

## RECOMMENDATION : GRANT WITH CONDITIONS

**REFERENCE:** P/14/824/RES

**APPLICANT:** H D LIMITED  
C/O SAVILLS 12 WINDSOR PLACE CARDIFF

**LOCATION:** ISLAND FARM INSTITUTE OF SPORT ISLAND FARM BRIDGEND

**PROPOSAL:** RESERVED MATTERS: HIGHWAY INFRASTRUCTURE, GREEN BRIDGE & DRAINAGE INFRASTRUCTURE

**RECEIVED:** 15th December 2014

**SITE INSPECTED:** 3rd February 2015

### APPLICATION/SITE DESCRIPTION

This reserved matters submission relates to the access, layout, appearance, scale and roadside landscaping pursuant to outline permission P/08/1114/OUT to provide infrastructure to serve the proposed development at the Island Farm Institute of Sport.

The outline planning permission and the related Section 106 describe a series of phases in which the development is expected to progress on the site. As defined in the Section 106, Phase 1(a) and 1(b) relate to highway infrastructure. Phase 1(a) is the junction off the A48, the Green Bridge and the highway between it. Phase 1(b) is the remainder of the road linking the A48 and the B4265. The outline permission included drawings for the A48 junction for Phase 1(a) and, subject to the agreement of engineering details (condition 3 of P/08/1114/OUT) and all other pre-commencement planning conditions, works can commence on the new road junction.

This application seeks full permission for Phase 1(a) (with the exception of the A48 junction) and phase 1(b), which comprises the highways infrastructure required to deliver the National Tennis Academy, consented under P/14/354/RES, and future development at Island Farm. The application relates to the following works:

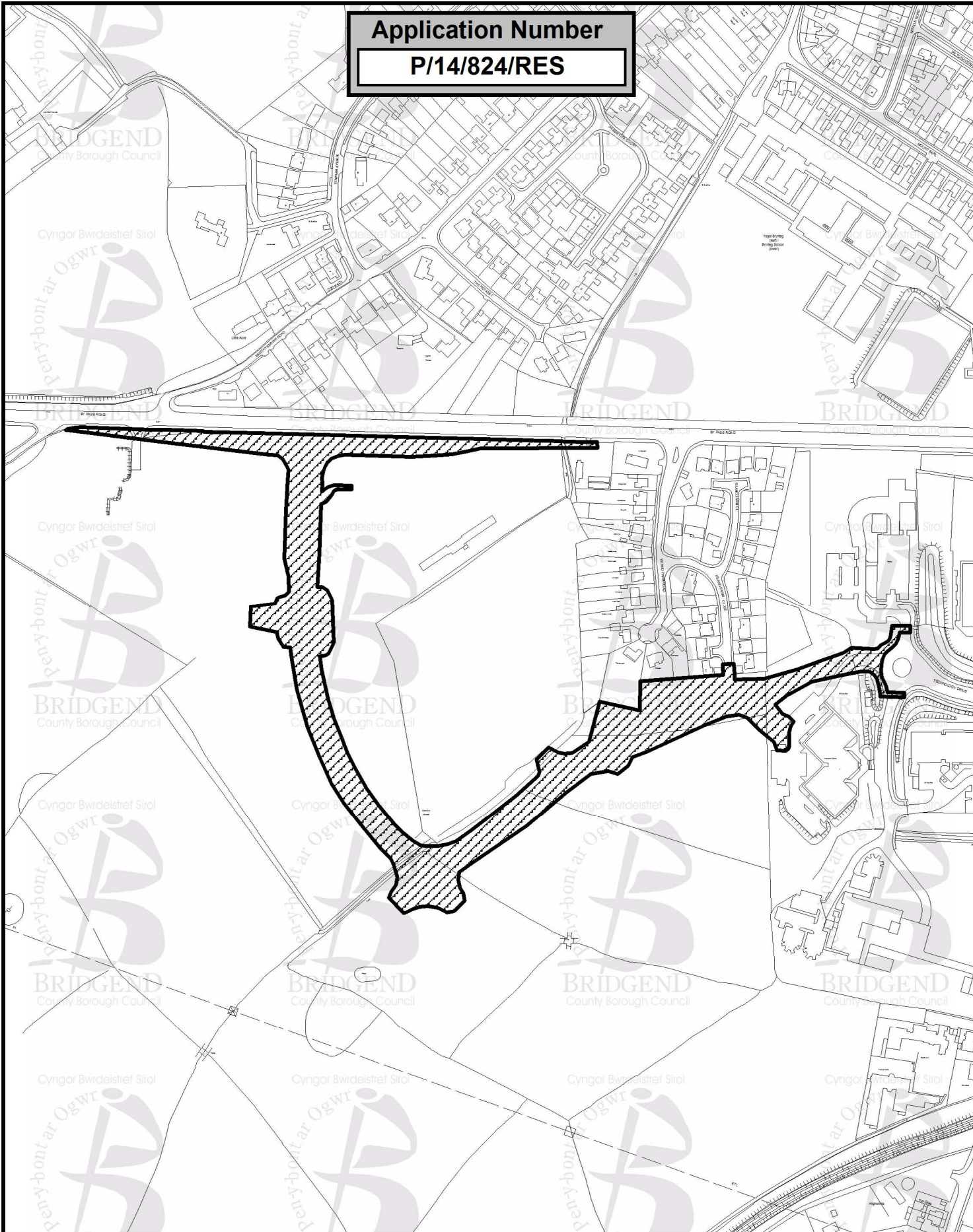
- \* The carriageway link/access road between Route A48 and Route B4265 (Ewenny Road/via the Science Park);
- \* Internal site footways and cycle paths;
- \* Street lighting;
- \* Surface water drainage;
- \* An embankment;
- \* A Green Bridge over the proposed A48 link road: and
- \* Road-side landscaping;

