

**REFERENCE:** P/23/610/FUL

**APPLICANT:** Nottage Leisure Parks Ltd 1 Heol Mostyn, Village Farm Industrial Estate, Pyle, CF33 6BJ

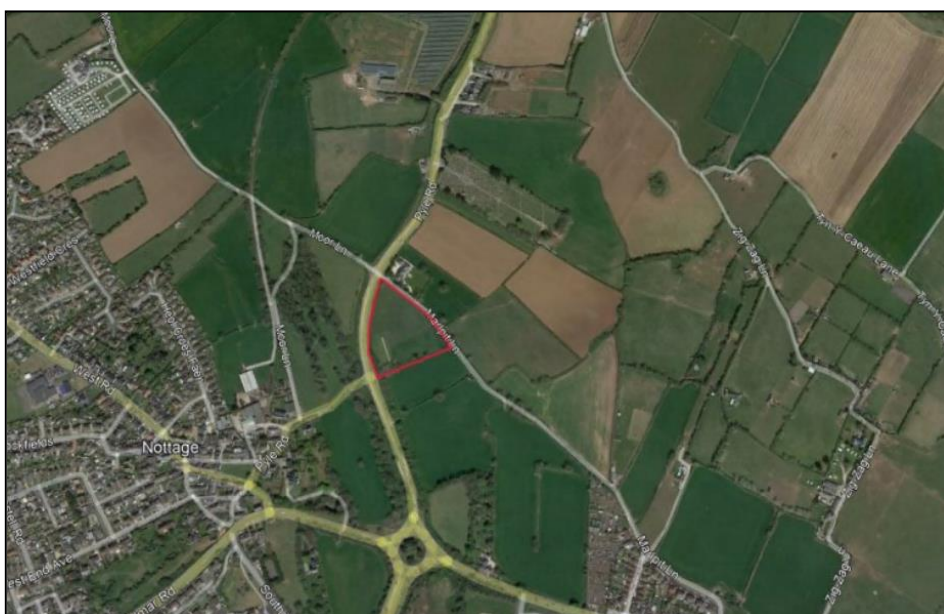
**LOCATION:** Rooklands Leisure Park Pyle Road Porthcawl CF36 5EJ

**PROPOSAL:** Proposed lodge caravan site consisting of 37 static caravan/lodges, a reception building, new access and access roads, parking areas, bin store and associated works

**RECEIVED:** 22 September 2023

### **APPLICATION/SITE DESCRIPTION**

The Application seeks full planning permission for a proposed holiday lodge/caravan site consisting of 37 static caravan/lodges, a reception building, new access and access roads, parking areas, bin store and associated works at Pyle Road, Porthcawl. Shown below in Figure 1.



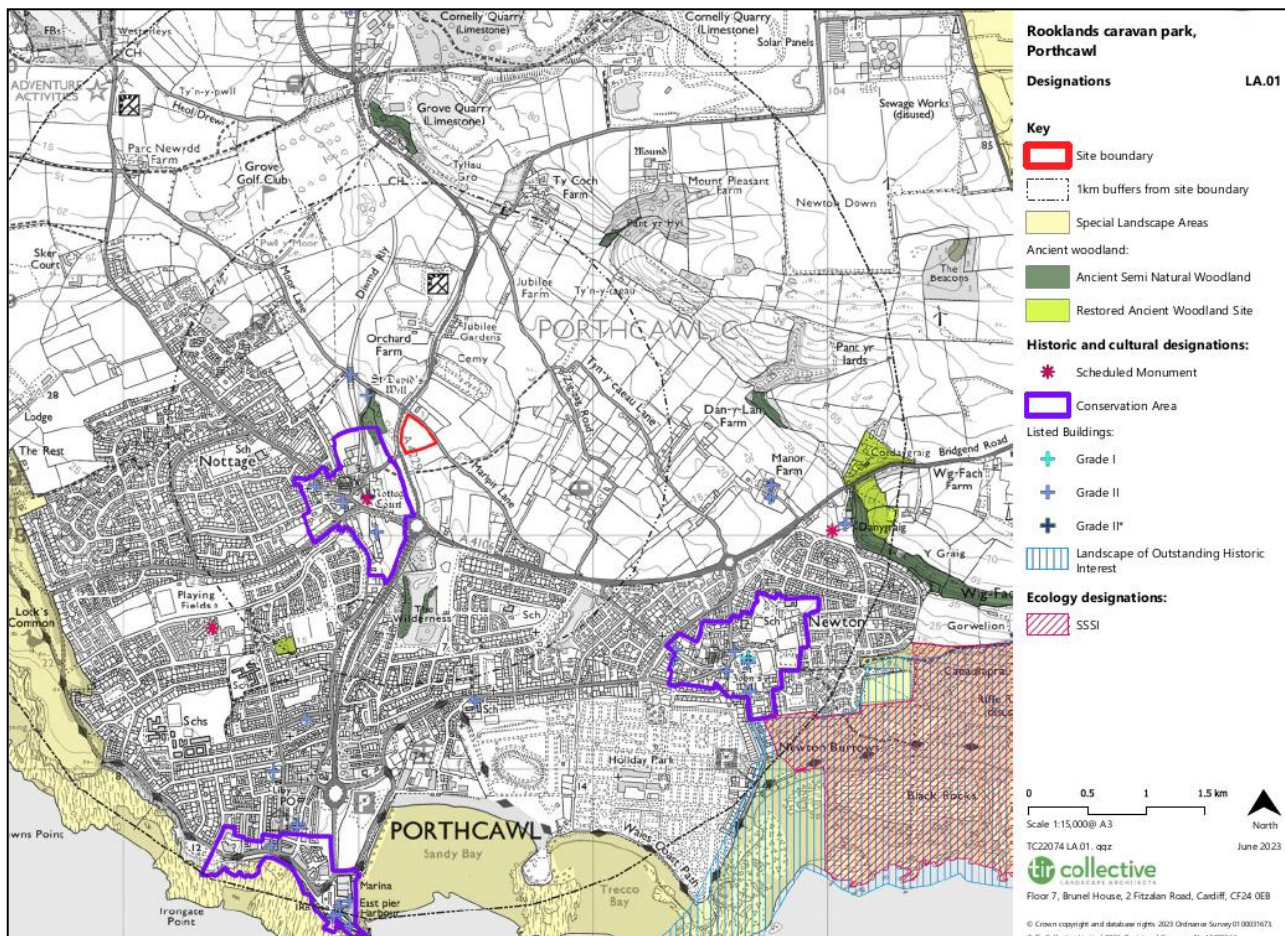
**Figure 1: Site Location Plan**

The site is triangular in shape and extends to approximately 1.6ha in area. In terms of topography, the site is predominantly flat but gently rises to the northwest. It is abutted to the west by the A4229 and to the east by Marlpit Lane. The site is adjoined by a residential property (Bayleaves) to the north and by an undeveloped field parcel to the south.

There is a small open fronted outbuilding located near the existing entrance which is off the A4229 Pyle Road. The western boundary is defined by a dense hedgerow that is parallel to the A4229 and is separated from the site by a grass verge. The eastern boundary is also defined by a dense hedgerow with some scattered individual mature trees and a group of trees in the southwest corner which are subject to a Tree Preservation Order (**TPO**).

The site is currently split into two areas with a post and wire fence cutting through the site; the westernmost parcel is currently used as a camping area whereas the easternmost part of the site is used as pastureland. The camping area has been licenced under the Caravan and Camping Club for 5 caravans and 10 tents.

There are no listed Buildings or Scheduled Ancient Monuments within or in close proximity to the site. The nearest Listed structure is located on Moor Lane, to the north-west of the site; this comprises a Grade II listed well (St David's Well/Ffynnon Dewi). Dan-y-Craig Roma villa is the only scheduled monument located within 2km. Nottage Conservation Area is located to the West. There are no Public Rights of Way crossing the site. The location of the above can be seen below in Figure 2.



**Figure 2: Local Designations**

The nearest bus stop is positioned some 170m to the south of the access providing frequent and regular access to Porthcawl, Pyle, Bridgend, Pencoed and Talbot Green via bus number 63. This service calls at these stops every 20 minutes. Journeys by bus to Porthcawl (John Street) takes approximately 5 minutes.

Pedestrian access to the site is via a footway that runs along the eastern side of the A4229 Pyle Road. This connects with the wider pedestrian network that provides safe and segregated routes between the site and the amenities to the south in Porthcawl.

The proposed development is for the expansion/redevelopment of the existing Camping and Caravan club site to provide a better and more modern tourist destination in the Nottage and Porthcawl area. The proposal relates to the entire field parcel and will allow for semi-permanent lodges to be located on-site for the whole year to provide stay occupancy to grow the tourism industry in Bridgend.

