

Bridgend Local Development Plan

2006-2021



Bridgend Local Development Plan

Examination

<http://www.bridgend.gov.uk/ldpexamination>

Wednesday 28 November 2012 10:00am

Session 6 – Island Farm Strategic Employment Site

Inspector's Agenda with Matters and Issues

1. ALLOCATION STATUS

[Figures in brackets identify a Representor and their representation number eg 1248.1 refer to Representor 1248 and representation 1].

- 1.1 Island Farm - SP9(2) - is one of four Strategic Employment Sites that are proposed to be allocated by Policy SP9. It was previously allocated as a Special Employment Site in the UDP. According to Appendix 3 it has a total area of **25.95ha** but of that only **11ha** are available for employment (apparently because of environmental constraints). Delivery is described as in the 'medium' term which Chapter 9 indicates as phasing in the period 2011-2021. Policy PLA8(5) provides for an associated development-led new road junction on the A48.
- 1.2 HD Ltd considers that there is a plentiful supply of employment land elsewhere in the County Borough and questions the site's allocation for employment in Policy SP9. They consider the site 'unviable' for such development as only 11ha out of 25.95ha is considered by the Council to be developable. HD Ltd accordingly seek that Island Farm should be de-allocated as a Strategic Employment Site and instead allocated as a Mixed Use Regeneration Site in Policy PLA3 of the LDP 'to reflect the current planning status of the site' (1248.1; 1248.2). In that regard the site is said to be the subject of a planning application (P/08/1114/OUT) for mixed use development on **6.56ha** of land. The site area proposed for the PLA3 allocation would extend to the south of the SP9 allocation as far as New Inn Road and HD Ltd considers that the PLA1 settlement boundary at Island Farm should also be extended 'to reflect the current planning status of the site' (1248.3).
- 1.3 The Council refers to its response to Alternative Site 044. The Council's Delivery and Implementation Background Paper 10 (SD44) describes the allocation as 'part of a larger area which has planning consent (subject to a section 106 agreement)' for the mixed uses. These include a rugby stadium and training facilities together with other leisure, commercial and office uses.

Qn1a. Would HD Ltd provide details of the 2008 planning application including what part of the allocation it does and does not cover and an update on progress towards completing the S106 agreement?

The Council can confirm that the Section 106 agreement has been signed and the planning permission has been issued. For information the Council attaches:

- [Appendix A: The Officers Report and decision notice for planning application P/08/1114/OUT.](#)

- Appendix B: An OS plan showing the Deposit LDP Strategic Employment Allocation SP9(2) Island Farm, Bridgend and the area covered by planning application P/08/1114/OUT.
- Appendix C: An OS plan showing the proposed land uses detailed in planning application P/08/1114/OUT.

Qn1b. How likely is it that that sports/leisure/commercial development will be implemented in its proposed form?

The Council will await the response from HD Ltd (1248).

Qn1c. Does the Council's apparent support for that proposal make the delivery of 11ha of high technology business improbable?

The Council maintains its stance adopted in its response to AS044. Notwithstanding the planning consent on the site, the Council considers that strategic employment allocation should be maintained to provide strategic employment opportunities should the mixed-use proposal not be delivered. Even if the mixed use development is delivered the development will include 6.56 hectares of employment land as an extension to the existing science park, which is still a significant area.

Qn1d. What part of the site is controlled by the Council and by other landowners?

A plan detailing site ownership is attached as Appendix D.

Qn1f. Would the whole site up to New Inn Road be included in that settlement boundary?

The Council's interpretation of the representation is that the representor would like the entire site up to New Inn Road, as defined in AS044, included within the settlement boundary of Bridgend. However the Council will await confirmation from HD Ltd (1248).

Qn1g. If the site were allocated as a PLA3 mixed use site, what would be the content of the mixed use development including the amounts of housing, employment and other uses and how would that be represented in the plan's text?

The planning consent relates to employment, sporting and recreational uses; it does not relate to housing. Therefore if the site was allocated for a mixed use scheme under Policy PLA3, the Council considers that the uses should be restricted to those detailed in planning application P/08/1114/OUT. The Council would question the need for housing, as part of the mixed use development, as this does not form part of the planning permission associated with the site.

With regards the resultant changes to the LDP; Policy PLA3 would have to include a new allocation to reflect the mixed use scheme and Policy SP9 would have to be amended to reflect the reduced level of employment land which would be delivered. However, in addition to the employment element, the proposal is for a 15,000 seat stadium, a 5000 seat stadium, a 2000 seat stadium, an indoor tennis centre, a 4G training facility and sports centre. Given the proposals unique nature,

the LDP does not currently contain a policy which makes provision for this type of large-scale 'Regional' sporting or recreation facility. Therefore the Council considers that the LDP would require a stand-alone site specific Policy in respect of the proposed sport and recreation facilities to reflect its unique nature.

Notwithstanding the above, the inclusion of such a site-specific policy and allocation would be at risk of delivery should the landowner / developer encounter problems of viability. In this instance, the Council considers that if this situation did occur it is very unlikely that another developer could deliver such a prestigious large-scale scheme and in this respect the evidence base of the LDP could not justify its inclusion, either as a stand alone policy or as a PLA3 site for mixed use development.

If such a policy amendment were to be recommended by the Inspector; taking the site up to New Inn Road and therefore 'within' the Settlement Boundary of Bridgend it would be difficult to resist future alternative development, including housing on a greenfield site, if the viability and deliverability of the scheme came into question . The retention of the SP9(2) allocation represents a 'fall back' position for the Council should the proposed development, approved under planning application P/08/1114/OUT, fail to materialise. Such a fall back position could deliver the 11 hectares of employment land, as apposed to the 6.56 hectares as part of the currently approved scheme.

The Council welcomes the delivery of planning application P/08/1114/OUT on the basis of the many facilities and jobs that it will provide, but there are inherent risks in reflecting the approved scheme in the LDP in terms of deliverability and additional loss of greenfield land to alternative uses, such as housing, that have not been properly justified and consulted upon through the LDP process.

- 1.4 The Representor considers that PLA3 should include an element of supporting text to encourage early engagement with the owners of allocated sites, especially those sites which are allocated for Regeneration and Mixed Use Development Schemes. This they consider would enable the identification of the most suitable and viable options for their delivery, especially when there are multiple land owners – as is the case in the instance where Bridgend CBC are also a land owner (1248.4). The Council responds that it has been proactive in their engagement with land-owners with respect to demonstrating delivery of sites in the LDP. The Council welcomes early engagement on proposed development however it is not considered that such an approach needs to be expressed in the text of the LDP.

Qn1g. How is 'early engagement' to be defined (the LDP period commenced in 2006)? Why is the change needed to make the plan sound?

The Council will await the response from HD Ltd (1248).

2. ROAD ACCESS

- 2.1 Bridgend Town Council fear the route for the proposed road through the Island Farm site and science park will have a detrimental affect on business and encroach on the back gardens of residents in Island Farm Close (35.10; 35.11). Residents of Island Farm Close consider that the proposed road by Hegerty Developers through Island Farm is unsound. It is situated too close to residents of Island

Farm violating their privacy and also impacting on the Science Park which will have a serious effect on the peace and tranquillity for which the site for employment was chosen (1251.3 written reps). Island Farm Campaign for Action objects to the proposed road from the A48 through Island Farm (1252.3).

- 2.2 The Council responds that the LDP does not detail the internal road network associated with Island Farm Strategic Employment Allocation allocated under Policy SP9(2). These representations refer to an issue which is not specifically outlined in the LDP and would more appropriately be addressed at the planning application stage of development. Policy PLA8 (5) Access to Island Farm Strategic Employment Site details the requirement for a new junction to be constructed on the A48 to allow the effective and safe access of the site. It is acknowledged in the LDP that careful consideration must be given to this development to ensure that it introduces mitigation to overcome any adverse effect on the efficiency of the surrounding highway network. Therefore, the internal road layout will be assessed when detailed planning applications are submitted.
- 2.3 In respect of the Representors' objection to the internal road through Island Farm, this is in association with Planning Application P/08/1114/OUT for new mixed-use sport, leisure, commercial and office based development which is approved subject to the signing of the appropriate legal agreements.
- 2.4 The above HD Ltd site boundary drawing suggests submitted with their representations indicates that it may be intended to take some access from Technology Drive or Ewenny Road. The site would also front New Inn Road.

Qn2a. Has the Council supported the road in the 2008 application to which the resident's object?

Planning application P/08/1114/OUT was the subject of an extensive Transportation Assessment and rigorous analysis by consultants engaged by the Council. The Highway Authority, had identified the need for a link between the A48 site access and the B4265 (Ewenny Road), and this was included in the developer's proposals. This link will reduce pressure on Ewenny Junction and increase its capacity by reducing right turn movements from eastbound traffic travelling towards Ogmore by Sea on the B4265, and reducing left turn movements for northbound traffic on the B4265 seeking to travel west onto the A48. The proposed link will allow these movements (approx 160 movements currently in each of the peak hours) without motorists passing through the Ewenny junction. The planning condition requires the link road to be operational before the 2000 seat football stadium (phase 2(b)) of the proposal comes into beneficial use.

It is also not considered to be good practice for a site generating high levels of traffic to be served by a single entry point of access. An alternative means of entry is considered appropriate, particularly in the event of the main access becoming blocked and to allow alternative access for emergency service vehicles.

The line of the route is identified on drawings attached to the Section 106 Agreement incorporated into the Planning Consent, although this element of the Planning Application is an outline matter, with the details being reserved for future consideration. Consequently the line of the route has not been firmly determined at the present time and is considered illustrative.

Ewenny junction itself will be upgraded prior to the Sports Centre or Main Stadium elements of the proposal (phases 2(d) and 2(e)). Illustrative proposals are attached to the Section 106 Agreement in respect of the Ewenny junction upgrade, but these will be subject to detailed consideration as part of later phases of the overall proposal.

