirements for landscaping on any development is generally to provide biodiversity gains and improvements to the visual amenities of the area. The applicant maintains that the combination of existing fencing within the development and trees and hedges, within and outside the site, screen the development from views from the public highway and the farmland to the east thus protecting the visual amenities. The 2021/22 aerial photograph below does identify a green corridor along the eastern edge of part of the site although it should be noted that aerial views tend to exaggerate the depth of landscaping as only the canopies of the trees are visible. It should also be noted that the photo is taken in the summer months when the trees and vegetation are in full-leaf and provide the maximum level of screening.



Extract from Google Map 2021/2022

Nevertheless, the evidence does indicate that the existing trees and hedges do provide a degree of screening and despite the Council's efforts to enhance this landscaping feature through the respective permissions, it is difficult to sustain the argument that additional planting should be provided on the grounds of visual amenity alone.

As stated above, landscaping is required for its biodiversity benefits and its omission must be reconciled by the provision of other similar enhancements, that is the test set by current national policy. 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 21 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.”

The applicant’s agent has responded to the requirement of Section 6 and suggests that the southern and eastern boundaries offer the best opportunity to provide any substantive landscaping and biodiversity benefits. In the agent’s view, a substantial landscaping/biodiversity area has already been provided along the site’s southern boundary which is now reasonably well-established. In addition, a substantial existing biodiversity habitat already exists along the site’s eastern boundary in the form of a watercourse and its associated well-vegetated banks. The eastern boundary fencing provides the habitat with both shelter and protection from the site’s business uses and also offers support for naturally evolving climbing plants. It is the applicant’s view that adequate biodiversity provision is already in place along the site’s southern and eastern boundaries.

Whilst the applicant’s comments above are noted, the planting of trees/hedge line on the eastern boundaries of Areas 2 and 3 would have provided a form of biodiversity enhancement. Other options do however exist including the management of existing landscape features and the provision of new habitats in the form of bat and bird nesting boxes. The retained trees on the eastern boundary and the landscape corridor on the southern boundary would be considered suitable for such measures and these can be secured by planning condition.

Overall, despite the loss of an area of proposed landscaping, a net benefit for biodiversity can be secured by this revised planning permission. The requirement of both local and national policy can be addressed.

The impacts of the other changes to condition 3 and 4 on the living conditions of residents are neutral as they are an acknowledgement that the requirements of the conditions, namely the erection of acoustic fencing, have been implemented. In the interests of safeguarding the amenity of residents, the re-worded conditions will include a requirement to maintain and retain the fencing.

The implications of the development on the surrounding highway network and whether the access arrangements are deemed acceptable to serve the existing and new use and amended site layout

In terms of transport, the planning system should be enabling people to access jobs and services through shorter, more efficient and sustainable journeys by walking, cycling and public transport. Enabling more sustainable travel choices, managing the capacity of the network and reducing travel demand are the main objectives. Developments must be sited in the right locations where they can be easily accessed by sustainable modes of travel and without the need for a car and designed in a way that integrates them with existing land uses and neighbourhoods and make it possible for all short journeys within and beyond the development to be easily made by walking and cycling. Although the publication of Edition 11 of Planning Policy Wales postdates the Bridgend Local Development Plan, the national policy objectives generally accord with Policies SP2 and SP3 of the plan.

Residents have suggested that traffic flows along the industrial estate roads and through the village of Treoes have increased significantly in recent years as a result of this and other developments and maintain that a formal assessment should have accompanied the application to examine the impact and whether the networks can indeed accommodate any additional traffic that could be generated by the new uses on site.

National Policy recognises that Transport Assessments can be an important mechanism for setting out the scale of anticipated impacts a proposed development or redevelopment is likely to have. They assist in helping to anticipate the impacts of development so that

they can be understood and catered for appropriately. Planning applications for developments including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment. For industrial uses, the threshold for requiring a TA would be where the development exceeds 5,000 square metres. When the areas subject of the specific changes is added together, they total just over 3,100 square metres. In areas where the transport network is particularly sensitive, planning authorities may require Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. The network is not considered sensitive so there was no requirement to for a TA to be submitted as part of this application. Nevertheless, the Highways Section has considered the implications of the proposed changes on the respective areas and notes that Area 4 has not changed in area but acknowledges that as a “base” for a telecoms company in place of “van storage”, it has the potential to generate more vehicle movements. It is noted however that the original GCI Overflow car parking quantum was greater and that therefore the likely increase could be offset against that greater use. Furthermore and perhaps more importantly, in the recent planning appeal decision that allowed the hot food van adjacent to the entrance to this site, the Inspector considered that the additional use of the access onto the highway was not demonstrably harmful having regard to the controlled access barrier. Accordingly, in this instance the change of this one area is not considered to generate sufficient concern to warrant an objection. In all other respects, the changes proposed by this application have not resulted in any significant highway safety concerns.