## PROPOSAL

The Application proposes 37 static caravan/lodges, office and services building. A central access into the site is proposed and the existing access will be stopped up for vehicles and will only permit pedestrians. The proposals indicate the lodges are to be located around the perimeter of the site with a 4.25m width road providing direct access to each



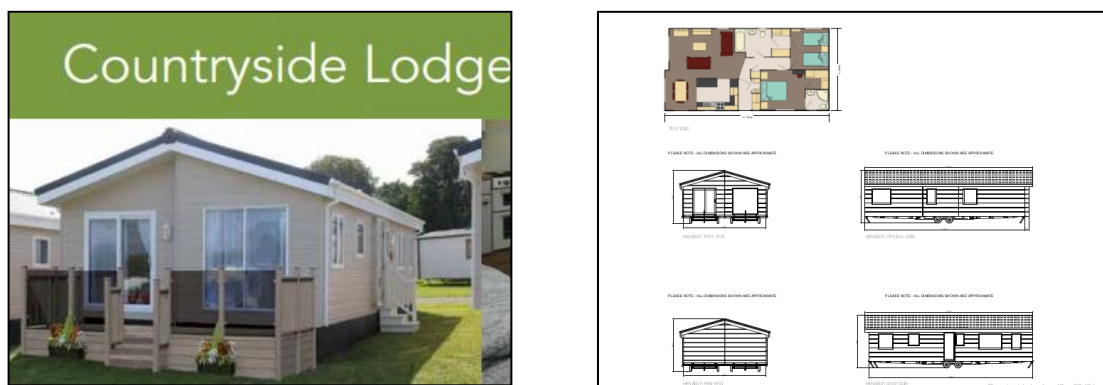
lodge. The height of the proposed lodges and reception building would be up to 3.6m and 4.4m respectively. The elevations of the reception building would comprise timber cladding and the roof would be slate with some solar panels. To the south of the site, the existing small stone structure is to be used as the bin store. The site layout is shown below in Figure 3.



**Figure 3: Site Layout Plan**

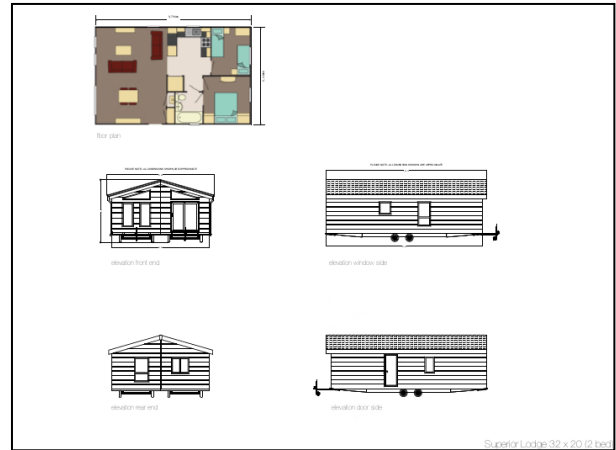
The proposal includes two different lodges: 35 of the caravan/lodges are to be the Countryside lodge and the remaining 2 are to be the Superior caravan lodges.

The Countryside Lodge, which is the larger model measuring 12.19m x 6.09m, can be a 2 or 3 bed unit with a separate living area and kitchen with 2 bathrooms - one being ensuite as shown below in Figure 4.



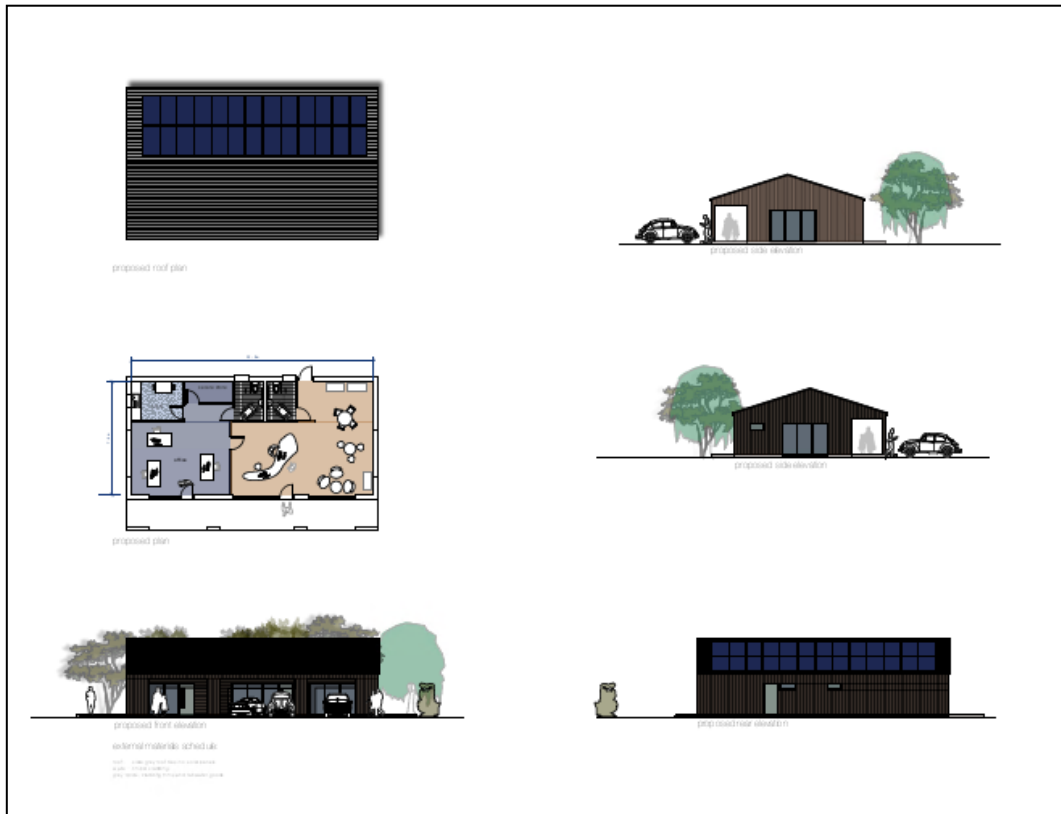
**Figure 4: Countryside Model**

The Superior Lodge looks similar to the Countryside Lodge but is slightly smaller measuring 9.75mx 6.09m and is a 2-bed model with a living area and kitchen and 1 bathroom (as shown below in Figure 5).



**Figure 5: Superior model**

The reception building and parking are proposed on the southern corner of the site next to the existing site access which is to be closed to vehicular traffic and only accessible to pedestrians. Adjacent to the reception is a parking area and bin store (which is the reutilised outbuilding currently on site). The reception building will be made by the same manufacturer as the lodges and is shown below in Figure 6.



**Figure 6: Reception Building**

The scheme also provides for the retention of existing boundary hedgerows and trees, the planting of new trees, native shrubs, native hedgerows, shrub planting and species rich grassland. Planted Sustainable Drainage System (**SuDs**) features with some informal play space (no details provided) are proposed in the central area of the site.

The site would be served via a new access road on the western boundary of the site that connects to Pyle Road and the existing access will be stopped up and used as a pedestrian/cycle access only.

The majority of the existing hedgerows along the boundaries of the site would be retained except for where the new access roads are proposed.

To mitigate for the loss of short sections of the existing hedgerow, along the east boundary, infill hedgerow planting is proposed to fill the gap where an existing field gateway is located. Throughout the site, sections of native hedgerow are also proposed to provide screening within the site. The proposed native hedgerows would connect to the retained hedgerows along the site boundaries. In the north corner of the site, trees and native shrub planting is proposed to provide additional screening between the proposed lodges and the nearby residential property located further to the North. Some trees and native shrub planting are also proposed along the west and southern boundaries, and in the southeast corner to provide some additional screening above the retained hedgerow. Trees are also proposed in the central area of the site with a line of native hedgerow, groups of native shrubs, and species rich grassland. Shrub planting is proposed on some lodge plots, along the central access road corners of the access road and at entrance points to the reception building and footpaths. Details of the landscaping are shown on the landscape strategy shown below in Figure 7.