It is therefore confirmed that the council supports the link road identified in the 2008 application in the interests of highway safety and maintaining the free flow of traffic on the classified strategic network through Ewenny junction.

Qn2b. How does that affect any remaining SP9(2) land and the implementation of PLA8(5)?

The Island Farm proposal (which includes an employment element of 6.56 hectares) utilises all of the land identified in the LDP for a high quality strategic employment site and extends beyond the defined settlement boundary to New Inn Road. Consequently there is no remaining land to be affected. The access arrangements have however been determined on the basis of traffic associated with the consented development in the same way as would have occurred if the site had been developed as a strategic employment site.

It is considered that the Island Farm site, identified in the LDP under policies SP9(2) (Island Farm, Bridgend (11 Hectares)) and PLA8(5) (Access to Island Farm Strategic Employment Site) has been the subject of a rigorous transportation assessment and as a result it is considered that the phased improvement measures proposed, will ensure that the impact of development traffic on the network will be mitigated sufficiently to avoid additional congestion in the peak hours. In addition any extraordinary traffic levels arising from major sporting events will be policed and be the subject of Park and Ride facilities at locations away from the site. In addition the day to day traffic levels in the peak hours associated with the site are considered to be no greater than those associated with a Science Park allocation.

Qn2c. How would HD Ltd propose to provide access for their expanded allocation site?

The Council has no information on any speculative expansion proposal, unless it is intended to relate to an alternative use in the event of the consented development not proceeding. Any alternative use would be subject to a detailed Transportation Assessment to assess the affect upon the network. The highway authority would not support an access from New Inn Road or Merthyr Mawr Road due to the constraints of those corridors and the substandard nature of junctions onto the strategic network. Indeed, it is extremely unlikely that any additional access to serve the site over and above those identified in the consented proposal would be supported. Furthermore, any scheme to intensify movements to or from Route A48 (or Route B4265) from the accesses already approved (which may alter traffic levels at the peak hours) would need to be the subject of a full Transportation Assessment so that the affect upon the network can be properly examined.

It can be confirmed, however, that the council is satisfied that the traffic generated from the proposal, as approved, has been sufficiently mitigated by means of proposed highway improvements and the future establishment of Park and Ride proposals and Event Management strategies during major events generating high levels of spectator attraction.

The Council also awaits the response from HD Ltd (1248) should they speculate on an alternative use for the site.

3. SITE OF IMPORTANCE FOR NATURE CONSERVATION (SINC)

- 3.1 Given the biodiversity interests within the site the Countryside Council for Wales (CCW) argue that the LDP should make provision to ensure that development at this site will be required to protect the Island Farm POW SINC and any European Protected Species interests within the site. CCW recommend that this requirement is identified in Chapter 9.0: Delivery and Implementation of the LDP (54.15; 54.27).
- 3.2 HD Ltd also comments that it is misleading not to represent the environmental designation in the allocation.
- 3.3 The Council considers that Section 9 (Delivery and Implementation) of the Deposit LDP gives sufficient information to enable the reader to ascertain the general status and likely implementation dates of a site or proposal allocated in the Plan. However, it also recognises that the deliverability of a site is an ongoing, evolving process. Specific site details are constantly changing and new issues may arise after the plan-making stage. To this end, it is proposed that an online LDP Site Database is established which is kept up-to-date and formally published once a year as part of the LDP Annual Monitoring Report (AMR). This database will outline the current status of the site and its likely implementation timescales with links to any relevant planning applications, planning / environmental studies which have been undertaken and any further constraints which have been identified. Where relevant it may also indicate likely section 106 requirements associated with the site. Land ownership details will also be included to facilitate contact between interested parties. The Delivery and Implementation Background Paper SD44 includes a reference to protection of the Island Farm SINC and any European Protected Species. It does not include land ownership details.

Qn3a. Would the Council please provide a plan which defines the extent of the SINC and how it relates to the 25.95ha site allocation and the 11ha of employment land. Should the SINC be shown on the Proposals Map?

The Council provides a plan (Appendix E) defining the extent of the Island Farm POW Camp SINC in relation to Strategic Employment Allocation SP9(2) Island Farm, Bridgend.

The Council relies on the response detailed in Consultation Report Volume 2: Appendix I (SD08):

PPW states in paragraph 5.4.6 that statutory and non-statutory designations should, where practicable, be clearly identified on the proposals map.

The Council's current list of identified SINC's are those listed in the Bridgend Local Biodiversity Action Plan 2002 (SD95/96) and are currently under review as part of a separate process and so it has not been practicable to display the SINC's on the proposals map as they could be subject to change at a late stage of LDP

preparation. In addition, the scale of SINC coverage in the County Borough is so great that it could overwhelm the proposals map.

At such time as the SINC work has been finalised (which will involve liaison with landowners etc) it is proposed to produce Supplementary Planning Guidance identifying the new list of sites and giving management advice to those landowners whose land contains a SINC. This in itself will also be subject to public consultation.

Qn3b. Should the allocation exclude the SINC land?

The Council considers that the inclusion of the SINC within the allocation is important to make it clear that its retention and management directly relates to the development of the site.

- 3.4 In the light of the above comments and their concerns of the over-allocation of employment land within the LDP, CCW also have concerns about the allocation of Island Farm Prisoner of War SINC for employment purposes. Whilst CCW note that an outline planning permission for mixed use comprising sport/ leisure /commercial /offices was granted conditional planning permission in June 2011 subject to the applicant entering into a section 106 agreement (which included the management and retention of parts of the SINC), the current employment allocation makes no reference to a requirement to protect the SINC or the European Protected Species interests within the site. CCW therefore recommend that the allocation is deleted from the plan or amended to reflect the planning permission that the authority has been minded to approve for the site. Should the authority/inspector decide that the allocation as currently proposed in the plan should be retained, CCW recommends that reference is made to the need for development proposals to maintain the favourable conservation status of EPS within the site, and to accommodate the SINC. (To meet Tests of Soundness C2 and CE2) (54.70).

4. GREEN WEDGE

- 4.1 Island Farm Campaign for Action considers that a Green Wedge allocation should be 're-instated' at this location to restrict further development and act as a continuation of the Green Wedge at Herenston and Merthyr Mawr. They also consider that it would reduce disruption to the existing Science Park (REG1(24)) (1251.2). Residents of Island Farm Close also consider that a green wedge should be designated to the south of the Island Farm allocation. This would prevent encroaching developments infringing on the Historic Village of Merthyr Mawr (1252.1 written reps). The area proposed for Green Wedge allocation covers the land which HD ltd seeks as an extension to the settlement boundary and for allocation for mixed development.
- 4.2 The Council's response to this proposal (Alternative Site AS063) refers to its methodology for designating Green Wedges as set out in Background Paper 4 (SD38). That analysis apparently concluded that no Green Wedge should be designated between Bridgend and Porthcawl as the width of the gap was excessive at 2.49 miles and well in excess of the usual 1 mile maximum width between settlements. Merthyr Mawr does not appear as a defined settlement in the LDP Settlement Hierarchy.

Qn4a. Has the subject land previously been the subject of any green wedge or other landscape protection as none is shown on the 2005 UDP Proposals Map?

The Council can confirm that the area of land covered by AS063 has not been subject of a green wedge or landscape protection designation in either the Bridgend UDP (SD29) or the former Ogwr Borough Local Plan.

Qn4b. What has happened to the Sand & Gravel Resource Safeguarding Area shown on the UDP Proposals Map but not shown on the LDP Proposals Map?

As outlined in Background Paper 5: Minerals (SD39), the Sand & Gravel Resource Safeguarding Areas have been defined on the proposals maps using the new mineral resource map of Wales produced by the BGS. The safeguarding area identified in Policy M14(3) of the Bridgend UDP was not identified for safeguarding by the BGS and therefore does not appear on the proposals map.

Qn4c. Should Merthyr Mawr be considered as a settlement and would it otherwise qualify for separation by a Green Wedge?

All settlement boundaries underwent substantial review as part of the LDP process. The methodology for this review is contained within Background Paper 3: Settlement Boundary Designation (SD38). This included designating new boundaries around small areas of relatively dense housing development where a meaningful settlement boundary could be drawn and policies which relate to urban areas could apply.

In this respect, the Council considered that Merthyr Mawr constituted a number of sporadically placed rural dwellings covering a large area of countryside with no local services or facilities which would be associated with a 'settlement'. In addition, the pattern of dwellings is so widely spaced that no meaningful settlement boundary could be drawn. The Council considers that had Merthyr Mawr been identified as a settlement under Policy PLA1, the policies in the LDP would allow for large scale infill and windfall development urbanising an area of countryside which is currently a Special Landscape Area, a Historic Landscape, an Archeologically Sensitive Area and a Conservation Area. In addition many of the buildings within Merthyr Mawr are Listed. This scale of development would undermine the LDP growth strategy and the character of the area.

In light of the above, it is considered that the inclusion of Merthyr Mawr as a settlement would be detrimental in respect of its impact on the countryside, the areas special character and LDP strategy. It is also considered that the countryside protection policies in the LDP are adequate in protecting the rural area of Merthyr Mawr from inappropriate development without the designation of a green wedge.

Qn4d. If there is no Green Wedge (and if the site is not allocated for development and settlement extension as proposed by HD Ltd) would other LDP policies and designations (including PLA1 and ENV1) adequately control development in this location?

As outlined above, the Council considers that Policies PLA1 and ENV1 would adequately control development in this area. In addition the policies associated

with the Special Landscape Area, Historic Landscape, Archeologically Sensitive Area, the Conservation Area and the listed buildings and their settings would provide added protection from inappropriate development.