The drainage of the site

As there are no foul drainage requirements (a small portaloo serves the H&E Comms site), the only drainage relates to the disposal of surface water. Crushed stone topped with road planings provides a permeable surface over all the development areas apart from the access road, landscaping zones and motorcycle training area. Surface water will therefore drain directly into the ground. Whilst a number of the sites allow for the storage of motor vehicles with oil and petrol/diesel tanks, the scale of the activity and developed areas is below the threshold that would require the installation of a positive drainage system. Accordingly, the Council’s Land Drainage Team have no objections the current site layout.

CONCLUSION.

This application seeks to retain the current uses on this site which have operated for over 12 months. From the representations received from the Community Councils and local residents it is clear that the introduction of a new use and changes to the layout without planning permission, their potential to impact the living conditions of residents, the loss of landscaping on part of the eastern boundary and the submission of yet another retrospective application are the main objections.

For the reasons set out earlier in this report the new use and reconfiguration of others accords with the site’s allocation for Classes B1, B2 and B8 in the Bridgend Local Development Plan. Furthermore, on the evidence submitted and subject to the imposition of planning conditions, the uses individually and in combination should not significantly adversely affect the living conditions and well-being of residents. Any impacts will be minimal and acceptable given the site’s allocation. The developer’s previous actions have led residents and the Community Councils to conclude that any conditions imposed as part of this application will be ignored in the future. Whilst their frustrations are understandable, nothing within legislation or planning case law indicates that a developer’s previous failings can be given weight in the determination of an application. As Members were advised previously, the developer’s actions are not grounds for refusing this application.

The omission of the landscaping buffer on the eastern boundary has been carefully considered and although its formation would have enhanced the scheme, given that the majority of existing residential properties lie to the south of the site and that an existing

hedgerow and trees screens much of the site from the public highway, requiring the planting to be provided cannot be fully justified. Biodiversity enhancements will be sought elsewhere through an additional planning condition.

In all other respects, including the impact of the development on the local highway network, the development is considered to be compliant with national and local planning policy.

RECOMMENDATION

(R53) That permission be GRANTED subject to the following condition(s): -

1. The development shall be carried out in accordance with the following approved plans and documents:

Sketch Layout Plan as Amended - December 2022

Reason: For the avoidance of doubt as to the extent of the permission granted and in the interests of highway safety and the amenities of residents.

2. The site shall only be used for the following:

- a. Area 1 - An overspill car parking area to be used in association with CGI Business and Management Consultants, Waterton Industrial Estate, Moor Road Bridgend and not for the parking of any other vehicles or the storage of any materials, containers or equipment.

The car parking area shall not be used outside the following times 07:00 hours to 20:00 hours Mondays - Fridays. At all other times the car park shall be secured to prevent access outside the permitted hours.

Area 1 shall not be used for any other purposes including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification.

- b. Area 2 – The storage of Locomotive Cabs (a maximum of 19 cabs).

Area 2 shall not be accessed outside the following times - 09:00 hours to 18:00 hours on any day. At all other times the Locomotive Yard shall be secured to prevent access outside the permitted hours.

Area 2 shall not be used for any other purposes including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification.

- c. Area 3 – A Compulsory Basic Training Motorcycle Facility operated by Bridgend Motorcycle Training Centre Ltd (BMTCLtd) only that is restricted to a maximum of 6 bikes being operated/ridden on site at any one time.

The Motorcycle Training Facility shall not operate outside the following times - 08:00 hours to 18:00 hours Mondays-Fridays and 09:00 hours to 17:00 hours on weekends and Bank Holidays. At all other times the Motorcycle Training Facility shall be secured to prevent access outside the permitted hours.

- d. Area 4 shall be used as the base for H&E Comms Ltd. The use of refrigerated vehicles, large goods vehicles, heavy goods vehicles and any vehicles with a gross vehicle weight of more than 3.5 tonnes is prohibited. No repairs of the vehicles shall be undertaken at any time and the yard and ancillary building shall be secured to prevent access outside the following times - 07:00 hours to 19:00 hours Mondays-Fridays and 08:00 hours to 17:00 hours at the weekends and Bank Holidays. Area 4 shall not be used for any other purposes including any other purposes in Class B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification.
- e. Area 5 - The storage of Caravans, Campervans, Motor Homes and steel storage containers and for no other purpose including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987) (as amended) or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification. The road surfaces subject to vehicular movement by caravans, camper vans and motorhomes shall be surfaced with asphalt planings or scalplings or a similar noise reducing surface. The area shall be secured to prevent access outside 07.00 to 23.00 hours on any day.

Before any steel containers are re-located or additional steel containers are sited within Area 5, a plan showing their scale and location shall be submitted to and agreed in writing by the Local Planning Authority. The siting of the containers shall accord with the agreed plan and all steel containers shall be fitted with the sound attenuation measures agreed in respect of the discharge of condition 7 of this consent and these shall be maintained and retained as such in perpetuity.