**Figure 7: Landscape Strategy**

The following documents have also been submitted in support of the Application:

- Planning Statement by Asbri dated May 2024
- Design and Access Statement by Asbri dated September 2023
- Pre application Consultation report by Asbri dated September 2023
- Tourism Needs and development Impact Assessment
- Noise management report by Rooklands Leisure Park
- Landscape and visual statement by TIR Collective, Landscape Architects dated May 2024
- Preliminary Ecological Assessment by Spectrum Ecology dated May 2022
- Bat Survey dated by Spectrum Ecology dated June 2023
- Biodiversity Enhancement Plan by Spectrum dated June 2023

- Method statement for Vegetation Clearance by Spectrum Ecology dated June 2023
- Method statement for the clearance of soil covered stone rubble banks by Spectrum Ecology dated June 2023
- Tree survey report by ArbTS dated June 2023
- Green Infrastructure Statement by TIR Collective, Landscape Architects dated May 2024
- Transport Statement by Acstro dated May 2024
- Stage 1 road safety Audit by the safety Forum dated February 2024

### **PRE-APPLICATION CONSULTATION**

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, statutory Pre-Application Consultation (**PAC**) was carried out by the Applicant.

The consultation exercise took place between 12 July 2023 and the 9 August 2023. The consultation involved notifying residents within the surrounding area, together with Ward members and specialist consultees.

In addition to the specialist and community consultees, two objections were received from local residents that raised the following:

- There is a restrictive covenant on the land
- A concern over road networks and increasing use
- Concerns over the principle of development
- The impact upon the landscape
- The impact upon the wider highway network

These issues have been addressed within the PAC report however they are relevant and will be considered later within this Officer's report.

### **RELEVANT HISTORY**

**P/17/733/FUL** Portacabin type structure to provide toilet facilities to the camp site, provide stone hardstanding and single-track road - Refused 22/05/2018

### **PUBLICITY**

The Application was advertised on site and in the press.  
Neighbours have been notified of the receipt of the Application.  
The period allowed for response to consultations/publicity expired.

### **CONSULTATION RESPONSES**

**Porthcawl Town Council:** No objection

**Transportation Officer (Highways)** – No objection subject to conditions.

**Land Drainage Officer:** No objection subject to conditions.

**Natural Resource Wales (NRW):** No objection subject to conditions.

**Welsh Water:** No objection subject to conditions and advisory.

**Destination and Countryside Manager (Ecology):** No objection subject to conditions.

**Shared Regulatory Services (Environment):** No objection subject to conditions.



**Shared Regulatory Services (Noise):** No objection subject to condition.

**South Wales Police: Designing out crime Officer:** No objection has made suggestions relating to help prevent crime and burglary, deter, and detect intruders, improve public safety and increase surveillance.

**Glamorgan Gwent Archaeology:** No objection.

**Tourism Officer:** No objection.

## REPRESENTATIONS RECEIVED

**Cllr Norah Clarke:** objects to the proposal on the following grounds below

- **Loss of touring caravan/motor home/camping pitches:** *Touring caravan/motor home/camping pitches are being substituted for static pitches in almost all the touring sites in and around Porthcawl which is reducing the diversity of the accommodation that Porthcawl as a seaside town can offer.*
- **A diminishing diverse tourist accommodation offer:** *In 2018 Bridgend Council embarked upon a four-year plan to boost tourism. One Bridgend's tourist "pull factors" identified in the plan is "an enthusiastic belief that there is a future in tourism in the county, as well as an aspiration to work to improve the offer for tourists". The Council as a planning authority appears to be contradicting the Council's own plan if this application is approved by reducing the offer for tourists by allowing the continued reduction of touring/camping pitches within the Porthcawl area. The tourist offer is taking a huge backward step certainly not one of improvement.*
- **Highway safety:** *I am deeply concerned with regards to highway safety on the A4229. The A4229 is a very busy road and although the road speed is 40mph many motorists travel at a much higher speed. The A4229 is an extremely busy road most of the year and is the main arterial road into Porthcawl from the M4. There have been numerous serious accidents on this road and indeed a number of fatalities in the past in this particular area. The proposed new entrance which is sited between Marlpit Lane and the present entrance is positioned on a bend and vehicles will be entering and exiting at this point which in itself is dangerous. As 37 units are proposed it could result in many vehicular movements.*
- **Pedestrian safety:** *The suggestion by planning consultants and The Safety Forum that pedestrians would access amenities within Nottage Village (i.e. general store/s, 3 public houses, a hairdressers, post box etc) by walking along a segregated footway by following Pyle Road (A4229) to Newton/Nottage roundabout and Fulmar Road. The Safety Forum again suggests that strong guidance is given to pedestrians to use the existing pedestrian route on the footway to the south. It is a well-known fact that those on foot will take the shortest route, why would you take the longest route to the village when you can cross a road and be in the village. Pedestrians wishing to access Nottage Village from this proposed site will inevitably take the most direct and natural route by crossing the extremely busy A4229 and walking up into the village via Pyle Road that is narrow, winds and has no footway. I believe that there will be a very high risk to pedestrian safety. No street lighting exists from the Newton/Nottage/roundabout until Jubilee Gardens and there is no street lighting on Pyle Road running into Nottage Village.*

In addition, an objection was also received from Porthcawl Civic Trust Society as part of the Pre Application Consultation (**PAC**) report. They have expressed a concern over the

access onto Pyle Road which they consider detrimental to highway safety as it is directly opposite the junction and filter lane to the road leading to Moor Lane and Nottage village.

Whilst the comments raised as part of the PAC process have been addressed within the PAC report they have also been addressed within this report.

## **COMMENTS ON REPRESENTATIONS RECEIVED**

In regard to there being a restrictive covenant on the land, this is not a material planning consideration and cannot be taken into account as part of the consideration of the Application.

## **RELEVANT POLICIES**

### **National Planning Policy:**

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (PPW) are of relevance to the determination of this application.

Future Wales now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the Development Plan need to accord with Future Wales.

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 and the Well-being of Future Generations (Wales) Act 2015.

PPW12 takes the seven *Well-being Goals* and the five *Ways of Working* as overarching themes and embodies a placemaking approach throughout, with the aim of delivering *Active and Social Places*, *Productive and Enterprising Places* and *Distinctive and Natural Places*. It also identifies the planning system as one of the main tools to create sustainable places, and that placemaking principles are a tool to achieving this through both plan making and the decision-making process.

Planning Policy Wales (Edition 12) para 5.4.1 states *“For planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long-term prosperity, jobs and incomes. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses.”* Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services.

Para 5.5.2 states *“The planning system encourages tourism where it contributes to economic development, conservation, rural diversification, urban regeneration and social inclusion, while recognising the needs of visitors and those of local communities. The planning system can also assist in enhancing the sense of place of an area which has intrinsic value and interest for tourism. In addition to supporting the continued success of existing tourist areas, appropriate tourism-related development in new destinations is encouraged...”*



**The Well-being of Future Generations (Wales) Act 2015** places a duty on the Council to take reasonable steps in exercising its functions to meet the seven sustainable development (or wellbeing) goals/objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle" as set out in the Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

**The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010)** which came in to 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.

**Technical Advice Notes**, the Welsh Government has provided additional guidance in the form of Technical Advice Notes.

- Technical Advice Note (TAN) 5 Nature Conservation and Planning
- Technical Advice Note (TAN 11) Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 18 Transport
- Technical Advice Note (TAN) 23 Economic Development

**Local Planning Policy and Guidance:**

The Development Plan for the area comprises the Bridgend Local Development Plan 2024, and within which the following policies are of relevance:

**Strategic Policy**

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP15: Sustainable Waste Management
- Policy SP16: Tourism
- Policy SP17: Conservation and Enhancement of the Natural Environment

**Topic Based Policy**

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy ENT15: Waste Movement in new development
- Policy ENT16: New or Extended Tourist Facilities, Accommodation and Attractions
- Policy DNP1: Development in the Countryside
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural resource and Public Health

**Supplementary Planning Guidance**

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance the following are of relevance:

- SPG07 – Trees and Development

- SPG17 - Parking Standards
- SPG19 – Biodiversity

### **EIA Screening**

The Application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations (2017).

The proposed development is also not located within a zone of influence for any SAC, CSAC or Ramsar sites and as such it is considered that an Appropriate Assessment as set down within the Conservation of Habitats and Species Regulations 2010. is not required.

### **APPRAISAL**

This Application is referred to the Development Control Committee at the request of the Local Ward Member.

### **Issues**

Having regard to the above, the main issues for consideration in the assessment of this Application are the principle of the development, its visual impact regarding the proposed scale, design and materials and its potential impact on neighbouring properties, ecology, drainage and highway safety.

### **Principle of Development**

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. PPW and the National Development Framework (**NDF**) set out how the Planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (**SDPs**) and Local Development Plans (**LDPs**).