Appendix A

Gwasanaethau Cyfreithiol a Rheoleiddiol
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Swyddfeydd Dinesig
Stryd yr Angel
PEN-Y-BONT AR OGWR
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Date / Dyddiad: 28 June 2011

Dear Councillor,

EXTRAORDINARY MEETING OF COUNCIL

You are hereby summoned to attend an extraordinary meeting of the Bridgend County Borough Council to be held in the Council Chamber, Civic Offices, Angel Street, Bridgend on Monday, 4 July 2011 at **2.00pm**.

AGENDA

1. To receive apologies for absence (to include reasons, where appropriate) from Members/Officers.
2. To receive declarations of personal and prejudicial interest (if any) from Members/Officers in accordance with the provisions of the Members' Code of Conduct adopted by Council from 1st September 2008.
3. **Committee Report**

Development Control Committee

Departure Planning Application - Planning Application P/08/1114/OUT - Island Farm, Bridgend New Development (Mixed use-Sport/Leisure/Commercial/Offices).

Yours sincerely

P A Jolley

Assistant Chief Executive Legal and Regulatory Services and Monitoring Officer

Distribution: All Members.

BRIDGEND COUNTY BOROUGH COUNCIL

MEETING OF COUNCIL

4 JULY 2011

REPORT OF THE DEVELOPMENT CONTROL COMMITTEE

REPORT OF A DEPARTURE PLANNING APPLICATION

1. Purpose of Report.

- 1.1 On 24 June 2011 the Development Control Committee considered a planning application P/08/1114/OUT as a departure from the Development Plan which it was not disposed to refuse. The application has been referred to Council which is requested to resolve to grant the application subject to the Welsh Government's authorisation.

2. Connection to Corporate Improvement Plan/Other Corporate Priority.

- 2.1 The delivery of the County Borough Council's planning functions has links to most of the Council's corporate priorities as outlined in the Corporate Improvement Plan. The objective of *A Diverse and Sustainable Economy* are the most pertinent.

3. Background.

- 3.1 Planning application P/08/1114/OUT for a new development (mixed use - sport/leisure/offices) on land at Island Farm, Bridgend has been submitted to the Local Planning Authority for determination. The application is a departure from the Unitary Development Plan which the Development Control Committee has resolved not to refuse.

4. Current situation/proposal.

- 4.1 The proposal is in outline with all matters reserved for subsequent approval. The application proposes a mixed sport, leisure, office development and access arrangements on land at Island Farm, Bridgend. The application has been accompanied by:-

an Environmental Statement
a Design and Access Statement
a Sustainability Statement
a Transport Assessment
a Site Masterplan

During the processing of the application the Transport Assessment was amended and the Ecology Reports supplemented. A copy of the Non Technical Summary and the Transport Assessment Executive Summary were attached to the Development Control Committee Report as Appendices.

It is proposed that the scheme will consist of:-

- * a 15,000 seat rugby league stadium
- * a 2,000 seat football stadium plus 2 additional football pitches

- * a 5,000 seat rugby union stadium plus 3 ancillary outdoor training pitches
- * an indoor tennis centre plus 10 outdoor courts
- * an indoor 4G training pitch and sports hall offering a range of sports eg badminton, squash etc - 4th Generation turf is a FIFA 2* certified long piled synthetic turf which does not require infill to give the surface its performance. The memory in the turf's pile ensures that the synthetic turf is lifted back to an upright position, even in the absence of sand and rubber crumb infill.
- * an indoor swimming pool (25m) within the Sports Centre
- * ancillary offices and uses
- * access road and signalised junction onto the A48 and secondary link onto Technology Drive
- * a 16.7ha (41 acre) SINC area safeguarded for nature conservation
- * cycle paths and footway improvements on the A48
- * internal site footways and cycle paths
- * internal site access roads and parking for 2262 vehicles
- * a Green Bridge over the proposed access road linking the A48 to the development
- * a Park & Ride facility
- * associated hard and soft landscaping
- * diversion of the overhead power lines and towers between the west and east boundaries
- * a 21,000sq m extension to the Science Park including internal access roads, parking and associated landscaping

The proposal will provide a dedicated service access road, off the new access road from the A48, in order to maintain and manage Hut 9 (Grade II Listed Building). No car parking or any other facilities are proposed relating to Hut 9.

The development area extends to a total of approximately 52 hectares comprising:-

- ~ 13.3 hectares of predominantly tree and scrub covered land to the north;
- ~ 35.8 hectares of predominantly arable farmland to the south and east;
- ~ 2.8 hectares of grazing land to the north east

The site is bordered to the northeast by the Bridgend Science Park, and to the east by a nursing home. The Bridgend to Barry rail line, re-opened in 2005, runs south from Bridgend and marks some of the southeast boundary to the site.

The site is bordered to the south by New Inn Road beyond which lies agricultural land uses as far as the Ogmore by Sea road. The land south of the Ogmore by Sea road steeply rises onto the wooded slopes of Ogmore Down.

The flood plain of the Ogmore River borders the west boundary (although it does not affect the site) beyond which lie small to medium fields interspersed by woodland and farms, Merthyr Mawr House (Grade II*) and the small picturesque village of Merthyr Mawr, which lie 600m and 1.2 km from the application site respectively.

In terms of the surrounding highway network, further to consultation with the Authority's Highways Section, three committed developments, which are anticipated will have an impact on the neighbouring highway network, were identified and incorporated into the Movement Assessment (MA); the MA is appended to the Environmental Statement (Appendix 6.1) and identifies the sites as follows:-

Waterton Development (P/08/320FUL refers) - comprising 2 non food retail units. As classified and described in a previous Transport Assessment (TA) dated March 2003

and a supplementary report dated June 2008, prepared by Turner Lowe Associates on behalf of the Dovey Group. Total area 5345m²;

Broadlands Development - comprising 358 residential dwellings. Privately owned;

Brocastle Development (P/05/933/FUL refers) - comprising 30 units allocated for sheltered/retirement accommodation.

The above listed committed developments and potential associated impacts are afforded further consideration within Chapter 6 of the Environmental Statement which accompanied this application.

An indication has been provided as to phasing for the proposed development as follows:-

PHASE 1(a) Main Site access junction off A48 and green bridge

PHASE 1(b) Internal spine road and associated junctions, linking A48 to B4265

PHASE 2(a) National Indoor Tennis Academy

PHASE 2(b) Football Stadium with a seated capacity of 2,000

PHASE 2(c) Rugby Union Stadium with a seated capacity of 5,000

PHASE 2(d) Sports Centre with a linked 4G indoor training/playing facility

PHASE 2(e) Main Sports Stadium with a seated capacity of 15,000

PHASE 3 Extension to the existing Science Park

Additionally, a rate of construction has been provided on the basis of worst case scenario:-

* PHASE 1 - 4/6 months

* PHASE 2 - 20 months

* PHASE 3 - 60 months

Reproduced as Appendix A is the Report to the Development Control Committee, including the Appendices and Amendment Sheet, which details the Publicity, Consultation Responses, Representations Received, Comments on Representations Received and the Appraisal of application P/08/1114/OUT.

5. Effect upon Policy Framework & Procedure Rules.

5.1 Whilst the application does not fully accord with Policies of the Bridgend Unitary Development Plan, it is considered that allowing the proposal would not undermine the principles of the Local Planning Authority's policies and would provide a substantial number of benefits to largely outweigh any land-use policy conflicts. Any mitigation and planning requirements, identified in relation to each of the planning considerations, can be secured through planning conditions and a Section 106 obligation and the proposal satisfies all other relevant material considerations.

6. Equality Impact Implications.

6.1 A screening for Equality Impact has been undertaken and no issues have been identified.

7. Financial Implications.

7.1 None

8. Recommendation.

That if Council are minded not to refuse the planning application P/08/1114/OUT the application be referred to the Welsh Government as a proposal in which this Council has a financial interest and as an application which is out of accord with the adopted Unitary Development Plan but which this Council is minded to approve;

If Council resolve not to refuse this proposal and the Welsh Government has granted authorisation then the applicant enter into a Section 106 Agreement in accord with the following Heads of Terms:-

1. HIGHWAYS ACT 1980/LOCAL GOVERNMENT ACT 1972

The owner shall enter into an agreement with the Council in accordance with Section 38 of the Highways Act 1980 and/or Section 111 of the Local Government Act 1972 to secure the implementation of the required highway works (detailed in 3 below) and shall be liable for the total cost of the works required including design, construction, supervision and compensation for depreciation of the value of an interest in land pursuant to Part 1 of the Land Compensation Act 1973 and shall fully indemnify the Council in respect of the same.

2. PHASING

The application will involve the development of the Site for 'Proposed Leisure and Commercial Development' ('the Development'). The Development shall be divided into the following specific construction phases illustrated on Plan 1:-

Phase 1(a) Main Site access junction off A48 and green bridge

Phase 1(b) Internal spine road and associated junctions, linking A48 to B4265

Phase 2(a) National Indoor Tennis Academy

Phase 2(b) Football Stadium with a seated capacity of 2,000

Phase 2(c) Rugby Union Stadium with a seated capacity of 5,000

Phase 2(d) Sports Centre with a linked 4G indoor training/playing facility

Phase 2(e) Main Sports Stadium with a seated capacity of 15,000

Phase 3 Extension to existing Science Park providing additional B1 office accommodation

3. HIGHWAY WORKS

The required highway works referred to in 1. above are detailed below:-

(a) MAIN SITE ACCESS JUNCTION OFF A48 AND GREEN BRIDGE

The owner shall complete Phase 1(a) of the development to an adoptable standard on Route A48 and to Base Course standard within the site all as shown on drawings C7811/200 rev R0 and C7811/201 rev R1 or any successor drawings prior to any other

phase of the construction commencing. The owner shall offer that part of the road junction within the site for adoption by the Council on completion of the final wearing course.