Technical engineering drawings of the highway layout, road construction and road geometry along with drainage details have accompanied the application along with plans, sections and elevations of the Green Bridge. A detailed planting scheme (amended plans received on 17th March 2015) also forms part of the planning submission.

The Supporting Planning Statement considers the proposal as follows:

**Application Number**

**P/14/824/RES**



**Scale 1:4,000**

**Date Issued:  
04/06/2015**

**Development-Mapping  
Tel: 01656 643176**

**Mark Shephard**

Corporate Director-Communities

Communities Directorate,  
Bridgend County Borough  
Council, Civic Offices,  
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O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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Cyngor Bwrdeistref Sirol



'Since the outline planning permission was approved, a revised masterplan has been submitted to, and considered in principle acceptable by, Council Officers. The revised masterplan has a series of modest changes to the masterplan, including the reduced capacity of the main stadium and small adjustments to the size and alignment of the stadium and training centre and the tennis centre. The Outline Planning Permission does not include a condition requiring strict compliance with the masterplan. Details of the proposal are set out below which is re-produced from the applicant's submission:

### Layout and General Arrangement

The proposed layout of the highway and position of the junction and Green Bridge complies with the revised masterplan. This phase of the proposed development has been designed clearly within the development parameters assessed in the Environment Statement for the outline application in terms of layout, appearance and scale.

### Ecology (including the Green Bridge)

Part of the proposed highway (between the A48 junction and the internal roundabout) is to be located within the existing Site of Importance for Nature Conservation (SINC) boundary and land either side of the road is to be safeguarded for nature conservation. The impact of the loss of SINC habitat, as agreed as part of the outline planning application will be mitigated by the extension to the SINC to incorporate the south-west field and to introduce habitat enhancements and management over the SINC as a whole. The net impact will result in a 5% increase overall.

As such, the detailed landscaping and lighting schemes for the highways have taken into account the ecological mitigation required as part of the outline permission in this respect, to ensure that the proposed development will retain, protect and enhance the natural features and habitats of the site. Notably, the proposal includes the details of the Green Bridge.

The Green Bridge is an important part of the ecological mitigation scheme on the site. The provision of the bridge will allow dormice to make safe movements across the main access road and will allow for bats to continue to use their current main flight line to allow for safe passage across the road. The Green Bridge is therefore positioned so that it lies on the known key flight line for lesser horseshoe bats from the Hut 9 roost and close to good dormouse habitat. The bridge will be planted with a mix of target species, including hazel, hawthorn, blackthorn, bramble and honeysuckle, with new scrub planting at each site of the bridge and splayed out into the site so that it connects to existing scrub areas.