The site is located outside of any settlement boundary as defined by LDP Policy SF1 Settlement Hierarchy and Urban Management of the replacement Local Development Plan (**LDP**) adopted in 2024 and, therefore, it is classed as being within the countryside where Policy DNP1 - Development in the Countryside of the LDP sets a presumption against development in the countryside, except where it is 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 rural enterprise/farm diversification project;*
- 5) *The expansion of an existing business (subject to other relevant policies in the plan);*
- 6) *Land reclamation purposes;*
- 7) *Transportation and/or utilities infrastructure to enable implementation of LDP allocations;*
- 8) *Renewable energy projects;*
- 9) *Affordable housing to meet locally identified need in accordance with COM5;*
- 10) *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;*
- 11) *The direct replacement of an existing dwelling;*
- 12) *Outdoor recreational and sporting activities;*
- 13) *The provision of Gypsy, Traveller and Showperson sites in accordance with COM8; or*
- 14) *Education provision where a need has been identified by the Local Education Authority.*

*Countryside development must be of a sustainable form with prudent management of natural resources and respect for the cultural heritage of the area.*

*Where development is acceptable in principle in the countryside it must, in the first instance and where possible, utilise existing buildings and previously developed land. Where such an opportunity to re-use a rural building does exist, development must be in accord with DNP2.*

Policy DNP1 of the RLDP seeks to protect the integrity and openness of the countryside and prevent inappropriate forms of development. As an already established caravan and camping site, the proposal broadly complies with criterion 3 of Policy DNP1 as an appropriate rural enterprise where a countryside location is necessary for the development.

Whilst the proposal may be appropriate in the countryside, policy DNP1 forms the starting point for assessment and proposals will need to satisfy other relevant policies in the RLDP. In this regard, Policy SP16 Tourism which states that appropriate sustainable tourism developments which promote high quality accommodation, upgrade facilities and foster activity based, business, events and cultural tourism will be permitted providing developments avoid unacceptable, adverse environmental or amenity impacts and are supported by adequate existing or new infrastructure provision. To support Planning applications for new, or the extension of existing, tourism facilities or accommodation, Policy SP16 requires developers to submit a Tourism Needs and Development Impact Assessment (**TNDIA**) alongside their Planning application.

The information provided in the submitted TNDIA (and supporting information, including a business plan), is considered to be appropriate and proportionate to the nature of the proposal, its scale and location.

In addition to SP16, Policy ENT16 of the RLDP states:

New or extended tourist facilities, accommodation and attractions in the countryside will only be permitted where:

- 1. The activity is compatible with and complimentary to the countryside location, including nature conservation interests;*
- 2. The proposed development is part of an appropriate rural enterprise/farm diversification scheme;*
- 3. The proposal assists in the promotion, and is compatible with the role of Bryngarw Country Park and Pontycymmer, Blaengarw, Llangeinor, Blackmill, Nantymoel and Caerau as destination hubs; and/or*
- 4. The proposed development is compatible with the enhancement of its context in terms of its form, materials and details.*

Criteria 1, 2 and 4 are relevant to this proposal. As an already established caravan and camping site, the proposal is considered to be acceptable in the context of criteria 2. The Applicant has also provided a business plan that demonstrates that the rural enterprise is likely to be profitable over a 5-year period.

With regards to criteria 1, the development of lodges could be considered a complimentary use within the countryside provided that the scale and nature of the site does not materially alter the character of the area; the visual impact section later in this report will assess the scale and layout of the development and also consider appropriate landscaping is provided not only for screening purposes to minimise any impacts but also with regards to biodiversity enhancements.

In terms of criteria 4, the form, materials and details of this proposal will also be considered to ensure they are appropriate.

There have been objections received in relation to the principle of the development and the loss of touring caravan/motor home/camping pitches and how this will diminish the range of tourist accommodation offered in the borough. However, the assessment above considers that the development in principle would be acceptable. Whilst it is regrettable that there would be a loss of a small touring site, which would reduce the amount of touring/camping accommodation, the Application is accompanied by evidence including a TNDIA and a sound business plan that demonstrates the proposal is needed and viable and will provide quality tourist accommodation. As such it complies with policy SP16 and the loss of a small camping/caravan touring site would not warrant a reason for refusing permission.

The site is also located within a Category 1 Carboniferous Limestone Mineral Safeguarding Zone as defined by Policy ENT12 of the Replacement LDP. Development proposals within mineral safeguarding zones, either permanent or temporary, will need to demonstrate that:

- 1) *If permanent development, 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; and*
- 2) *In the case of residential development, the scale and location of the development e.g. limited infill/house extensions, would have no significant impact on the possible working of the resource; and*
- 3) *In the case of temporary development, it can be implemented, and the site restored within the timescale the mineral is likely to be required.*

Due to the small scale nature of the proposal, it is unlikely to be detrimental to the Mineral Safeguarding Zone.

Policy SP3 Good Design and Sustainable Placemaking of the RLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

- 1) Demonstrating alignment with the principles of Good Design; and
- 2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

In conclusion, and having regard to the objections raised, the proposed development is considered acceptable from a Strategic Planning perspective subject to satisfying Policies ENT16 and SP3 of the RLDP.

As such the principle of development is acceptable subject to design, residential amenity, highways, drainage and ecology as addressed below.

#### **Impact on Visual Amenity and Character**

Planning Policy Wales (Edition 12) 2024 at paragraph 4.11.9 stipulates the following: “*The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important Planning considerations.*”



Strategic Policy SP2 *Design and Sustainable Place Making* seeks to conserve and enhance the built environment 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.*” Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The proposed development includes the erection of 37 lodges, a reception building with associated car parking and central access road. The proposals also include the retention of existing boundary hedgerows and trees, the planting of new trees, native shrubs, native hedgerows, shrub planting, and species rich grassland. Planted SuDs features with some informal play is also proposed in the central area of the site. (a condition can be imposed to ensure the play area is appropriate for the location). The height of the proposed lodges would be up to 3.6m and the reception building would be up to 4.4m. The elevations of the reception building would comprise timber cladding, and the roof would be slate with some solar panels. In the south of the site, the existing small stone structure is to be used as the bin store (whilst details have been provided in relation to the lodges and reception building and their scale is considered acceptable it is considered a condition be imposed to ensure the colours and materials used are appropriate for the location). The site would be served via a new access road on the west boundary of the site that connects to Pyle Road and the existing access stopped up and used as a pedestrian access only. A condition can be imposed to ensure this is undertaken and appropriately done.

The majority of the existing hedgerows along the boundaries of the site would be retained, except for where the new access roads are proposed. To mitigate for the loss of short sections of the existing hedgerow, along the east boundary of the site, infill hedgerow planting is proposed to fill the gap where an existing field gateway is located. Throughout the site, sections of native hedgerow are also proposed to provide screening within the site. The proposed native hedgerows would connect to the retained hedgerows along the site boundaries. In the north corner of the site, trees and native shrub planting is proposed to provide additional screening between the proposed lodges and the nearby residential property further to the north. Some trees and native shrub planting are also proposed along the west and southern boundaries, and in the southeast corner to provide some additional screening above the retained hedgerow. Trees are also proposed in the central area of the site with a line of native hedgerow, groups of native shrubs and species rich grassland. Shrub planting is proposed on some lodge plots, along the central access road corners of the access road and at entrance points to the reception building and footpaths.

Overall, the site would change from a pasture field with an area for camping to a permanent holiday lodge site with associated access road, car parking, and other infrastructure. The trees and the majority of hedgerows along the site boundaries, that form a key characteristic, would be retained, and protected during the construction phase which will help the proposals to integrate into the lowland landscape. It is also proposed to plant new trees, native hedgerow, shrub planting, and species rich grassland to provide some additional screening of the proposed structures which will help the development integrate into the surroundings. As such direct changes would only occur within the site which is relatively small.

Views outside of the site would be limited due to the existing vegetation which will be retained and managed (whilst the Applicant has provided some details of landscaping, enhancements and management it is considered that additional details are required and suitably worded conditions relating to landscaping and management are imposed). Near views of the proposed development for nearby residents and users of the public rights of way and roads are inevitable, but, as distance increases, views would become more limited and restricted due to the screening effect of surrounding trees and vegetation;

these are not considered to be unacceptable and would be seen in the context of the wider area.

The nearest listed building to the site is St David's Well Ffynnon Dewi, which is Grade II listed and located circa 190m to the northwest. The Grade II former tramroad and railway bridge over Moor Lane is located approximately 290m to the northwest of the site. To the southwest of the site, in Nottage Conservation Area, there are four listed buildings including the Grade II\* Nottage Court. It is considered that the separation distance, together with the intervening woodland, trees and hedgerows, would sufficiently screen the development to ensure there is no unacceptable impact upon the setting of the Conservation Area or any listed building.