(b) INTERNAL SPINE ROAD AND ASSOCIATED JUNCTIONS, LINKING A48 TO B4265

The owner shall complete to Base Course standard Phase 1(b) of the development as shown on the drawings C7811/202 rev R1 and C7811/203 rev R2 or any successor drawings prior to the beneficial occupation/use of any other phase of the development. The owner shall offer the road for adoption by the council on completion of the final wearing course.

(c) ROUTEING AGREEMENT

Prior to the commencement of any works whatsoever on site the applicant will enter into an Agreement with the Highway Authority in order to minimise the impact of construction traffic on Ewenny Junction. Details of the routes to be taken by construction traffic entering and leaving the site shall be agreed with the Highway Authority and shall be implemented and maintained for the duration of the construction process unless otherwise agreed in writing by the Highway Authority.

(d) WORKS TO EWENNY JUNCTION

Phase 2(d)(Sports Centre with a linked 4G indoor training/playing facility) or Phase 2(e)(Main Sports Stadium) or Phase 3(Science Park Extension) shall not be brought into beneficial use until such time as the owner has carried out such necessary works and improvements to upgrade the Ewenny Junction to improve its efficiency as indicated on drawing number C7811/J10 rev R0 or any successor drawings, approved by the Highway Authority, to allow its safe and effective operation. The implementation of drawing number C7811/J10 rev R0 or its approved successor drawings will require additional traffic management works on the wider highway network to facilitate improved traffic management and to eliminate the inappropriate use of residential streets as alternative routes. These traffic management works to restrict through traffic on the following streets:- Hernston Lane, Priory Road, Fairfield Road and Wyndham Crescent.

(e) WORKS TO BROADLANDS ROUNDABOUT

The owner shall complete improvements to the size and capacity of the Broadlands Roundabout as shown on drawing number C7811/J06 rev R1 or any successor drawings, approved by the Highway Authority, prior to the beneficial occupation of any part of Phase 3 (Extension to Science Park) of the development proposal.

4. LAND DEDICATION

The owner covenants with the Council that they shall restrict the use of the land [coloured [x]] on drawing no C7811/J06 R1 to allow for the upgrade of Broadlands Roundabout to allow for the beneficial use of Phase 3 (Extension to Science Park).

5. TRAVEL PLAN AND EVENTS MANAGEMENT FORUM

Prior to beneficial use in respect of any part of Phase 2(c) (Rugby Union Stadium) commencing on site the owner/developer shall submit to the Highway Authority for approval proposed terms of reference for a Travel Plan and Events Management Forum (TP&EM Forum) (which shall include provisions for the inaugural meeting and for the future frequency of meetings of the TP&EM Forum) for the purpose of consultation with interested parties on travel management associated with the use of the Main Sports Stadium and to monitor and review the Travel Plans and Events Management Plan in accordance with the provisions set out below. The TP&EM Forum shall be responsible for the highway issues arising from the beneficial use of the Main Sports Stadium including management and operation of the separate Travel Plans, events enforcement and administration of traffic management and Park and Ride arrangements.

(a) The TP&EM Forum shall be chaired by an elected Member of the Council nominated annually by the Council and shall include the following parties:-

The Council (1 Member/2 Highway Officers)

The owner/developer

The site operator

Any persons/organisations in occupation of the Stadium

Any management company of the site

South Wales Police

The bus operator(s)

Any other interested parties who may from time to time be invited to participate as appropriate.

(b) Prior to beneficial use of Phase 2(c) (Rugby Union Stadium) of the development the parties of the TP&EM Forum shall agree a Travel Plan and Events Management Plan (The TP&EM Plan) in respect of the Rugby Union Stadium. The TP&EM Plan shall include identified targets and controls to be implemented in the event of those targets not being met and shall be subject to regular review.

(c) Prior to beneficial use of Phase 2(e) (Main Sports Stadium) of the development the parties of the TP&EM Forum shall agree a Travel Plan and Events Management Plan (The TP&EM Plan) in respect of the Main Sports Stadium. The initial TP&EM Plans shall take into account the provisions of the Transport Assessment (ref Movement Assessment - 9th February 2011 (C7811 - Island Farm MA Issue 9) submitted with the planning application. The TP&EM Plans shall take into account all uses on the development and any future amendments, or Travel Plan deemed appropriate by the TP&EM Forum to take account of the other uses (Phase 3 (Extension to Science Park) on the development beyond the leisure uses covered.

(d) The TP&EM Plan shall be subject to regular monitoring and review at a level to be determined by the TP&EM Forum at its inaugural meeting.

(e) If the occupier is found to be in breach of the Travel Plan in respect of the Main Sports Stadium, as determined by the TP&EM Forum, as and from commencement of use of such stadium, the Council shall have the right to impose controls upon the occupier by reducing the maximum capacity of the Main Sports Stadium by 5% for each consecutive year that the applicant is in breach of the Travel Plan up to a maximum reduction of 20% (ie 3,000 spectators).

If any control is imposed by the TP&EM Forum in accordance with paragraph 3(d) then the owner may at any time thereafter produce evidence in writing to the Council showing compliance with the TP&EM Plan is claimed to be at fault. If the Council is satisfied with the evidence provided then they may withdraw the reduction imposed by written notification.

6. LOCAL CONTRIBUTION

(a) On commencement of development of Phase 2(c) the Owner shall pay the Council a one off contribution of £25,000 and, thereafter, at beneficial use of Phase 2(c), an annual contribution of £1,000 for a term of 20 years for the setting up of the TP&EM Forum, on-going administration costs and control and management of the road network in the vicinity of the site. If Phase 2(c) is not occupied for any 12 month period then the annual contribution shall be suspended until such time as Phase 2(c) is brought back into use. The annual contribution shall be subject to review every 5 years based on RPI.

(b) At beneficial use of Phase 2(e) the Owner shall pay the Council an annual contribution of £5,000 for a term of 20 years towards the on-going protection of residential areas and highways which may be adversely affected by the use of Phase 2(e). If Phase 2(e) is not occupied for any 12 month period then the annual contribution shall be suspended until such time as Phase 2(e) is brought back into use. The annual contribution shall be subject to review every 5 years based on RPI.

7. OFF-SITE MAIN SPORTS STADIUM AND MAJOR EVENT PARK AND RIDE PROPOSALS

(a) 6 months prior to practical completion of Phase 2(e) (Main Sports Stadium) the owner will use its reasonable endeavours to have obtained the Council's approval as to the details of location and availability of a proposed parking site to be used for the provision of Park and Ride facilities (the Park and Ride site) when events are being held at the Main Sports Stadium together with details of its means of operation and associated linkages to the Main Sports Stadium for the approval of the Highway Authority. The use and operation of the Park and Ride Site must be agreed in writing by the Highway Authority before completion of works on Phase 2(e) (Main Sports Stadium (15000 seated capacity)). The Park and Ride facilities shall be made available for all events being held in the Main Sports Stadium.

(b) Prior to any works commencing on Phase 2(e) (Main Sports Stadium) the owner shall provide the Council with a programme of works which will include a date of practical completion for the Main Stadium and will provide regular 3 monthly updates to identify any variations in the programme.

(c) If the Park and Ride site is not approved then the Council must provide to the owner a report setting out the reasons for such non approval within 28 days of such decision having been made. The owner will then be entitled to make counter representations which must be taken into account by the Council and a further report will then be produced by the Council within 28 days of receipt of such counter representations.

8. OPERATION

If predicted attendance at any event in the Main Sports Stadium is equal to or greater than 8000 the owner shall not permit any additional spectator events on any other part of the site within 2 hours either side of commencement or termination of the event at the Main Sports Stadium.

9. MANAGEMENT PLAN FOR HUT 9, NEW BAT ROOST AND SINC

The Council shall become responsible for the management of Hut 9, the new bat roost and the Site of Important Nature Conservation (SINC) and the owner shall pay a commuted sum of £100,000 for the purpose of assisting with such management prior to development commencing on Phase 1a (Main Site access junction off A48 and green bridge).

10. FEES

The applicant shall meet the reasonable legal and administrative costs of the Council in negotiating, agreeing and entering into the Section 106 Obligation and associated agreements referred to herein.

If Council resolve not to refuse the proposal and the Welsh Government has granted authorisation for the Council to determine the application then the Corporate Director Communities be given plenary powers to issue a decision notice granting consent in respect of this proposal once the owner has entered into the aforementioned Section 106 Agreement and subject to the standard outline conditions and the conditions as detailed in Appendix A.