### Lighting

The success of the Green Bridge is also dependent on the detail of the lighting proposals for this part of the site and therefore direct or strong illumination of the Green Bridge is avoided and nearby lighting of the highway should be minimal. However, this must not compromise the safety of users of the highway, footpaths and cycleways. Capita has prepared a lighting strategy, which accompanies this application. This includes the proposed lighting classes and operating hours/curfews. The class of the proposed lighting of the highway is within the parameters established at the outline stage.

### Transport and Access

The acceptability of the proposed access road and signalised junction on the A48 and secondary link to Technology Drive (Science Park) has been considered by the Council as part of the outline approval and there has been no change to the proposed layout and capacity of the proposed access. The road has been designed to encourage maximum use of walking and cycling by the provision of segregated pedestrian and cycleways within the application site and alongside the A48 junction proposal, linking wherever possible to existing services. As part of the

proposed development, new cycle facilities are proposed along the improved section of the A48 (details to be submitted under condition 3 of the outline planning permission). Cyclist friendly, toucan crossing points, are to be provided at the development's access junction.

## Drainage

Condition 19 of the outline planning permission requires the surface water drainage to be disposed by means of a sustainable drainage system, in accordance with the principles set out in Technical Advice Note (TAN) 15 (July 2004). The drainage strategy is subject to precautions required to mitigate potential contamination of the major aquifer underlying the site. A detailed site-wide Drainage Strategy has been prepared by Opus and is submitted for consideration with this application. The preparation of this strategy has been informed by discussions with Dwr Cymru Welsh Water (DCWW). In determining a suitable methodology for the disposal of surface water from the site, the hierarchical approach has been considered. As set out in detail in the strategy, it is not considered that infiltration nor would discharge to a watercourse be feasible and viable options. As such, the proposal is to discharge surface water runoff to an existing DCWW surface water sewer located adjacent to the A48, which has the capacity for the additional runoff. Greenfield runoff rates for the existing land use are proposed with attenuation at plot level and a variety of SuDs solutions will be considered in the detailed design of future phases of development. Surface run-off generated by the proposed highway will be permitted to discharge freely at an unrestricted rate to the DCWW system.

## RELEVANT HISTORY

<b>P/08/1114/OUT</b>	APPROVED +conditions	14-03-2012
NEW DEVELOPMENT (MIXED USE - SPORT/LEISURE/COMMERCIAL/ OFFICES)		
<b>P/14/354/RES</b>	APPROVED +conditions	22-08-2014
INDOOR TENNIS CENTRE WITH 12 EXTERNAL COURTS, VIEWING AREAS, LANDSCAPING, CAR PARKING & ASSOCIATED WORKS		
<b>P/14/813/NMA</b>	Non-mat. amend. UC	31-12-2014
MINOR AMENDMENT TO P/14/706/BCB ~ RE-POSITION INTERPRETATION PANELS BY 3 METRES		
<b>P/14/823/RES</b>	APPROVED +conditions	01-05-2015
RESERVED MATTERS: SITE WIDE SOFT LANDSCAPING & ECOLOGICAL MITIGATION		
<b>P/15/318/NMA</b>		
AMENDMENT TO CONDS. 3,14,15,16 ,33,34 & 39 OF P/08/1114/OUT (TO ENABLE ECOLOGICAL MITIGATION TO TAKE PLACE)		
<b>P/15/342/FUL</b>		
USE OF EXISTING AGRICULTURAL ACCESS ON A TEMPORARY BASIS TO FACILITATE P/14/823/RES		

## **PUBLICITY**

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 31st March 2015.

## **NEGOTIATIONS**

Negotiations commenced on 11th February and related to a number of issues but principally the relationship of the proposed highway to the existing properties on Island Farm Road and Island Farm Close. It was recognised that this was a particularly sensitive part of the development and the space between the properties and highways should be maximised. The applicant was invited to submit amended plans with up-dated landscaping drawings and detailed, scaled cross sections, illustrating the new landscaping, road, footways verges etc. and the respective boundaries of the neighbouring properties. Revised plans were received on 17th March 2015. Neighbours were re-notified and invited to provide revised/additional comments.