On balance, and having regard to the objections raised, it is considered that the design, scale and massing of the development would not have an unacceptable detrimental impact upon the visual amenities of the area, the adjacent Conservation Area or any listed building given the robust and extensive landscaping and ecological enhancements proposed.

Accordingly, it is concluded that the proposal accords with Policy SP3 of the Bridgend Replacement Local Development Plan and reflects the aspirations for design quality within Planning Policy Wales 12 and Technical Advice Note 12: Design (2016)

### **Residential Amenity**

Policy SP3 of the RLDP criterion (k) states a development must ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.

#### Overlooking, overshadowing and loss of privacy

The nearest property is called "Bayleaves" which is adjacent to the site to the North across Marlpit Lane, the next nearest property is over 150m away to the West called "Craddock's Hill". Given the lodges are only 3.6m in height with the nearest caravan to Bayleaves being in excess of 25m. together with the intervening hedgerow (approx. 2.5m high) and lane, it is considered that the proposal would not have any unacceptable impacts in terms of overbearing, overshadowing or loss of privacy.

#### Noise

Policy SP3 Criterion (g) also states "*Development should Avoid or minimise noise, air, soil and water pollution*". SRS have considered the submission in detail and have had extensive discussions with the Applicant during the course of the application. To address any issues relating to operational noise the Applicant has provided a Noise Management Plan with a list of noise management policies not only to enhance guest experience but to ensure no neighbouring property is adversely affected by noise. This Noise Management Plan controls issues such as the time music can be played, restricting all male or female parties and specifying quiet hours etc. and it also details how the Applicant would enforce the policy.

SRS have examined the attached Noise Management Plan submitted in support of the above Planning Application and request that a condition be imposed to ensure the proposed development adheres to the Noise Management Plan.

In terms of noise from construction it is generally accepted that during construction there would be some disturbance from this development, however, this would be transient in nature. Nevertheless, a condition can be imposed to ensure construction takes place during sociable hours. As such there are no concerns in relation to construction noise.

### Lighting

In terms of external lighting, details were provided in relation to an earlier scheme, however, this was not updated to take into account the revised layout. As such it is necessary to impose a condition to ensure adequate details are provided prior to any lighting being installed on the site to ensure any future lighting does not have an unacceptable impact upon the surrounding environment, the amenity of neighbouring properties and ecology. This would also ensure that there is no unacceptable light spill from the development.

Construction lighting may also cause a nuisance so a condition controlling the hours of construction will be imposed together with a restriction on any lighting.

Having regard to the above, it is concluded that the proposal would have no unacceptable impacts on residential amenity and thus it complies with Policy SP3 of the Bridgend Local development Plan.

### Highway and Pedestrian Safety

Policy PLA11 of the adopted Bridgend Local Development Plan (2024) stipulates that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

As part of the proposal a new access will be created into the site. Cars will utilise a circular internal road to gain access to the plots with each plot having its own parking provision. There is also a reception building with a parking and turning area immediately adjacent to it. Cars will enter and leave the site in a forward gear. Figure 8 below is an extract from Google Street View with the coloured arrows showing the approximate location of the proposed access (red) and existing access (blue). Figure 9 shows the proposed access plan.



*South Bound on A4229*





Looking from Pyle road (facing East)

**Figure 8**



**Figure 9: Proposed access plan**

The site currently operates as a camping site. It is licenced under the Caravan and



Camping Club for 5 caravans and 10 tents. The site also accommodates caravan rallies several times a year when up to 60 caravans attend.

The Transport Assessment by Acstro considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided, and adequate parking provision is made for the future occupiers and users of the site. It concludes that the Application site meets Planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

The Highways Officer has advised the revised access point was submitted by the Applicant due to a number of highway design and engineering standards that could not be met on the original access point.

As a result, the revised access is considered acceptable in terms of the geometry and the design standards for a right turn holding lane and visibility splays in both directions. In addition, the proposal of a new access will see the current less favourable access closed to vehicular traffic and in turn reduce turning traffic around the A4229 / Pyle Road junction in Nottage Village as a result of the sites current use as a caravan club site.

The local Member's concerns are noted with regards to the vision splays and due to the extremely wide grass verge, which is adopted and maintained highway verge, the vision splays meet the standards and will be kept free from any obstruction as part of the Highway Authority's duties to keep visibility splays clear of any obstructions. To further reinforce this, a Planning condition will be requested to ensure no structure such as signs or planting is within the required visibility splays.

In order to improve walking and cycling from the site, not only will the new access have a footway from within the site linking to the existing footways on the A4229, but the existing vehicular access will be redesigned to be a cycle and pedestrian access only to further promote walking and cycling and meet the requirements of the active travel act.

The Applicant's transport consultant concluded that compared to the existing day-to-day use of the site the development is likely to lead to an increase in traffic generation of around 64 to 78 daily vehicle movements or up to 8 vehicle movements in any one hour. However, the development will mean that the site will no longer host caravan rallies. Compared to the traffic generated by the existing caravan rallies the development will generate around 67 to 82 fewer daily vehicle movements.

Whilst both of these calculations are worst and best-case scenarios, the actual impact on the A4229 will more likely be within those two scenarios. The A4229 is designed as a 50mph inter-urban highway which is designed for the movement of high volumes of traffic.

The Department for Transport have a counter on the A4229 which records the daily flows of traffic between 7am and 7pm and breaks it down into vehicle type. The annual average daily flows for all vehicle types on the A4229 is 17,515 vehicles. Therefore, taking the worst-case scenario of 78 additional daily vehicle movements on the A4229 this equates to an increase of 0.4%, which, in transport Planning terms, is considered negligible and is similar to the percentage of daily fluctuations in vehicle movements on any major road. As a result, it is considered the increase in vehicular movements generated by the proposal is acceptable. Furthermore, the reduced frequency of touring caravan movements using the current access will result in a significant positive impact on the operation of the

surrounding Highway network.

Notwithstanding the above it is noted that the site is in close proximity to a number of services and facilities in Nottage Village and beyond. The Transport Assessment has indicated that there is an existing footway from the site heading south along the A4229 to the Newton Nottage Road roundabout and then linking with the existing footway on Fulmar Road and into the village. The local Councillor's concern with regards to the potential for pedestrians to attempt to cross the A4229 at the Pyle Road crossroads and walk into the village using Pyle Road, which does not benefit from a footway and has sporadic streetlighting, are again noted.

The Highway Authority must however consider that there is a safe and accessible route with dropped kerbs available to future visitors to the leisure park which is only 300m further in distance than using the route to the village using Pyle Road. The additional distance is considered an acceptable distance to walk. However, the transport assessment does not provide any detail on how the proposal will encourage future customers to use the existing footways to Nottage Village and, furthermore, does not detail how future customers will choose sustainable and active travel modes for short journey destinations into Porthcawl itself. As a result, a condition will be imposed requiring the submission of a travel plan for new visitors to the site. Additional conditions to improve highway safety and the sustainability credentials of the site will also be included should consent be granted for this development.

Accordingly, on balance and having regard to the objections raised, it is considered that the proposed development is acceptable in highway terms and accords with Policies SP3, SP5, PLA11 and PLA12 of the RLDP 2024 and the Council's Supplementary Planning Guidance SPG17: Parking Standards.

### **Land Contamination**

Shared Regulatory Services (SRS) Environment Team have advised that Contamination is not known at this site, however, the potential for this cannot be ruled out and the 'unforeseen contamination' condition is requested.

SRS have also advised that should there be any materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use. The above can be imposed via a suitably worded condition.

### **Drainage**

The Council's Land Drainage Officer has assessed the submitted scheme and notes the development is not located within a flood risk zone nor within 20 m of a watercourse and does not propose to increase flood risk.

### ***Foul Sewerage***

The Application form states that foul sewage will be disposed of via the main sewer. A foul drainage layout has been provided. The Applicant shall contact DCWW to discuss the new connection to the public sewer.

Welsh Water note that the Applicant has indicated that foul flows are to be disposed of via the public sewerage system and they offer no objection in principle to the foul flows discharging to the public sewer.

### *Surface water*

The Applicationform states surface water will be disposed via a soakaway and sustainable drainage system. A surface water drainage plan has been provided, which identifies that surface water will be disposed by infiltration. Infiltration systems must not be situated within 5m of buildings or boundaries. Any proposed infiltration system must be designed in accordance with BRE-Digest 365 and a minimum of three infiltration tests undertaken for each trial hole must be provided.

As the development footprint is over 100m<sup>2</sup> a sustainable drainage Application will be required.

From 7 January 2019, new developments of 2 or more properties or greater than 100m<sup>2</sup> of construction area require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (**SAB**) before construction work begins. The Applicant shall submit a sustainable drainage Applicationform to the Bridgend County Borough Council SAB.