LOUISE FRADD
CORPORATE DIRECTOR COMMUNITIES
4 July 2011

Contact Officer: David Llewellyn - Group Manager Development

Telephone: (01656) 643161

E-mail: David.Llewellyn@bridgend.gov.uk

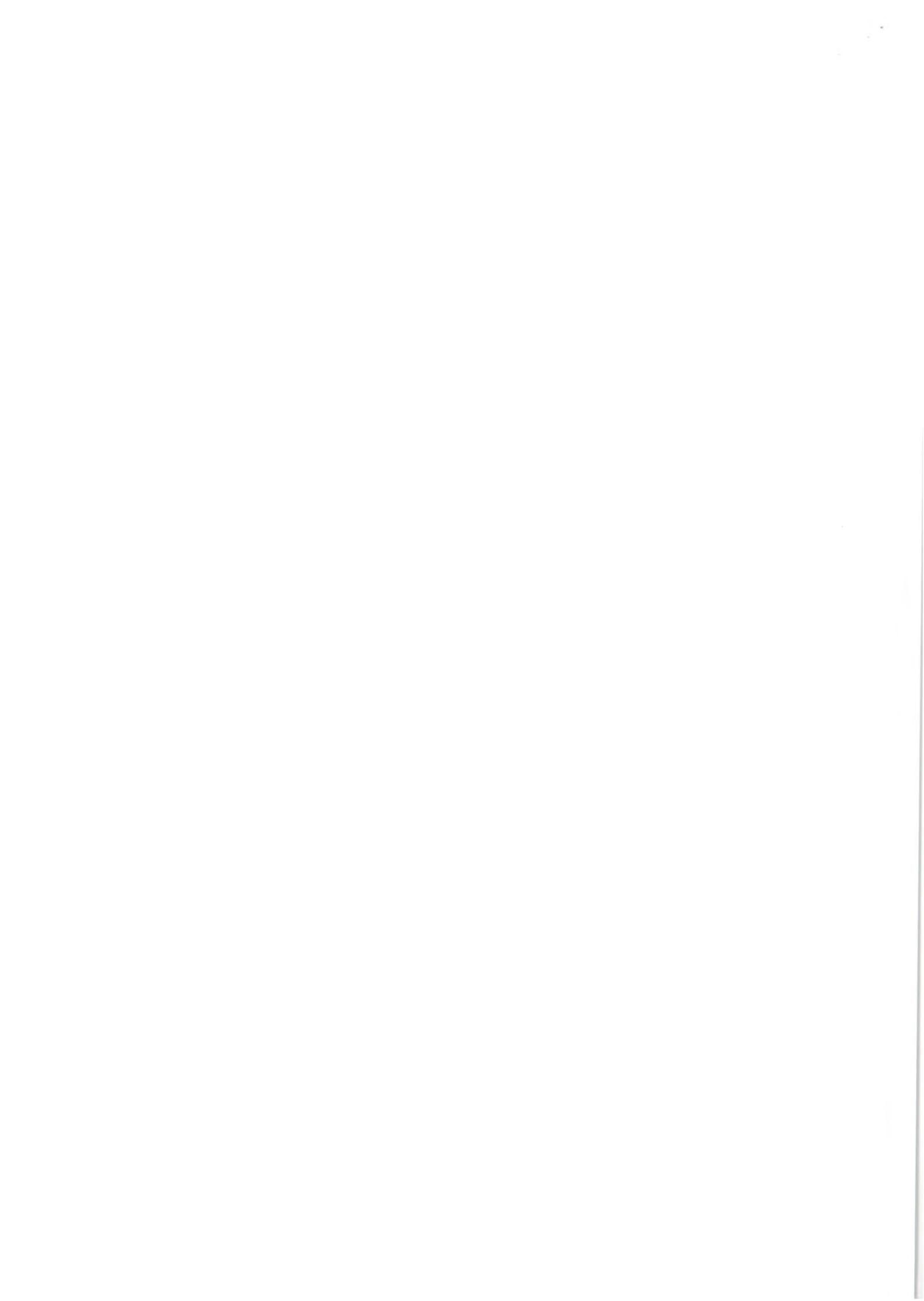
Background documents

Planning Application file P/08/1114/OUT

Environmental Impact Assessment

Bridgend Unitary Development Plan

Equality Impact Assessment



Planning Reference No : **P/08/1114/OUT**

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT (PROCEDURE) ORDER 1995

PERMISSION FOR DEVELOPMENT

To : **H D LIMITED**
PER P J LEE ARCHITECT
SUITE 7 & 8
5-7 COURT ROAD
BRIDGEND CF31 1BE
CF31 1BE

Whereas you did on the 10th December 2008 make application in writing for permission in outline to develop land, short particulars of the development being as follows:

Applicant Name : **H D LIMITED**
Development : **NEW DEVELOPMENT (MIXED USE - SPORT/LEISURE/COMMERCIAL/ OFFICES)**
Location : **ISLAND FARM BRIDGEND**

BRIDGEND COUNTY BOROUGH COUNCIL as the Local Planning Authority, hereby **PERMIT** the proposed development in accordance with Article 3 of Statutory Instrument 1995, No.419, the Town and Country Planning General Development (Procedure) Order, 1995, subject to the subsequent approval of the Authority with respect to any matters relating to the layout, scale, appearance of the buildings, ~~landscaping and subject also to:~~ proposals for landscaping and subject also to:

(1) Application for the approval of the aforementioned reserved matters being made not later than the expiration of three years beginning with the date of this permission and (2) the development being begun not later than whichever is the later of the following dates - (i) the expiration of five years from the date of this permission (ii) the expiration of two years from the date of the approval of the reserved matters or in the case of approval on different dates the final approval of the last such matter approved: and to the following condition(s), (if any):

CONDITIONS

- 1 The detailed plans to be submitted shall specify all samples or details of all materials to be used externally.
Reason: To ensure the materials of construction are appropriate in the context of the surrounding area (Policy EV45 - Bridgend Unitary Development Plan)
- 2 The development hereby permitted shall be used for the purposes specified within the application and supporting documentation and for no other use whatsoever.
Reason: The supporting information refers specifically to the use of the site as a mixed sport, leisure, commercial, office development and associated facilities and any alternative use may have a significantly different impact which would need to be properly assessed and to ensure compliance with all relevant polices within the Unitary Development Plan.
- 3 Notwithstanding the submitted drawings, no works shall commence on site until engineering details of the new A48 road junction, with sections, street lighting, surface water drainage, traffic calming, visibility splays, traffic signals, pedestrian crossing arrangements, lane widening and highway retaining structures (embankments or walls) have been submitted to and agreed in writing by the Local Planning Authority. The works shall then be implemented in accordance with the agreed details before the beneficial occupation/use of any other Phase of the development.
Reason: In the interests of highway safety (Policy T2 - Bridgend Unitary Development Plan)
- 4 No works shall commence on Phase 2(e) (Main Sports Stadium) until engineering details of the improved flare

lengths at Broadlands Roundabout with sections, street lighting, surface water drainage, traffic calming, visibility splays, forward visibility zones, lane widening, service diversions and highway retaining structures (embankments or walls) have been submitted to and approved in writing by the Local Planning Authority. The works and proposed improvements to the flare lengths on the Broadlands Roundabout shall be laid out as shown on figure 7.2 of the Movement Assessment (C7811-Island Farm MA Issue 9) with all associated signing and lining, and shall be completed in permanent materials and before Phase(2e)(Main Sports Stadium) is brought into beneficial use.

Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)

- 5 No works whatsoever shall commence on Phases 2(d)(Sports Centre), 2(e)(Main Sports Stadium) or Phase 3(Extension to Science Park) until a scheme to upgrade and improve the efficiency of Ewenny Road/A48 junction has been submitted to and agreed in writing by the Local Planning Authority. The scheme, as agreed, shall be implemented and completed in permanent materials before Phase 2(d)(Sports Centre), 2(e)(Main Sports Stadium) or Phase 3(Extension to Science Park) is brought into beneficial use.

Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)

- 6 No works shall commence on Phases 2(d)(Sports Centre), 2(e)(Main Sports Stadium) or Phase 3(Extension to Science Park) until engineering details of the improved Ewenny Road/A48 junction road layout with sections, street lighting, surface water drainage, traffic calming, visibility splays to junctions, forward visibility zones, lane widening, service diversions and highway retaining structures (embankments or walls) have been submitted to and approved in writing by the Local Planning Authority. The works shall then be implemented in accordance with the approved details before Phase 2(d)(Sports Centre), 2(e)(Main Sports Stadium) or Phase 3(Extension to Science Park) is brought into beneficial use.

Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)

- 7 No works whatsoever shall commence on Phase 3 (Extension to Science Park) until such time as a scheme for the improvement of the Picton Court junction (Tesco/MacDonalds/A48) has been submitted to and agreed in writing by the Local Planning Authority. The scheme, as agreed, shall be implemented and completed in permanent materials before Phase 3 (Extension to Science Park) is brought into beneficial use.

Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)

- 8 Notwithstanding the submitted drawings, no works shall commence on the extension to Phase 3 (Extension to Science Park) until engineering details of the improved road layout for Picton Court junction with sections, street lighting, surface water drainage, traffic calming, visibility splays to junctions, forward visibility zones, service diversions, lane widening and highway retaining structures (embankments or walls) have been submitted to and approved in writing by the Local Planning Authority. The works shall then be implemented in accordance with the approved details before Phase 3 (Extension to Science Park) is brought into beneficial use.

Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)

- 9 No works shall commence on Phase 3 (Extension to Science Park) until such time as a scheme for the improvement to the size and capacity of the Broadlands roundabout (over and above those improvements identified in condition 4 above) has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented, completed in permanent materials and be operational before any part of Phase 3 (Extension to Science Park) is brought into beneficial use.

Reason: In the interests of highway safety
(Policy T2 - Bridgend Unitary Development Plan)

- 10 Notwithstanding the submitted drawings, no works shall commence on the Science Park extension (Phase 3) site until engineering details of the improvement to the size and capacity of Broadlands Roundabout road layout with sections, street lighting, surface water drainage, traffic calming, visibility splays to junctions, forward visibility zones, lane widening, service diversions and highway retaining structures (embankments or walls) have been submitted to and approved in writing by the Local Planning Authority. The works shall then be implemented in accordance with the approved details before the Science Park extension is brought into beneficial use.
- Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)
- 11 Phase 2(b)(Football Stadium), 2(c)(Rugby Union Stadium) or 2(d)(Sports Centre) shall not be brought into beneficial use until such time as a scheme of signing, directing visitors to the site at times of events at those venues, has been submitted to and agreed in writing by the Local Planning Authority. Such signing shall be provided at agreed locations and shall be completed and operational upon beneficial use of Phase 2(b)(Football Stadium), 2(c)(Rugby Union Stadium) or 2(d)(Sports Centre) whichever is the sooner.
- Reason: In the interests of highway safety and promoting sustainable travel
(Policy T2 - Bridgend Unitary Development Plan)
- 12 There shall be no beneficial use of the Phase 2(e)(Main Sports Stadium) until such time as the proposed location of the signage scheme, directing visitors to the Park and Ride sites operating at times of stadium events, has been submitted to and agreed in writing by the Local Planning Authority. Such signage shall be provided at the agreed locations, as required, prior to the respective event at Phase 2(e)(Main Sports Stadium).
- Reason: In the interests of highway safety and promoting sustainable travel.
(Policy T2 - Bridgend Unitary Development Plan)
- 13 Detailed plans to be submitted shall include a scheme for the carriageway link between Route A48 and Route B4265 (Ewenny Road). The scheme shall be implemented in permanent materials, completed and be operational prior to Phase 2(b) (Football Stadium) being brought into beneficial use.
- Reason: In the interests of highway safety (Policy T2 - Bridgend Unitary Development Plan)
- 14 No works whatsoever shall commence on site until such time as a scheme for the construction access, incorporating details of any temporary traffic management required to ensure safe operation, onto Route A48, at the main site access, has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented, completed and be operational before any construction works commence on site and shall be retained for the duration of construction works at the site.
- Reason: In the interests of highway safety
(Policy T2 - Bridgend Unitary Development Plan)
- 15 No development shall commence on site until a scheme for the provision of a compound and a car park for construction vehicles has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to commencement of any works on site and shall be retained for the duration of the construction works.
- Reason: In the interests of highway safety
(Policy T2 - Bridgend Unitary Development Plan)
- 16 No development shall commence on site until details of mechanical, automatically operated, self-contained wheel washing facilities and an access road/hardstanding, at a minimum length of 20 metres and 5.5 metres width, have been submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be implemented prior to commencement of any works on site and shall be retained for the duration of the construction works (including the earthworks/muck shift).