## **CONSULTATION RESPONSES**

### **Town/Community Council Observations**

Notified on 19th December 2014

Merthyr Mawr Community Council objects to the application for the following reasons which are summarised below:

1. The proposal represents a significant departure from the site plan approved a part of application P/08/1114/OUT - this relates to the outside training areas and Park and Ride facility.
2. Changes to the highway infrastructure - the proximity of the road to properties in Island Farm Close/Island Farm Road - the proposed alignment does not conform to approved masterplan plan.
3. No underpass for A48.
4. Asbestos should be removed from site before development commences.
5. Higher level of lighting which could impact on wildlife.
6. Protection of species - further studies required.
7. Management Plan for the retention and maintenance of hedgerows should be included on any consent.
8. Additional mitigation for archaeology required.
9. No mention in the supporting documents in respect of acquisition of Council owned land.
10. The site includes high voltage power lines - any re-location should be the subject of a consultation with residents.
11. Sink holes on site should be fully assessed.

Notified on 19th December 2014

Bridgend Town Council requested an extension of time to further scrutinise proposed reserved matters and residential amenity and transportation issues related to this development (these

observations were received on 16th January 2015 and no further comments have been received to date).

### **Head Of Street Scene (Highways)**

No formal observations have been received from the Head of Street Scene (Highways) in respect of this application. Consideration is being given to the revised highway plans and it is expected that comments will be received prior to the committee meeting. Members will be advised of the receipt of those observations and requirements to impose additional conditions on the amendment sheet.

### **Natural Resources Wales**

No objections.

### **Glamorgan Gwent Archaeological Trust**

GGAT acknowledged that the current application is clearly part of a larger scheme and indicated that, to date, they had not received the written scheme of investigation for a programme of ecological work as requested under condition 41 of the outline planning consent.

(The developer is mindful of the need to prepare a programme of investigation and this will be undertaken and submitted prior to the commencement of development in line with the wording of the related planning condition).

### **Head Of Street Scene (Drainage)**

After reviewing the drainage strategy and drainage layouts, the proposals appear to be sound. The required 20% climate change allowance does not appear to have been applied to the highway drainage and I would require confirmation from DCWW that this is acceptable. Should DCWW require attenuation of Highway flows, prior to discharge to the public surface water sewer, then this would require design amendments and may also require amendments to any Highway adoption agreement. (The applicant's agent has subsequently indicated that DCWW have agreed the drainage scheme).

### **Group Manager Public Protection**

I have no objection to the scheme. Conditions 32 and 33 of the main outline consent refer to the requirement to carry out a detailed contaminated land and remediation strategy, if the risk assessment deems this necessary. Prior to any excavation works on site for drainage and highways infrastructure, conditions 32 and 33 of the outline consent must be complied with.

## **REPRESENTATIONS RECEIVED**

### **Objections Have Been Received From The Following; .**

Residents Association of Island Farm Road (7/1) (24/3)  
Island Farm/Close Residents Association (12/1)  
Luke Richards 23 Island Farm Close; (14/1)  
Ruth Richards 23 Island Farm Close; (23/1)  
Mr Hancock 17 Island Farm Close; (15/1)  
Joe Ruddy 22 Island Farm Close; (20/1) (27/3)  
E M Collins 24 Island Farm Close; (20/1) (31/3)  
W M Holder Greenacre Island Farm Road (6/1) (30/3)  
Felicity Arthur 19 Island Farm Close (7/1) (30/3)  
Alan and Kath Davies 21 Island Farm Close (7/1) (24/3)  
Miss A Burrows 27 Island Farm Close (8/1)  
Hedley Rees 12 Island Farm Close (12/1)  
M Thomas Milnhome Island Farm Road (12/1)

E C Grouk 18 Island Farm Road (30/3)  
R F King 4 Island Farm Close; (30/3)  
Mrs G Davies Crud-yr-Awel; (31/3)

The following is a summary of the objections received which is a continuation on from those received by Merthyr Mawr Community Council:

12. A48 will be unable to cope with additional traffic; no improvements planned, new access from A48 could affect the filter lane that serves Island Farm Road.

13. New road is unreasonably close to existing properties, it will result in a loss of privacy; it will create problems with noise, pollution etc. Existing houses are surrounded by busy roads; level of lighting has increased which will be detrimental to residents; not enough evidence to show that homes will be screened from new roads.

14. New road construction will result in a loss of trees and hedgerows - the impact on the environment will be significant, destruction of an area of natural beauty.

15. No measures to mitigate for anti-social behaviour - speeding drivers on the highway

16. The proposed bridge over the new road will do nothing to enhance this area of outstanding natural beauty in terms of its scale and design - blot on the countryside. Structure is also extremely costly.