As such the Local Authority's Drainage officer has no objection subject to a note relating to preventing surface water entering the public highway and into the mains sewer and a condition relating to a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements. Infiltration testing and prevention of surface water entering the public sewer and highway, can be imposed via a suitably worded condition.

Welsh Water have advised that surface water is set to be drained to a soakaway. Therefore, to ensure there is no detriment to the public sewerage system they request that a condition is imposed to prevent surface water and land drainage entering the public sewer, this can be imposed via suitably worded condition. They have also requested their standard advisory note is attached to any decision.

### **Biodiversity**

In assessing a Planning application, the Local Planning 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, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (PPW12) states in Section 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals."* it further goes onto state that *"All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse Planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of Planning for sustainable development. The Planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the adopted Replacement Local Development Plan (2024) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 states *“All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through Planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species”*

Policy DNP7 states *“development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted”*. Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network.

To support the Application the Applicant submitted the following:

- Preliminary Ecological Assessment by Spectrum Ecology dated May 2022
- Bat Survey dated by Spectrum Ecology dated June 2023
- Biodiversity Enhancement plan by Spectrum dated June 2023
- Method statement for Vegetation Clearance by Spectrum Ecology dated June 2023
- Method statement for the clearance of soil covered stone rubble banks by Spectrum Ecology dated June 2023
- Tree survey report by ArbTS dated June 2023
- Green Infrastructure Statement by TIR Collective, Landscape Architects Dated May 2024

## **Species**

### **Birds**

The Preliminary Ecology Appraisal identified that there is no suitable wetland habitat to support wetland birds (e.g. kingfisher, pintail, little ringed plover) within the Application site. There is a significant amount of nesting habitat for both smaller passerines in the form of the hedge shrubs and trees in the boundaries of the site. A good number of smaller passerines were seen and heard during the site visit. All the trees and the majority of the hedge shrubs currently present are planned to be retained during development and post-development, (condition is imposed to ensure this) meaning that the majority of habitat will be conserved. It has also been recommended in the Biodiversity Enhancement report to include artificial nesting sites; this can be imposed via conditions.

### **Bats**

Bats and their breeding sites and resting places are protected under the Conservation of Habitats and Species Regulations 2017. Where bats are present and a development proposal is likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by the Council, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i. The development works to be authorised are for the purpose of preserving public health or 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;
- ii. There is no satisfactory alternative; and,
- iii. The action authorised will not be detrimental to the maintenance of the population of



the species concerned at a favourable conservation status in its natural range.

Paragraph 6.3.7 of Technical Advice Note 5: Nature Conservation and Planning (TAN 5) states *“your Authority should not grant Planning permission without having satisfied itself the proposed development either would not impact adversely on any bats on the site or that, in its opinion, all three conditions for the eventual grant of a licence are likely to be satisfied.”*

A number of Pipistrelle Bats have been recorded on Marlpit Lane to the north of the site and there are numerous records of Noctule Bats on Moor Lane, all within 1km of the Proposed Development Site (**PDS**). There are a number of trees on site that hold the potential to support bat roosts, in the boundaries of the PDS. These features should not be removed as part of any development.

NRW have reviewed the submission and note that, although the surveys found no evidence of bat use of the existing building on site, common pipistrelle and noctule bats were using the site for foraging and commuting. In addition, several trees with bat roosting potential are present along the boundaries of the proposed development site and the Bat Survey and Biodiversity Enhancement Plan make recommendations for avoidance of impacts on potential bat roosts in trees and foraging/ commuting routes.

Based on the information in the documents named above, NRW consider the development is not likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range, providing the measures stipulated in the ecological documents (listed at the beginning of this section) are adhered to. NRW therefore advise the ecology documents supporting the proposal are included in the approved plans and documents condition. It has also been recommended in the Biodiversity Enhancement Plan to include roosting sites; this can be imposed via conditions.

NRW also recommend a condition be attached to the Planning permission to ensure the impact of any lighting on bats and their commuting/ foraging routes and potential roost sites is minimised; this can be imposed via suitably worded condition.

### Reptiles

The Preliminary Ecology Assessment (PEA) identified that no reptiles or their field signs were noted as present on site. However, both grass snake and slow worm are known to utilise heaps of decomposing vegetation to bask, hibernate and incubate eggs, and grass snake have been shown to travel considerable distances in search of suitable incubation habitats. Whilst it is therefore possible that both species may be seasonally attracted to the site, due to the significant highway infrastructure surrounding the site, the species are physically buffered from the PDS meaning that successful migration to the PDS is deemed unlikely. Therefore, it should be assumed that the species are absent from the site

The Applicant also provided a Method Statement for Vegetation Clearance and a Method Statement for the clearance of soil covered stone rubble banks by Spectrum Ecology dated June 2023; the recommendations set out within these can be conditioned.

### Invasive species

There were no notifiable Invasive non-native species (**Inns**) found.

### Landscape and Biodiversity enhancements.

The PEA states the majority of the trees and hedgerows surrounding the site will be retained (the Tree Survey Report also shows measure to protect these during construction which can also be conditioned). The Applicant has also provided a Landscaping Plan,

Management Plan, a Biodiversity Enhancement Plan and a Green Infrastructure Statement.

The Biodiversity Enhancement Plan sets out the objectives that are to be achieved through the management of habitats and mitigation of impact at the site, such as, protecting habitats currently on site from disturbance; establishing through management, an ecological buffer comprising margins of species rich grassland along the perimeter of the site bordering the hedgerows; the use of native tree / shrub species for any zoning planting as part of the development; monitor the effectiveness of the mitigation; installing features for bat roosting and bird-nesting on the new reception building and any other new structures over 4 metres in height within the existing development and providing Small mammal, reptile and amphibian habitat creation through the construction of refugia and log piles within the south-eastern corner of the field. The Local Authority's Ecologist has assessed this as support the proposal. However, they have requested a landscaping scheme and management plan that not only details the species and mix of planting but also includes these objectives. As such suitably worded conditions can be imposed requesting this.

The Green Infrastructure Statement also states that the *“proposals aim to retain the naturalistic boundaries of the site comprised of hedgerows with mature trees which would all be protected during the construction phase. New native tree and shrub planting is proposed around the periphery of the site to help the proposed development integrate into its surroundings. Native hedgerow planting, comprised of a mix of six species, is also proposed throughout the site and would connect to existing and/or proposed green infrastructure elements. New planting will include native, flowering and fruiting species that provide seasonal interest. SuDS features with informal play is also incorporated into the landscape strategy”*.

Overall, it is considered that the proposed development would be in accordance with the Policy DNP6 and would provide a biodiversity net benefit.

On balance the proposed development is considered to be compliant with Policy SP3, DNP6, DNP7 and DNP8 of the Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

### **Archaeology**

Glamorgan Gwent Archaeological have confirmed that a review of historic mapping shows the area as fields. They note the area has been partly disturbed, and therefore, it is their opinion that the proposal is unlikely to encounter archaeological features and, as such have no objections to the positive determination of this Application.

### **Waste Management**

Policy ENT15 – Waste Management in Development – requires all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

A bin storage area has been shown however details of how this would work and how waste would be managed during construction has not been provided; a condition can be imposed to address such requirements.

## **CONCLUSION**

The decision to recommend Planning permission be granted has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a Planning Application, the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan (2024)

On balance and having regard to the objection and concerns raised, it is considered that the proposal would provide a quality tourism development that would benefit Porthcawl and the wider area. It represents an appropriate form of development that would have no unacceptable impact on visual amenity, residential amenity, drainage, ecology, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5, SP15, SP16, SP17, SF1 PLA11, PLA12, ENT15, ENT16, DNP1, DP6, DP7, DP8 and DP9 of the Bridgend Replacement Local Development Plan (2024)

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

## **RECOMMENDATION**

(R02) 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:

Proposed Site Location and Layout Plan 2222-018 Rev C  
Topographical Survey 1269

Proposed Access Plan 1655-ACS-XX-ZZ-DR T-004-C

Proposed Floor Plan and Elevations - Countryside Lodge 2222-026

Proposed Floor Plan and Elevations - Superior Lodge 2222-025

Proposed Floor and Elevation Plan - Office 2222-020

TC22074\_L101 [C] Detailed planting 1 of 2

TC22074\_L102 [C] Detailed planting 2 of 2

TC22074\_L103[C] Details and specifications

Drainage Layout PL\_D01\_Rev C

Planning Statement by Asbri dated May 2024

Design and Access Statement by Asbri dated September 2023

Pre Application Consultation report by Asbri dated September 2023

Tourism Needs and development Impact Assessment

Noise Management report by Rooklands Leisure Park

Landscape and visual statement by TIR Collective, Landscape Architects dated May 2024

Preliminary Ecological Assessment by Spectrum Ecology dated May 2022

Bat Survey dated by Spectrum Ecology dated June 2023

Biodiversity Enhancement Plan by Spectrum dated June 2023

Method statement for Vegetation Clearance by Spectrum Ecology dated June 2023

Method statement for the clearance of soil covered stone rubble banks by Spectrum Ecology dated June 2023

Tree survey report by ArbTS dated June 2023

Green Infrastructure Statement by TIR Collective, Landscape Architects dated May 2024

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

2. Notwithstanding the submitted plans, prior to any lodge/reception building being erected on site, details and samples of the materials to be used in the finishes of the lodges and reception building 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 retained as such thereafter.