Reason: In the interests of highway safety by preventing mud and debris from being carried out onto the existing maintainable highway
(Policy T2 - Bridgend Unitary Development Plan)

- 17 The development hereby approved shall be limited to not more than 2262 car parking spaces collectively for those uses covering Phase 2(a)(National Indoor Tennis Academy), 2(b)(Football Stadium), 2(c)(Rugby Union Stadium), 2(d)(Sports Centre) and 2(e)(Main Sports Stadium) (1735) and Phase 3(Extension to Science Park)(527) (para 10.5.7 TA refers).

Reason: In the interests of highway safety.
(Policy T2 - Bridgend Unitary Development Plan)

- 18 The detailed plans to be submitted shall specify a scheme for the comprehensive and integrated drainage of the site, showing how foul drainage, roof/yard water, highway drainage and land drainage will be dealt with.

Reason: To ensure that effective drainage facilities are provided for the proposed development
(Policy EV17 - Bridgend Unitary Development Plan)

- 19 The detailed plans to be submitted shall specify a surface water drainage system which shall include results of an assessment into the potential for disposing of the surface water by means of a sustainable drainage system, in accordance with the principles set out in accordance with TAN 15 (or any subsequent version). Any sustainable drainage scheme shall:-

i. Provide information about the design, 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.

ii. Provide a timetable for its implementation;

iii. 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.

iv. Provide a ground investigation report sufficient to support the design parameters and suitability of the proposed system.

Reason: To ensure the satisfactory management and disposal of surface water
(Policy EV17 - Bridgend Unitary Development Plan)

- 20 The detailed plans to be submitted shall specify details of all slab levels and any regrading proposed to the site.

Reason: To safeguard the character and appearance of the stadia, their surroundings and the reasonable amenity of the occupiers of neighbouring development/dwellings
(Policy EV45 - Bridgend Unitary Development Plan)

- 21 The detailed plans to be submitted shall specify individual Noise Assessments relating to:-

a. Confirmed details of the construction together with a report which fully assesses and evaluates the construction phase and any mitigation measures that may be required;

b. Operational and match day traffic and its impact on levels of noise and any mitigation measures that may be required;

c. The impact of fixed items of plant that will be used, such as ventilation, coolers pumps etc, using the methodology contained in BS4142. The assessment and subsequent specification of plant shall include an assessment and mitigation of any tonal noise. Any plant shall be designed and operated to ensure that the rating level (LA_{rTr}) from the cumulative effect of all plant noise when assessed using the above methodology at the boundary of any noise sensitive receptor shall not exceed the pre-existing background level (LA_{90T}) by more

than 2dB. If any plant is operated over a 24 hour period, further background noise levels will also have to be undertaken and the details of any mitigation measures, that may be required, provided;

d. Match day activities and noise generation, when the design details of the stadium are known, so that accurate predictions can be made of the likely noise levels at the nearest residential properties. At this stage, it can be determined if any further noise mitigation measures are necessary or whether the design of the stadium needs to be modified to provide additional attenuation of the crowd noise. In any event, the stadium should be designed to ensure that noise leakage from the crowd is minimised as much as possible. Furthermore, predicted levels for the open playing area in the report should be submitted together with any necessary mitigation measures that are identified to ensure that the noise is not going to impact adversely on any noise sensitive receptors.

e. The predicted level of the public address (PA) system at the nearest noise sensitive receptor, once the details are known, based on a full capacity crowd and the minimum level that the system can be operated at in order to deliver any safety announcements and any commentary that is provided prior to and during the matches. It is noted that BS7827:1996 code of practice for designing, specifying, maintaining and operating emergency sound systems at sports venues recommends that sound levels are 6dB above the LA10,T for 95% of the public areas, therefore the predictions will have to take this into consideration.

The development shall only be implemented in accordance with any approved mitigation measures and maintained as such in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the reasonable amenity of the occupiers of neighbouring development/dwellings (Policy EV27 - Bridgend Unitary Development Plan)

- 22 The volume of amplified music on match days shall be limited to a level to be agreed with the Local Planning Authority prior to any match being played and restricted to 2 hours prior to the start of the match and 2 hours after the end of the match if it is audible at any noise sensitive receptor.

Reason: To ensure that the amenities of adjoining and nearby occupiers are not prejudiced and thereby noise levels are maintained at a sustainable level
(Policy EV27 - Bridgend Unitary Development Plan)

- 23 The detailed plans to be submitted shall specify a scheme to ensure that the limit values for nitrogen dioxide, as prescribed in the Air Quality Standards (Wales) Regulations 2010 will not be breached.

Reason: In the interests of the general amenities of the area
(Policy EV30 - Bridgend Unitary Development Plan)

- 24 The detailed plans to be submitted shall specify a package of mitigation measures to minimise dust emissions in relation to the construction impact, substantially in accord with Paragraph 12.6.4 of the Environmental Impact Assessment.

Reason: In the interests of the general amenities of the area
(Policy EV30 - Bridgend Unitary Development Plan)

- 25 The detailed plans to be submitted shall specify details of the lighting proposals for the development, incorporating a proposed lighting strategy, particularly in respect of lighting curfews, relating to all parts of the site and buildings hereby approved, also having regard to the need to address the ecological requirements of condition 27 below. The site and buildings shall thereafter only be illuminated in accordance with the agreed strategy unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of local visual and residential amenity and the preservation of ecological interest at the site
(Policy EV20 - Bridgend Unitary Development Plan)

- 26 Any vegetation clearance shall be done outside the nesting season, which is generally recognised to be from March to August inclusive, unless it can be demonstrated through submission to the Local Planning Authority of

an appropriate survey that nesting birds are absent or a method statement for works is agreed in writing with the Local Planning Authority and fully implemented in accordance with the agreed method statement.

Reason: To ensure nesting birds are not affected by the development
(Policy EV20 - Bridgend Unitary Development Plan)

- 27 All development at the site shall be undertaken in full accordance with the measures and recommendations contained within the Bat Mitigation Strategy: Island Farm, Bridgend A report prepared for:HD Limited, Just Ecology February 2010 v5 and the Dormouse Mitigation Strategy: Island Farm, Bridgend A report prepared for:HD Limited, Just Ecology February 2010 v6, other than where amended by any submissions required to be submitted to and approved in writing by the Local Planning Authority as detailed below, such details to be agreed in writing by the Local Planning Authority prior to development commencing:-

a. Fully detailed mitigation schemes which address commitments made in the documentation listed above, to include details of the mitigation phasing, in the context of, and alongside, the construction programme, of their implementation;

b. Detailed species-specific schemes of mitigation for the two European protected species associated with the application (bats and dormice), consistent with the general principles outlined in the documentation listed above;

c. Prepare and submit a detailed habitat/landscape management plan, consistent with the needs of the protected species associated with the development, for all existing and new habitat, which should include those areas which are being set aside as mitigation and conservation areas which shall cover and be implemented for a period of no less than 25 years and include proposals for on-going review of management and consequential amendments to management if these are shown to be necessary by the monitoring scheme;

d. Submissions to demonstrate how the landscaping planting relating to the development will be appropriately managed and related to the mitigation proposals for European protected species and biodiversity in general required by this condition;

e. The scheme for lighting, required under the terms of this permission, shall be consistent with the requirements of both bats and dormice, such lighting plan to include measures to monitor lux levels as part of the need to maintain dark corridors, including consideration of the impacts during construction phase, any phasing of the development and the operational phase and shall include remedial action to be undertaken where problems are identified by the monitoring scheme (see below);

f. Submission of full details of the precise location and design of all road crossings (Wildlife Crossings and green bridges) for protected species, particularly dormice;

g. Submission of further details of the proposed wildlife corridors and other new plantings for protected species or habitat creation, consisting of a range of native species appropriate to the species or habitats, including details of an appropriate aftercare programme;

h. Submission of full details of a monitoring scheme for protected species to include the animals themselves and establishment of newly planted and managed habitats, including road crossings, which shall provide for submission of bi-annual monitoring reports to the Local Planning Authority, together with a final monitoring report at the end of the monitoring period, as well as details of remedial measures which shall be implemented should the monitoring show a decline in population numbers or distribution.