17. Concerned about whether there is a potential market for the facilities and whether a commitment has been given to meet the operating costs of the facilities such as the new tennis centre; Are the development funds for the Island Farm development in place? Does the company have experience in delivering large scale complex developments such as proposed? Supporting documents make no reference to the negative impacts of the development on existing businesses.

19. The proposed extension to the Science Park to the rear of our houses will lead to a loss of privacy and sunlight to our properties.

20. This land belongs to the public, the council being its guardian on the public's behalf. I would therefore want public assurances that the council land is bought at full market price by the Developer before any infrastructure is built.

21. Will the new road be adopted?

22. The development will result in the loss of hut 9?

#### **COMMENTS ON REPRESENTATIONS RECEIVED**

1. The Community Council has repeated an objection offered in respect of the reserved matters submission for the tennis centre and it relates to the 'indicative masterplan' submitted with the reserved matters applications differing from the plan that was approved as part of the original application. It is acknowledged that there are changes in the respective plans but not to the extent that they alter the form and character of the development. Furthermore, it is noted that no planning conditions were imposed on the outline planning consent restricting the development to the arrangements set out on the 'indicative masterplan' which is appropriately titled. The reserved matters applications that have been submitted thus far are in compliance with the



outline permission, the conditions and the related S106 agreement. At this stage, there is no reason for the applicant to submit a fresh application to agree the principle of the development again to regularise the minor changes to the indicative masterplan. It should be noted that the outside training areas and Park and Ride Facility do not form part of this reserved matters submission.

2. The position of the proposed highway infrastructure has not altered significantly from that submitted on the indicative plan which accompanied the original outline planning application. Negotiations on this application have resulted in alignment of the road being amended in the favour of the occupiers of the properties on Island Farm Close and Road, to increase the separation and to create additional space for tree and shrub planting. This will be discussed again in greater detail in the appraisal section.

3. This reserved matters submission does not propose an underpass beneath the A48 nor is there such a requirement for such a facility under the outline planning consent.

4. Land contamination is addressed by conditions 32-39 on the outline planning consent and it is understood that a two stage geo-environmental and geo-technical investigation has been carried out on the site. A small area of this application site has been subject to investigation in relation to the area proposed at the abutment of the Green Bridge. This has required samples from two boreholes to be tested and the results are submitted as part of the Green Bridge Geotechnical Investigation which has been submitted with the application. In one borehole, soil containing debris 'typical of asbestos bitumen' was noted. Although further testing will be undertaken, the risk of contamination and migration is considered to be minimal.

5. A Lighting Scheme and Strategy has accompanied the planning application and its objectives are to:

Minimise obtrusive light and trespass to adjacent land and habitats, to mitigate impact on ecology;

Provide a safe and welcoming night time environment for road users and pedestrians accessing the proposed sports and leisure facilities to be provided as part of the development;

Provide a modern, contemporary style of luminaire that complements the overall design concept with visual connectivity to the architectural themes of the development;

The scheme has been assessed by Natural Resources Wales and the Council's Ecologist and no objections have been received. Furthermore, no adverse comments have been received from the Highways Section who will be responsible for the maintenance of the proposed lighting.

6. The protection of species is secured through conditions imposed on the original outline planning permission and the licencing regime managed by Natural Resources Wales. All development is required to accord with the bat and dormouse mitigation strategies that were submitted with the original application and the mitigation, management and monitoring strategies for protected species that have been recently agreed by the Council in discharge of planning condition 27 of P/08/1114/OUT. The Green Bridge is an important part of the ecological mitigation.

7. A Landscape Management Plan is required to be submitted and agreed prior to development commencing under condition 31 of the original consent.

8. Condition 41 of the outline planning consent requires a programme of archaeological works to be agreed prior to any development commencing. This does not prevent the determination of the reserved matters application.



9. Highway access from the A48 and Science Park would appear to cross land in Council ownership. Negotiations are taking place but these are not material to the determination of this application.

10. Any re-positioning or re-alignment of the power lines will need National Grid/National Powers consent. As to whether the diversions will be subject to consultation will be at their discretion.

11. Chapter 7 of the Environmental Statement that accompanied the outline planning application confirmed that the site geology will be fully investigated and recorded before detailed design commences and appropriate engineering treatment carried out to remove risks associated with the presence of sink holes.