Reason: In the interest of the visual amenity of the area and to ensure the development complies with Policy SP3 of the Bridgend Local Development Plan 2024.

3. Prior to the first beneficial use of the development, the proposed access shall be completed to adoptable standards in accordance with the details shown in Drawing No. Proposed Access Plan 1655-ACS-XX-ZZ-DR T-004-C and shall be retained for as long as the development remains in existence. The existing access shall be closed to vehicular traffic prior to the first beneficial use of the development and remained closed to vehicular traffic thereafter.

Reason: In the interests of highway safety and to comply with policies SP3 and SP5 of the Bridgend Local Development Plan 2024.

4. No development shall take place, including any works of site clearance, until a Construction Traffic Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
  - i. The routing of HGV construction traffic to/from the site in order to avoid Moor Lane and Marlpit Lane
  - ii. the parking of vehicles of site operatives and visitors
  - iii. loading and unloading of plant and materials
  - iv. storage of plant and materials used in constructing the development
  - v. wheel washing facilities
  - vi. measures to control the emission of dirt on the highway or highway verge during construction
  - vii. the provision of temporary traffic and pedestrian management along the A4229.

Reason: In the interests of highway safety and to comply with policies SP3, SP5 and PLA11 of the Bridgend Local Development Plan 2024

5. No development shall take place, until a short journey travel plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall contain, measures and initiatives relating to the encouragement and promotion of the use of sustainable and active transport modes for short journeys to and from the site for new and existing visitors. The short journey travel plan will be sent with any online booking, welcome pack or literature to all future occupiers of the lodges. The plan as agreed shall be implemented within 6 months of the beneficial use of the development and retained as such thereafter.

Reason: In the interests of promoting sustainable and active travel modes of transport to and from the site. and to comply with policies SP3 and PLA12 of the Bridgend Local Development Plan 2024

6. Any entrance gates shall be set back not less than 8 metres from the nearside edge of

the footway to allow vehicles to clear the live carriageway.

Reason: In the interests of highway safety and to comply with policies SP3 and SP5 of the Bridgend Local Development Plan 2024

7. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of two Electric Vehicle charging points has been submitted to and agreed in writing by the Local Planning Authority. The EV charging area shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained in perpetuity.

Reason: In the interests of highway safety and of promoting sustainable means of travel to / from the site, and to comply with policies SP5 and PLA11 of the Bridgend Local Development Plan 2024

8. No development shall commence until a scheme for the provision of 10 cycle parking stands has been submitted to and approved in writing by the Local Planning Authority. The stands shall be implemented before the development is brought into beneficial use and retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of promoting sustainable means of travel to / from the site and to comply with policies SP3 and PLA12 of the Bridgend Local Development Plan 2024

9. No structure, erection or planting exceeding 0.9 metres in height above adjacent carriageway level shall be placed within the required vision splay areas, of the site frontage, at any time.

Reason: In the interests of highway safety and to comply with policies SP3 and SP5 of the Bridgend Local Development Plan 2024

10. No source of illumination shall be directly visible from any part of an adjacent highway.

Reason: In the interests of highway safety and to comply with policies SP3 and SP5 of the Bridgend Local Development Plan 2024

11. Notwithstanding the submitted plans, no development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, roof and hardstanding surface water will be dealt with, including future maintenance requirements has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that surface water flood risk is not increased and to accord with Policies SP3 and DNP9 of the Bridgend Local Development Plan 2024

12. No development shall commence on site until a suitable infiltration test (if being used), sufficient to support the design parameters and suitability of any proposed infiltration system, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use.

Reason: To ensure that effective drainage facilities are provided for the proposed development and that surface water flood risk is not increased and to accord with Policies SP3 and DNP9 of the Bridgend Local Development Plan 2024

13. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network or the public highway.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents, to ensure no pollution of or detriment to the environment and prevent water discharging onto the public highway in the interest of highway and pedestrian safety and to comply with accord with Policies SP3 and DNP9 of the Bridgend Local Development Plan 2024

14. No development shall take place, nor any demolition works or site clearance, until the tree and hedgerow protection as detailed on the Tree Protection Plan within the Arboricultural report by ArbTS dated 30th June 2023 has been erected on site. The tree and hedgerow protection measures shall be in place throughout the course of the construction.

Reason: To ensure all existing trees are protected throughout the construction of the development, in the interest of visual amenity, and to ensure the development complies with Policies SP3, SP17 and DNP7 of the Bridgend Local Development Plan. 2024

15. Notwithstanding the submitted plans, no development shall take place including site clearance, until details of landscaping works/biodiversity enhancements have been submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate (the scheme should include a minimum of 3 trees for each tree to be felled and also provide supplementary planting to the existing hedgerows in less dense areas where required and also details of planting around the existing access); an implementation programme (including phasing of work where relevant). The scheme shall also detail the enhancement features set out within the Biodiversity Enhancement plan by Spectrum Ecology dated June 2023. The landscaping works shall be carried out in accordance with the approved details in accordance with the agreed implementation program and retained as such thereafter. Any trees or plants which within a period of five 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: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Local Development Plan 2024

16. Notwithstanding the submitted plan, no development shall take place including site clearance, until details of a landscape management plan, including the long-term design objectives, management responsibilities and maintenance schedules, for all landscaped areas, (having regard to the management tasks set within the Biodiversity Enhancement Plan by Spectrum Ecology dated June 2023) have been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented and adhered to in accordance with the approved details thereafter.

Reason: In the interest of visual amenity, and to ensure the long-term management and maintenance of all landscaped areas within the site and to ensure the development



complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Local Development Plan 2024

17. Notwithstanding the submitted Plans, prior to the first beneficial use of the development details of bird and bat boxes as specified in Biodiversity Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include detail and locations of bird nesting boxes and bat tiles/bricks/boxes at appropriate locations around the site. All approved artificial nesting sites/ and bat tiles/bricks/boxes shall be implemented in accordance with the approved details prior to the first beneficial use of the development.

Reason: In the interest of Biodiversity Enhancement and mitigation for the loss of habitat within the site and to accord with Policy SP3, SP13, DNP6 and DNP8 of the Bridgend Local Development Plan 2024

18. Notwithstanding Condition 1, the development shall be undertaken in accordance the following:
- The Method Statement for Vegetation clearance by Spectrum Ecology dated June 2023
  - The Method Statement for the clearance of soil covered stone rubble banks by Spectrum Ecology dated June 2023
  - Section 7 of the Full Bat Survey on livestock shelter and flight line survey on hedgerows, by Spectrum Ecology dated 20th June 2023

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with policy SP3, SP16 DNP5, DNP6, DNP7 and DNP8 of the Bridgend Local Development Plan 2024

19. Notwithstanding the submitted plans, no development shall commence until a scheme detailing the equipment/natural play features within the central play area has submitted to and approved in writing by the Local Planning Authority. The play area shall be erected in accordance with the agreed details prior to the first beneficial use of the development and retained as such thereafter.

Reason: In the interest of visual amenity and amenity of future occupiers of the site and to comply with Policies SP3 of the Bridgend Local Development Plan 2024

20. Construction operations shall be limited to 08:00-18:00 Mon-Fri, 08:00-13:30 Saturdays, and no construction operations shall take place on Sunday and Public Holidays.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in the interest of ecology and to ensure accordance with Policies SP3 and SP8 of the Bridgend Local Development Plan 2024.

21. Notwithstanding the submitted plans, prior to the installation of any permanent external lighting on the site, (including any temporary construction lighting) a detailed lighting scheme for the site shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all proposed lights, the specification, intensity of illumination, predicted lighting contours (lux plots), together with proposed hours of operation and any mitigation measures required (including measures to reduce as far as practicable light spillage onto adjoining properties and incorporate best practice guidance to ensure the retention of dark corridors for the movement of wildlife with no direct lighting of vegetation). The lighting scheme should build on the recommendations

within section 2.6 (Lighting Strategy) of the document titled 'Biodiversity Enhancement Plan for the Development of Rooklands Caravan & Camping Site Land off A4229, Pyle Road, Porthcawl' by Spectrum Ecology, dated June 2023. The approved lighting shall be implemented on site in accordance with the approved lighting scheme only; and retained as such thereafter.