Reason: To ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy and to ensure that the development does not adversely affect the habitats or interest of Protected Species in the locality.
(Policy EV20 - Bridgend Unitary Development Plan)

- 28 No development shall commence on site until a copy of licences from the Welsh Assembly Government under Regulation 44(1)e of The Conservation (Natural Habitats, &c.) Regulations 1994 have been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To ensure the appropriate licences are obtained prior to commencement of work
(Policy EV20 - Bridgend Unitary Development Plan)

- 29 The detailed plans to be submitted shall specify details of permanent fencing, to allow free passage of mammals and other wildlife, and a double layer of native hedgerow planting, densities and species type together with a timetable for its implementation.

Reason: To ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy and to ensure that the development does not adversely affect the habitats or interest of Protected Species in the locality (Policy EV20 - Bridgend Unitary Development Plan)

- 30 The detailed plans to be submitted shall include habitat design and management for Great Crested Newts including:-

- i. a suitable and optimal habitat to support a breeding population of Great Crested Newts by way of new ponds and surrounding scrub habitat;
- ii. a management plan for the existing and new ponds.

Reason: To ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy and to ensure that the development does not adversely affect the habitats or interest of Protected Species in the locality (Policy EV20 - Bridgend Unitary Development Plan)

- 31 No development shall take place until a Landscape Management Plan, including long-term design objectives, management responsibilities, maintenance schedules for all landscaped areas and a timetable for its implementation, has been submitted to and agreed in writing by the Local Planning Authority. The agreed Landscape Management Plan shall be implemented in accord with the agreed timetable unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy and to ensure that the development does not adversely affect the habitats or interest of Protected Species in the locality (Policy EV20 - Bridgend Unitary Development Plan)

- 32 The detailed plans to be submitted shall specify the following components of a scheme to deal with the risks associated with contamination of the site:-

- a. A preliminary risk assessment which has identified:-

- * all previous uses
- * potential contaminants associated with those uses
- * a conceptual model of the site indicating sources, pathways and receptors
- * potentially unacceptable risks arising from contamination at the site.

- b. A site investigation scheme, based on a., to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- c. The site investigation results and the detailed risk assessment b. and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- d. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in c. are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall be implemented as approved unless otherwise agreed in writing with the Local Planning Authority.

Reason: Controlled waters at this site are of high environmental sensitivity as the site is partly located on a kartic limestone aquifer, and is immediately adjacent to a groundwater source protection zone (SPZ) and contamination sources (historical use as a prisoner of war camp, and site investigation which has identified

traces of contaminants) and pathways are suspected at the site
(Policy EV17 - Bridgend Unitary Development Plan)

- 33 No development shall commence until a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation, in respect of condition 31 above, has been submitted to and agreed, in writing, by the Local Planning Authority. The Report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To demonstrate that the remediation criteria relating to controlled waters have been met and to ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site
(Policy EV17 - Bridgend Unitary Development Plan)

- 34 No development shall commence until a Long-term Monitoring and Maintenance Plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, including a timetable for such works, as identified in the verification plan in condition 31 above, has been submitted to and agreed, in writing, by the Local Planning Authority. The Plan shall be implemented in accord with the agreed timetable unless otherwise agreed in writing with the Local Planning Authority.

Reason: To secure longer-term monitoring of groundwater quality to ensure that any remaining unacceptable risks to controlled waters following remediation of the site are monitored and addressed
(Policy EV17 - Bridgend Unitary Development Plan)

- 35 A final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and agreed in writing by the Local Planning Authority on completion of the monitoring programme, required by conditions 32 and 33 above,.

Reason: To ensure that longer term remediation criteria relating to controlled waters have been met. This will ensure that there are no longer remaining unacceptable risks to controlled waters following remediation of the site
(Policy EV17 - Bridgend Unitary Development Plan)

- 36 If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until an amendment to the remediation strategy, as required by condition 32 above, detailing how this unsuspected contamination shall be dealt with by the developer has been submitted to and agreed in writing by the Local Planning Authority. The remediation works shall be carried out in accordance with the strategy unless otherwise agreed in writing with the Local Planning Authority.

Reason: Given the size/complexity of the site it is considered possible that there may be unidentified areas of contamination at the site that could pose a risk to controlled waters if they are not remediated
(Policy EV26 - Bridgend Unitary Development Plan)

- 37 No piling or any other foundation designs using penetrative methods shall take place on any part of the site, without the prior written consent of the Local Planning Authority, until conditions 32, 33, 34, 35 and 36 have been agreed and it has been demonstrated that there is no resultant unacceptable risk to groundwater.

Reason: There is an increased potential for pollution of controlled waters from inappropriate methods of piling
(Policy EV17 - Bridgend Unitary Development Plan)

- 38 No infiltration of surface water drainage into the ground is permitted other than with the prior written agreement of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason: There is an increased potential for pollution of controlled waters from inappropriately located infiltrations

systems such as soakaways, unsealed porous pavement systems or infiltrations basins
(Policy EV17 - Bridgend Unitary Development Plan)

- 39 No construction works shall commence until an Environmental Management Plan, a Waste Management Plan and a Method Statement have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the Environmental Management Plan, Waste Management Plan and Method Statement.

Reason: In the interests of local visual and residential amenities and the preservation of the environment
(Policy EV17 - Bridgend Unitary Development Plan)

- 40 There shall be no beneficial use of Phase 2(c)(Rugby Union Stadium) or Phase 2(d)(Sports Centre) or Phase 2(e)(Main Sports Stadium) until such time as a signing scheme, to direct pedestrians between the town centre and the site, has been submitted to and agreed in writing by the Local Planning Authority and implemented, as agreed.

Reason: In the interests of highway safety and sustainable travel.
(Policy T2 - Bridgend Unitary Development Plan)

- 41 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority

Reason: To identify and record any features of archaeological interest discovered during their works, in order to mitigate impact of the works on the archaeological resource.
(Policy EV44 - Bridgend Unitary Development Plan)

- 42 * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A. This application is recommended for approval as the substantial number of benefits, that can be attributed to the proposal, largely outweigh any land-use policy conflicts and the mitigation and planning requirements, identified in relation to each of the planning considerations, can be secured through planning conditions and a Section 106 obligation and satisfies all other relevant material considerations.

B. A legal agreement/planning obligation has been entered into in respect of the site referred to in this planning consent.

C. Environmental information has been taken into consideration in the determination of this application.

D. Representations and advice from Consultees is available on the Planning page of the Council's website.

E. Where any species listed under Schedules 2 or 4 of the Conservation (Natural Habitats, &c.) Regulations 1994 is present on the site, or other identified area, in respect of which this permission is hereby granted, no works of site clearance, demolition or construction shall take place, unless the necessary licences from the Welsh Assembly Government under Regulation 44(1)e of The Conservation (Natural Habitats, &c.) Regulations 1994 to disturb any such species has been granted.

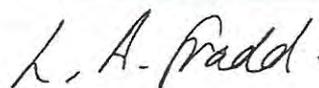
F. The Environment Agency recommends that developer should:-

a. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.

b. Refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health.

Dated : 14th March 2012

Signed :



CORPORATE DIRECTOR - COMMUNITIES

YOUR ATTENTION IS DRAWN TO THE FOLLOWING (some of which may not be applicable):-

A. THE ENCLOSED NOTES WHICH SET OUT THE RIGHTS OF APPLICANTS WHO ARE AGGRIEVED BY THE COUNCIL'S DECISION.

B. THIS PLANNING PERMISSION DOES NOT CONVEY ANY APPROVAL OR CONSENT REQUIRED BY BUILDING REGULATIONS OR ANY OTHER LEGISLATION OR COVENANT NOR PERMITS YOU TO BUILD ON, OVER OR UNDER YOUR NEIGHBOUR'S LAND (TRESPASS IS A CIVIL MATTER).

C. DEVELOPERS ARE ADVISED TO CONTACT THE STATUTORY UNDERTAKERS AS TO WHETHER ANY OF THEIR APPARATUS WOULD BE AFFECTED BY THE DEVELOPMENT

D. ATTENTION IS DRAWN TO THE PROVISIONS OF THE PARTY WALL ETC. ACT 1996

E. ATTENTION IS DRAWN TO THE PROVISIONS OF THE WILDLIFE AND COUNTRYSIDE ACT 1981 AND IN PARTICULAR TO THE NEED TO NOT DISTURB PROTECTED SPECIES AND THEIR HABITATS EG NESTING BIRDS, ALL SPECIES OF BATS, DORMICE AND AMPHIBIANS

F. WHERE A DEVELOPMENT INVOLVES A NEW BUILD, DEMOLITION OR CONVERSION INTO FLATS OR MULTIPLE OCCUPANCY, YOU WILL NEED TO CONTACT THE COUNCIL'S STREET NAMING & NUMBERING OFFICER (TEL: 01656 643422) TO ESTABLISH A FORMAL ADDRESS

G. IF YOU ARE PARTICIPATING IN THE DIY HOUSE BUILDERS AND CONVERTERS SCHEME THE RESULTANT VAT RECLAIM WILL BE DEALT WITH BY THE HMRC DIY CLAIMS UNIT - PLEASE CONTACT THEIR HELPLINE ON 0845 010 9000.

H. CONTACT THE ENERGY SAVINGS TRUST (TEL : 0800 512012) AND/OR THE ENVIRONMENT AND ENERGY HELPLINE (TEL : 0800 585794) FOR ADVICE ON THE EFFICIENT USE OF RESOURCES

I. WHERE APPROPRIATE, IN ORDER TO MAKE THE DEVELOPMENT ACCESSIBLE FOR ALL THOSE WHO MIGHT USE THE FACILITY, THE SCHEME MUST CONFORM TO THE PROVISIONS OF THE DISABILITY DISCRIMINATION ACT 1995 (AS AMENDED BY THE DISABILITY DISCRIMINATION ACT 2005). YOUR ATTENTION IS ALSO DRAWN TO THE CODE OF PRACTICE RELATING TO THE DISABILITY DISCRIMINATION ACT 1995 PART III, RIGHTS OF ACCESS TO GOODS, FACILITIES AND SERVICES.