12. Traffic generation associated with the larger development was considered at the outline application stage. The Transportation Assessment revealed that, subject to various improvements, sufficient capacity existed on the highway network to cater for the majority of traffic generated by the development as a whole. It was however acknowledged that congestion would occur on days when major events were held but this was not grounds to refuse the outline planning consent.

Through planning conditions imposed on the outline consent and clauses in the related S106 agreement, the developer will be required to provide highway improvements at appropriate times, prior to beneficial use of the appropriate phases of the development.

13. Residents of Island Farm Road and Close have expressed concerns about the proximity of the new section of highway that will connect the development site to the B4265 via the Science Park. The contentious section of the highway which is approximately 160m long will pass to the south of existing properties and will comprise a 7.0m wide carriageway, 3m wide verge, 3m wide footway and a landscape buffer that varies in depth from a minimum of 5m to a maximum of 30m and consists of a mix of native trees, shrubs and hedge planting. The distances from the side property boundary of 21 Island Farm Close and the back edge of footway (the nearest section of highway) varies from 11m measured at the rear to 20m at the front. The distances from the side property boundary of 22 Island Farm Close are more consistent and measure approximately 24m. Native shrub, hedge and tree planting, grass verges along with a 1.2m high post and rail fence will be formed in the intervening areas.

The aforementioned dimensions are recorded from revised drawings that have been submitted in response to concerns expressed by residents and officers as to the proximity of the road to housing on the original submission. Inevitably the introduction of a new road over undeveloped land in close proximity to existing properties will have an impact on the amenities of residents who currently enjoy a relatively open outlook over farmland. The principle of developing of this land has however been granted and the alignment of the road generally accords with the position indicated on the indicative masterplan that accompanied the outline planning application. Furthermore, the revisions that have been negotiated have increased the distances between the highway and existing properties and the additional planting will to some degree lessen the impact of the development.

A Lighting Scheme and Strategy has accompanied the planning application and has been assessed by consultees. The strategy suggests that along the section of highway being discussed above, the road lighting may either be switched off or reduced lighting will be provided. This should mitigate the impact of the street lighting on existing residents.

14. The proposed development will transform the rural landscape but this was acknowledged in agreeing the principle of the development. The impact on the landscape and ecology has always been a main area for consideration. The Environmental Statement confirmed that the proposed development would transform the landscape from a rural, farmed and low intensity use area into an active area for sports and business use. The effect of an unmitigated scheme on the

landscape would have been significant. However, with the mitigation measures proposed and secured through planning conditions this impact is being appropriately addressed.

15. Anti-social behaviour such as speeding drivers on sections of public highway is a matter for the Police. The Council must ensure that the proposed road design is safe and that the impacts of the development are limited but it would be unreasonable to require the developer to submit a scheme to prevent anti-social behaviour on what is intended to be a section of public highway.

16. The Green Bridge is part of the ecological mitigation works and is intended to allow dormice to make safe movements across the main access road and to allow bats to continue to use their current main flight line. In design terms, the structure will provide the opening for the passage of vehicular traffic and the required crossing for protected species. At its highest point it will be 10m above road level and this includes the concrete beam that spans the road, with the soil and native species soft landscaping on top. Grass embankments will provide the approaches to the bridge which has been designed to minimise its impact on its setting which will be part of the infrastructure to serve this consented mixed use development. The cost of construction will be borne by the developer although its future maintenance is likely to pass to this authority.

17. For the determination of this reserved matters submission it is not necessary to require the breakdown of the funding in any greater detail. The report presented to committee on the outline application advised Members that it was not for the Local Planning Authority to query the financial funding for any scheme - it is not a material planning consideration or a requirement of national or local planning policy.

18. The extension to the science park is not part of this reserved matters submission. The relationship of any future development scheme to existing properties will be assessed at that time.

19. Although road adoption is not a material planning consideration, it is understood that the proposed infrastructure will be offered to the Authority for adoption but this will be subject to the normal legal requirements (Section 38 of the Highways Act).

20. The position of the new link road from the A48 accords with the alignment agreed in principle as part of the outline planning consent. The permission does pass through the area on which the Island Farm Prisoner of War Camp existed but the 'listed' Hut 9 will be retained and managed by the Council.