- f. Area 6, 6A, 6B and 6C – the storage of steel containers

The rows of storage containers on 6B shall be maintained and retained in perpetuity as a row of steel storage containers and/or 2.5m high close board fencing with joins over-boarded to form a solid sound barrier line without gaps along the southern perimeter of Area 3. The opening mechanisms on the containers shall be fitted with sound attenuation measures. The fencing shall have a minimum mass of 10kg per square metre per unit area. Should any containers and or high close board fencing be removed, the use of the motorcycle training facility shall immediately cease until replacement noise mitigation measures have been approved by the Local Planning Authority and installed to the Local Planning Authority's satisfaction.

Area 6C shall be maintained and retained in perpetuity as a row of steel storage containers to form a solid sound barrier line without gaps along the southern perimeter of Area 5. The access gates for maintenance of the Landscape Protected Zone shall be 2.5m high close board fenced gates and shall have a minimum mass of 10kg per square metre per unit area. The barrier or fence agreed by the Local Planning Authority shall be maintained and retained in perpetuity.

Areas 6, 6b and 6c shall be secured to prevent access outside the following times: 07.00 hours to 23.00 hours on any day.

- g. A Landscaping Protected Zone identified and shaded green on the 'Sketch Layout Plan as Amended - December 2022. shall be retained in accordance with the landscaping scheme and maintenance plan agreed in discharge of condition 8 of P/16/472/FUL (P/16/973/DOC refers).

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

3. The 2m high timber panel fencing along the boundary marked B on the Sketch Layout Plan as Amended - December 2022 shall be imperforate with no gaps, including no gaps between the steel containers at 6B and 6C, and shall be retained and maintained in perpetuity.

Reason: In the interests of safeguarding the living conditions and well-being of the residents

4. The 3m high close board timber fencing along the boundary marked A on the on the Sketch Layout Plan as Amended - December 2022 shall be imperforate with no gaps and shall be retained and maintained in perpetuity.

Reason: In the interests of screening this part of the site operation

5. The junction improvements from the access road onto Horsefair Road and the pedestrian walkways shall be retained in accordance with the detailed agreed scheme as part of P/16/926/DOC.

Reason: For the avoidance of doubt as to the extent of the permission granted and in the interests of highway safety.

6. No steel storage containers shall be stacked/stored on top of one another and no container lifting gear shall be stored or operated on site.

Reason: This consent relates solely to permanent sited storage containers in the position indicated on the Sketch Layout Plan as Amended - December 2022.

7. Within one month of the date of this permission a scheme to provide sound attenuation measures on the opening mechanisms of any new steel containers on site shall be submitted to the Local Planning Authority. The agreed sound attenuation measures shall be installed within three months of the date of this permission or prior to any individual steel container being used. The agreed sound attenuation measures shall be maintained and retained as such in perpetuity.

Reason: In the interests of safeguarding the living conditions and well-being of the residents.

8. Within one month of the date of this permission a scheme for biodiversity enhancement shall be submitted to and agreed in writing by the local planning authority. The programme of enhancements shall include details of provision of new habitat and nesting opportunities, including artificial bird and bat nesting boxes/tubes to maximise net biodiversity gains. The approved details shall be implemented within 6 months of the date of this consent and shall be permanently maintained as such thereafter.

Reason: In the interests of maintaining and enhancing biodiversity, in accordance with Future Wales Policy 9.

9. If within a period of three years from the date of the planting of any tree approved as part of a landscaping scheme on site, that tree or any tree planted in replacement for it, is removed, uprooted, or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective another tree of the same

species and size as that originally planted shall be planted at the same place.

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

- 10.No further trees shall be felled on site, apart from those agreed in the discharge of condition 10 of P/16/472/FUL (P/17/174/DOC refers) until a competent ecologist has undertaken a detailed assessment for their potential to accommodate bat roost sites. The results of such an assessment shall be submitted to and agreed in writing by the Local Planning Authority prior to any further tree works being undertaken.

Reason: In the interests of promoting nature conservation

- 11.In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved landscaping plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of this consent.

- (a) No retained tree shall be cut down, uprooted, or destroyed nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written agreement of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard [3998 (Tree Work)].
- (b) If any retained tree is removed, uprooted, or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species and shall be planted at such time as may be specified in writing by the Local Planning Authority.

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

- 12.The CGI car parking area shall not be lit outside the following times: - 07:00 hours - 20:00 hours Mondays- Fridays.

Reason: In the interests of residential amenities.

- 13.The external lighting of the CGI Car Park shall be retained in accordance with the detailed scheme agreed in discharge of condition 14 of P/16/472/FUL, (P/19/926/DOC refers).

Reason: In the interests of residential amenities.

- 14.All external lighting shall be installed and operated in accordance with the details agreed under P/21/1128/DOC. No additional external lighting shall be erected without the consent of the Local Planning Authority.

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

- 15.The site surfaces and associated drainage measures shall be maintained in accordance with the 'Surfacing Strategy and Specifications', 'Limitations' and 'Inspection and Maintenance Plan' in the Drainage Strategy Report produced by Hydrock and dated November 2017.

Reason: To ensure the safe drainage of the site

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

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In all other respects, including the impact of the development on the local highway network, the development is considered to be compliant with national and local planning policy.

**JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES**

Background Papers

None