Reason: In the interest of residential amenity, biodiversity and protected species and to prevent any unacceptable light spillage, and to ensure compliance with Policies SP3, SP8 and DNP6 of the Bridgend Local Development Plan 2024

22. The development shall be managed and implemented in accordance with the details contained in the Noise Management Plan (NMP) plan entitled "Noise Management Report for Rooklands Leisure Park" dated 15th February 2024 and any subsequent NMP where it has been updated following its review. Any updated NMP shall be submitted to and agreed with the Local Planning Authority prior to the updated NMP being brought into use. Details of the NMP shall be implemented as agreed by the Local Planning Authority.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, and to ensure accordance with Policies SP3 and SP8 of the Bridgend Local Development Plan 2024

23. Notwithstanding the submitted plans, no development shall commence until, a Waste Management Plan for the proper design, location, storage and management, of any waste material generated during the demolition, construction and operation of the development shall be submitted to and approved in writing by the Local Planning Authority. All waste shall be treated in accordance with the agreed Waste Management Plan. The Waste management Plan shall be implemented as approved.

Reason: To ensure the appropriate disposal of any waste arising from the development in terms of protection of the environment and to ensure the sustainability principles are adopted during development and complies with Policy ENT15 of the Bridgend Local Development Plan 2024

24. The 37 holiday lodges hereby approved shall each be used for holiday accommodation only and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification). The holiday lodges shall be occupied for holiday accommodation only and shall not be occupied as a person's or persons' sole or main place of residence and shall not be occupied by any person or persons for a period of more than 28 days in any 12-month period.

Reason: To ensure the Local Planning Authority retains effective control over the use of the holiday lodges and to prevent the holiday accommodation being used as permanent residential accommodation which would be detrimental to the general amenities of the area and free flow of traffic and to comply with Policy SP3, SP16 and DNP1 of the Bridgend Local Development Plan 2024

25. An up-to-date register shall be kept at the holiday accommodation hereby permitted starting from first beneficial occupation of the holiday accommodation and maintained up to date thereafter; the register shall be made available for inspection by the Local Planning Authority upon request. The register shall contain details of the names of all of the occupiers of the holiday lodges, their main home addresses and their dates of arrival at, and departure from, the accommodation.

Reason: To ensure the Local Planning Authority retains effective control over the use of the holiday lodges and to prevent the holiday accommodation being used as permanent residential accommodation and to comply with Policy SP3, SP16 and DNP1 of the Bridgend Local Development Plan 2024

26. There shall be no outside storage of bins, equipment, waste, materials etc. except within the designated bin storage areas.

Reason: In the interest of visual amenity and to ensure compliance with Policy SP3 of the Bridgend Local Development Plan 2024

27. 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 unless otherwise agreed in writing 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 in advice of any remediation measures being undertaken. Following completion of 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 LPA 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 in accordance with policies SP3 and SP8 of the Bridgend County Borough Council Local Development Plan 2024.

28. 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 of investigation 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 LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policies SP3 and SP8 of the Bridgend County Borough Council Local Development Plan 2024.

29. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A) The decision to recommend Planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a Planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend

## Local Development Plan (2024)

On balance and having regard to the objection and concerns raised, it is considered that the proposal would provide a quality tourism development that would benefit Porthcawl and the wider area. It represents an appropriate form of development that would have no unacceptable impact on visual amenity, residential amenity, drainage, ecology, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5 SP15, SP16, SP17, SF1 PLA11, PLA12 ENT15, ENT16, DNP1, DP6, DP7, DP8 and DP9 of the Bridgend Local Development Plan (2024)

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

### B) Highway Advisory Note

The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:

- obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
- indemnify the County Borough Council against any and all claims arising from such works;
- give not less than one calendar months' notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541

The Highway Authority will require the Developer to enter into legally binding Section 111 Licence Agreement including an appropriate bond to secure the proper implementation of the proposed highway works and the adoption of the same as part of the maintainable highway. The commencement of the works on or abutting the existing maintainable highway will not be permitted until such time as the Agreement has been concluded.

### C) Land Drainage Advisory Note

In order to satisfy the comprehensive drainage condition the following supplementary information is required:

- Provide an agreement in principle from DCWW for foul (and surface water if required) disposal to the public sewer;
- Provide hydraulic calculations confirming development site has attenuation sized to accommodate a 1 in 100yr + 30% CC storm event;
- The Applicant shall submit a sustainable drainage Applicationform to the BCBC SAB (SAB@bridgend.gov.uk).

And (if an infiltration system is proposed);

In order to satisfy the infiltration drainage condition the following supplementary

information is required

- Provide infiltration tests to confirm acceptability of any proposed infiltration system in accordance with BRE Digest-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 calculations, 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.

#### D) Welsh Water Advisory Notes

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the Applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the Applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

The Applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com).

The Planning permission hereby granted does not extend any rights to carry out any works to the public sewerage or water supply systems without first having obtained the necessary permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections.

The Applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Our response is based on the information provided by your application. Should the proposal alter during the course of the Application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact Welsh Water on 0800 917 2652 or via email at [developer.services@dwrcymru.com](mailto:developer.services@dwrcymru.com)

## E) Contamination And Unstable Land Advisory Notice

The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

(i) determining the extent and effects of such constraints;  
(ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;

- Unprocessed / unsorted demolition wastes.
  - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
  - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the Application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

## F) Designing out Crime Advisory Note

Having reviewed the drawings, I would make the following observations :-

(i). Site layout.

I am pleased with the site layout.

Vehicle access onto site should be controlled by barriers and restricted to the main entrance for pedestrians and vehicles.

Reason – To prevent autocrime and burglary.

(ii). Lighting.

Lighting on the park should meet the British Standard 5489.

Reason – To increase public safety and remove the cover of darkness for criminals.

(iii). Landscaping and planting.

Overgrown shrubs and other thick barriers that are near to public areas must be avoided and clear sightlines must be maintained over long distances. Windows and



doors must not be obscured by landscaping features and trees in public areas must not have any foliage below 2 metres from the ground.

Trees and other landscaping features must not be positioned where they could create hiding/entrapment spaces or obscure signage and lighting.

There must be clear lines of sight across the site and clear unobstructed views of the parking bays from the lodges and reception area.

Reason - To increase surveillance, reduce the opportunity for crime and to prevent hiding places being created for criminals to operate.

(iv). Vehicle parking.

Vehicle parking bays must be overlooked by the lodges and the reception area.

During the hours of darkness, the bays should be well illuminated, and they must enjoy good natural surveillance from the lodges with unobstructed views.

Reason – To prevent auto-crime.

(v). Door security.

All external doors in the lodges and on the reception building should meet the standard PAS 24 2022 or equivalent and should be third party tested and certificated.

Glass in door panels or adjacent to door panels must be laminated.

Reason – To prevent burglary.

(vi). Window security.

All windows fitted in the lodges and in the reception area should meet the standard PAS 24 2022 or equivalent and should be third party tested and certificated. They should also have key operated window locks fitted.

Reason – To prevent burglary.

(vii). Identification of properties.

Lodge numbers must be clearly displayed.

Reason – To assist postal workers, emergency services etc. to find properties.

(viii). Intruder alarm.

The reception building should be alarmed with the alarm linked to a central monitoring station. Any alarm wires should be protected.

Reason – To deter and detect intruders.

Further detailed information can be found by visiting the Secured by Design website [www.securedbydesign.com](http://www.securedbydesign.com)

## G) South Wales fire and Rescue Advisory Note

Standing Advice.

The site plan/s of the above proposal has been examined and The Authority would wish the following comments to be brought to the attention of the Planning committee/Applicant. It is important that these matters are dealt with early on in any

proposed development.

- The Fire Authority has no objection to the proposed development and refers the Local Planning Authority to any current standing advice by the Fire Authority about the consultation.

The developer should also consider the need for the provision of:-

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances

Should the Applicant require further information in relation to these matters they should contact [firesafety@southwales-fire.gov.uk](mailto:firesafety@southwales-fire.gov.uk)

## H) Major Development Notification

Before the commencement of development, you must do the following: -

- a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

- b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason: To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

**JANINE NIGHTINGALE**  
**CORPORATE DIRECTOR COMMUNITIES**

### **Background Papers**

None