## **APPRAISAL**

This application seeks reserved matters approval for the highway infrastructure (detailed in the introduction to this report); ecological mitigation works, comprising the Green Bridge and roadside landscaping pursuant to the outline planning consent.

The principle of developing the land at Island Farm for a mixed use development, comprising sport, leisure, commercial and office development was consented under permission P/08/1114/OUT. The first consideration in the assessment of the application is whether the details of the reserved matters application are in line with the outline approval, including any conditions attached to the permission.

In the supporting statement, the applicant's agent recognised that a number of the outline planning conditions required that certain information would be submitted with the detailed plans and has provided a table summarising the conditions and the developer's response to each. Reference is also made to the drafting of the outline planning consent which did not require strict adherence to the masterplan that accompanied that application. This has allowed for a 'series of modest but positive changes to the masterplan, including the reduced capacity of the main stadium (not part of this reserved matters submission) and small adjustments to the size and

alignment of the stadium and training centre and the tennis centre' (already consented) without falling outside the terms of the original outline planning consent. On the first test it is considered that the proposal accords with the outline planning permission and does not conflict with any clauses in the related S106 agreement.

The detail of the scheme must however be examined against the Council's policies and guidelines and in this regard the following Local Development Plan policies and planning guidance have been considered:

- \* Policy SP2 - Design & Sustainable Place Making
- \* Policy SP2 - Strategic Transport Principles
- \* Policy SP4 - Conservation and Enhancement of the Natural Environment
- \* Policy PLA4 - Climate Change & Peak Oil
- \* Policy PLA7 - Transportation Proposals
- \* Policy PLA8 - Development Led Improvements to the Transportation Network
- \* Policy ENV1 - Development in the Countryside
- \* Policy ENV2 - Development in Green Wedges
- \* Policy ENV3 - Special Landscape Areas
- \* Policy ENV5 - Green Infrastructure
- \* Policy ENV6 - Nature Conservation
- \* Policy ENV7 - Natural Resource Protection & Public Health

Policy SP2 represents the starting point for the assessment of all planning applications which are received by the Local Planning Authority. 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. It is considered that the submitted proposal addresses all the relevant criteria of the policy. The road and Green bridge design and associated roadside landscaping achieve a high standard of design which responds positively to its context. This aspect of the development and the wider scheme will transform what is currently a rural landscape but this was accepted in agreeing the principle of the development.

The highway design will also provide good walking, cycling and road connections to the existing network and the associated elements of the mixed use development which includes the strategic employment site (Island Farm - SP9 (2) of the Local Development Plan) and the approved tennis centre.

Safeguarding the amenity of neighbouring uses is a key consideration of Policy SP2 and this is particularly relevant to the section of highway, proposed to the south of Island Farm Road/Island Farm Close. As referred to in an earlier section of this report, the relationship between the existing uses and proposed development has been revised to maximise the separation distances and to incorporate additional planting. It is accepted that the introduction of a new road close to existing properties will have some impact on residents but its alignment is, in part dictated by the position of the existing infrastructure in the existing Science Park. Furthermore, the position of the road accords with the indicative masterplan that accompanied the outline planning application. Importantly, revisions to the current scheme have sought to maximise the areas of landscaping which will limit the impact of the development. It is considered that developer has attempted to minimise any harmful impacts through the design and form of the road and the proposed soft landscaping works.

Minimising noise, air soil and water pollution are an important aspect of Policy SP2 and through conditions, imposed on the outline consent and this reserved matters submission, will be properly addressed in the interests of safeguarding the amenities of the area.

As discussed in the earlier section of this report, safeguarding and enhancing bio-diversity and green infrastructure are achieved by the scheme and measures required by conditions imposed

on the outline planning consent. The Green Bridge forms an important part of the ecological mitigation works which have been fully assessed by the Council's Ecologists and Natural Resources Wales. It is noted that the detailed landscaping and lighting schemes have also taken into account the ecological mitigation required as part of the outline permission,

Having assessed the proposal against all the aforementioned policies it is considered that this reserved matters submission accords with the policies and should, therefore, be recommended for approval.

## CONCLUSION

The application is recommended for approval on the basis that the development complies with the Council policy, guidelines and the conditions attached to the outline planning consent P/08/1114/OUT. The development should not adversely affect the visual amenities of the area nor so significantly harm neighbours' amenities as to warrant a refusal of planning permission.

## RECOMMENDATION

(R04) 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: Road geometry Sheet 1 (V-C 7811.01/110 R1), Road geometry Sheet 2 (V-C 7811.01/111 R2), Road geometry Sheet 3 (V-C 7811.01/112 R0), Typical Cross Sections and Details (V-C 7811 .01/113 R1), Road geometry Longitudinal Sections Sheet 1, 2 and of 3 (V-C 7811.01/114 R0, 115 R1, 116 R1), Road geometry Cross Section (V-C 7811.01/117 R2), Road geometry Vehicle Tracking (V-C 7811.011118 R0), Drainage Sheet (V-C 7811.01/501 R1), Drainage Sheet 2 (V-C 781 1.01/502 R1), Drainage Sheet 3 (V-C 7811 .01/503 R2), Signs and Roadmarkings Sheet 1 (reference 01/1201 R1), Signs and Roadmarkings Sheet 2 (01/1202 R2),

Green Bridge Proposed Plan - Structural Layout (reference 13520/PL110), Green Bridge Proposed Plan (reference 13520/PL111), Green Bridge Proposed Section A-A (reference 13520/PL130), Green Bridge Proposed Section A-A (reference 1 3520/PL131), Green Bridge Proposed Section B-B (reference 13520/PL132), Green Bridge Proposed Elevation 01 (reference 13520/PL140), Green Bridge Proposed Elevation 02 (reference 13520/PL141), Green Bridge Proposed Elevation 03 (reference 1 3520/PL142), Green Bridge Proposed Elevation 04 (reference 13520/PL143), Green Bridge Section Plan at Deck Level (reference L/003/0), Green Bridge Cladding Arrangements and Details (reference L/004/0), Green Bridge Typical Cladding Details (reference L/005/0), Green Bridge Section Details (reference L/006/0)

Planting Proposals: DLA-1561-(02)-13, DLA-1561-(02)-14 Revision B, DLA-1561(02)-23 and DLA-1561(02)-24

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

- 2 No development shall take place until a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the 'Green Bridge' hereby permitted have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the proposed materials of construction are appropriate for use on

the development so as to enhance and protect the visual amenity of the area.

- 3** All soft landscape works shall be carried out in accordance with Planting Proposals: DLA-1561-(02)-13, DLA-1561-(02)-14 Revision B, DLA-1561(02)-23, DLA-1561(02)-24. The works shall be carried out prior to the road being brought into beneficial use or in accordance with a programme to be agreed with the Local Planning Authority prior to any development commencing on site.

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

- 4** No development shall take place until details of earthworks have been submitted to and agreed in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the agreed details prior to the development being brought into beneficial use.

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

- 5** No development shall take place until a schedule of landscape maintenance for a minimum period of 3 years has been submitted to and agreed in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the agreed schedule.

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

- 6** If within a period of three years from the date of the planting of any tree that tree or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

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

- 7** No development shall take place until a Construction Method Statement has been submitted to, and agreed in writing by, the Local Planning Authority. The Statement shall provide for the:-

- i. parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. measures to control the emission of noise, dust and dirt during construction
- v. provision of temporary traffic and pedestrian management along Classified Route A48
- vi. establishment of the construction route

The agreed Statement shall be adhered to throughout the construction period.

Reason: In the interests of highway safety.

- 8** The highway access from the A48 shall be completed in permanent materials in accordance with the layout approved under application P/08/1114/OUT prior to work commencing on the development hereby approved.

Reason: In the interests of highway safety.

- 9** The proposed lighting associated with the highways infrastructure (internal access roads, footpaths and cycleways) shall be designed and installed in accordance with the Lighting Scheme and Strategy prepared by Capita - December 2014.

Reason: In the interests of highway safety and to promote nature conservation.

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

This application is recommended for approval because the development complies with Council policy, guidelines and the conditions attached to the outline planning consent P/08/1114/OUT. The development should not adversely affect privacy or visual amenities nor so significantly harms neighbours' amenities as to warrant refusal. Furthermore, the development should not be detrimental to highway safety.

The developer is reminded of the need to comply with conditions attached to outline planning consent P/08/1114/OUT and the clauses in the related S106 Agreement.

**MARK SHEPHARD**  
**CORPORATE DIRECTOR COMMUNITIES**

**Background Papers**

None