J. THE LOCAL PLANNING AUTHORITY WILL ONLY CONSIDER MINOR AMENDMENTS TO APPROVED DEVELOPMENT BY THE EXCHANGE OF CORRESPONDENCE IN A LIMITED NUMBER OF CASES. THE FOLLOWING AMENDMENTS SHOULD REQUIRE A FRESH APPLICATION:-

- * RESITING OF BUILDING(S) NEARER ANY EXISTING BUILDING OR MORE THAN 250mm IN ANY OTHER DIRECTION;
- * INCREASE IN THE VOLUME OF A BUILDING;
- * INCREASE IN THE HEIGHT OF A BUILDING;
- * CHANGES TO THE SITE AREA;
- * CHANGES WHICH CONFLICT WITH A CONDITION;
- * ADDITIONAL OR REPOSITIONED WINDOWS / DOORS / OPENINGS WITHIN 21m OF AN EXISTING BUILDING;
- * CHANGES WHICH ALTER THE NATURE OR DESCRIPTION OF THE DEVELOPMENT;
- * NEW WORKS OR ELEMENTS NOT PART OF THE ORIGINAL SCHEME;
- * NEW WORKS OR ELEMENTS NOT CONSIDERED BY AN ENVIRONMENTAL STATEMENT SUBMITTED WITH THE APPLICATION.

AS A GENERAL RULE IT IS CONSIDERED THAT IF AN AMENDMENT WARRANTS RE-CONSULTATION, IT SHOULD NOT BE REGARDED AS MINOR, AND, THEREFORE, NOT CONSIDERED WITHOUT A FRESH APPLICATION.

K. YOU MUST NOT START WORK ON SITE IN ADVANCE OF DISCHARGING ANY PRE-COMMENCEMENT CONDITIONS OTHERWISE YOU WILL NEED TO SUBMIT A NEW FORMAL APPLICATION.

L. THE PRESENCE OF ANY SIGNIFICANT UNSUSPECTED CONTAMINATION, WHICH BECOMES

EVIDENT DURING THE DEVELOPMENT OF THE SITE, SHOULD BE BROUGHT TO THE ATTENTION OF THE ASSISTANT CHIEF EXECUTIVE LEGAL AND REGULATORY SERVICES - ENVIRONMENTAL HEALTH. DEVELOPERS MAY WISH TO REFER TO 'LAND CONTAMINATION : A GUIDE FOR DEVELOPERS' ON THE PUBLIC PROTECTION WEB PAGE.

M. ANY BUILDERS DEBRIS / RUBBLE MUST BE DISPOSED OF IN AN AUTHORISED MANNER IN ACCORDANCE WITH THE DUTY OF CARE UNDER THE WASTE REGULATIONS.

N. IF YOUR DEVELOPMENT LIES WITHIN AN AREA WHICH COULD BE SUBJECT TO CURRENT COAL MINING OR HAZARDS RESULTING FROM PAST COAL MINING. SUCH HAZARDS MAY CURRENTLY EXIST, BE CAUSED AS A RESULT OF THE PROPOSED DEVELOPMENT, OR OCCUR AT SOME TIME IN THE FUTURE. THESE HAZARDS INCLUDE:

- * COLLAPSE OF SHALLOW COAL MINE WORKINGS.
- * COLLAPSE OF, OR RISK OF ENTRY INTO, MINE ENTRIES (SHAFTS AND ADITS).
- * GAS EMISSIONS FROM COAL MINES INCLUDING METHANE AND CARBON DIOXIDE.
- * SPONTANEOUS COMBUSTION OR IGNITION OF COAL WHICH MAY LEAD TO UNDERGROUND HEATINGS AND PRODUCTION OF CARBON MONOXIDE.
- * TRANSMISSION OF GASES INTO ADJACENT PROPERTIES FROM UNDERGROUND SOURCES THROUGH GROUND FRACTURES.
- * COAL MINING SUBSIDENCE
- * WATER EMISSIONS FROM COAL MINE WORKINGS.

APPLICANTS MUST TAKE ACCOUNT OF THESE HAZARDS WHICH COULD AFFECT STABILITY, HEALTH & SAFETY, OR CAUSE ADVERSE ENVIRONMENTAL IMPACTS DURING THE CARRYING OUT THEIR PROPOSALS AND MUST SEEK SPECIALIST ADVICE WHERE REQUIRED. ADDITIONAL HAZARDS OR STABILITY ISSUES MAY ARISE FROM DEVELOPMENT ON OR ADJACENT TO RESTORED OPENCAST SITES OR QUARRIES AND FORMER COLLIERY SPOIL TIPS.

POTENTIAL HAZARDS OR IMPACTS MAY NOT NECESSARILY BE CONFINED TO THE DEVELOPMENT SITE, AND APPLICANTS MUST TAKE ADVICE AND INTRODUCE APPROPRIATE MEASURES TO ADDRESS RISKS BOTH WITHIN AND BEYOND THE DEVELOPMENT SITE. AS AN EXAMPLE THE STABILISATION OF SHALLOW COAL WORKINGS BY GROUTING MAY AFFECT BLOCK OR DIVERT UNDERGROUND PATHWAYS FOR WATER OR GAS.

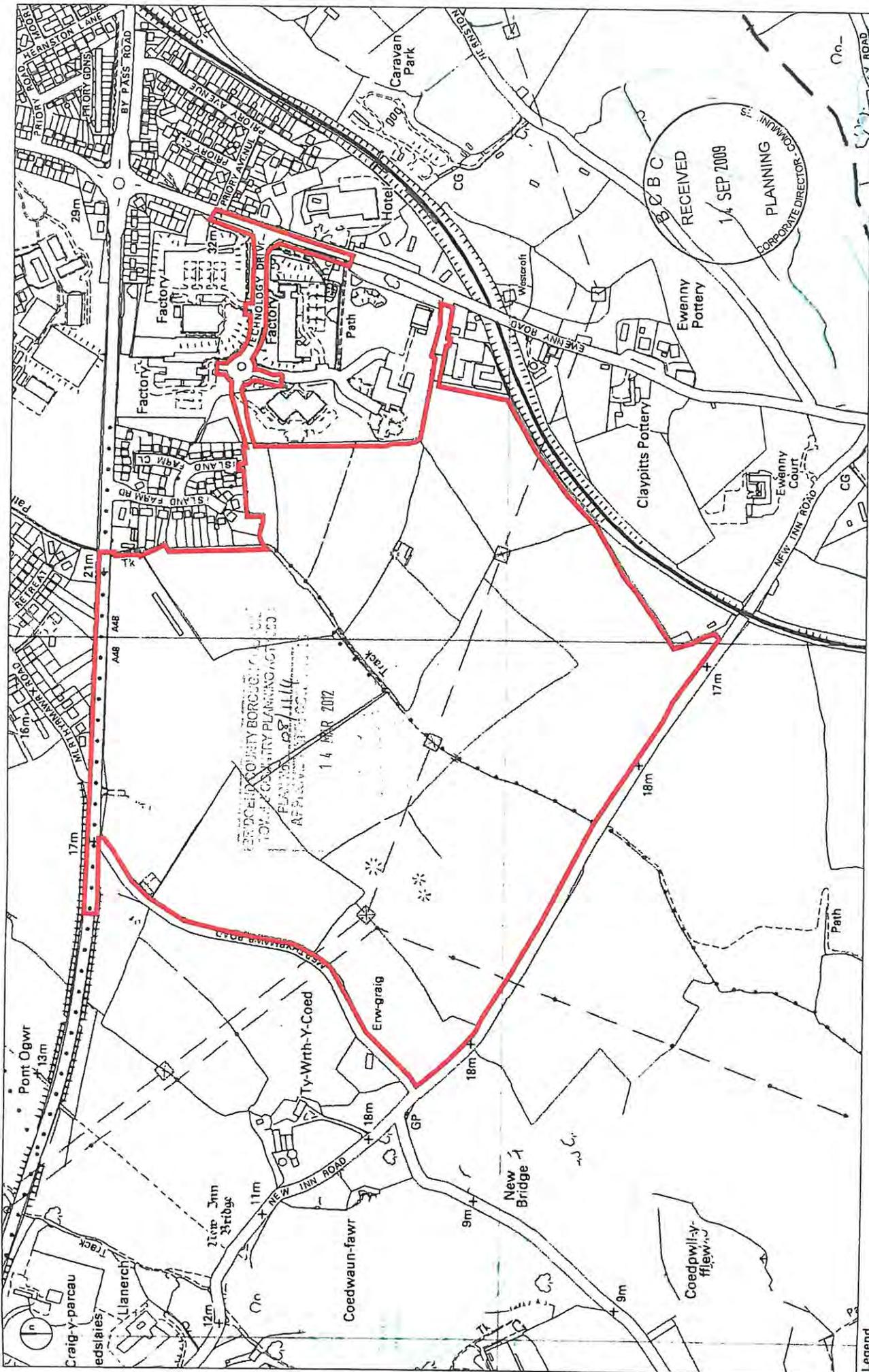
IN COAL MINING AREAS THERE IS THE POTENTIAL FOR EXISTING PROPERTY AND NEW DEVELOPMENT TO BE AFFECTED BY MINE GASES, AND THIS MUST BE CONSIDERED BY EACH DEVELOPER. GAS PREVENTION MEASURES MUST BE ADOPTED DURING CONSTRUCTION WHERE THERE IS SUCH A RISK. THE INVESTIGATION OF SITES THROUGH DRILLING ALONE HAS THE POTENTIAL TO DISPLACE UNDERGROUND GASES OR IN CERTAIN SITUATIONS MAY CREATE CARBON MONOXIDE WHERE AIR FLUSH DRILLING IS ADOPTED.

ANY INTRUSIVE ACTIVITIES WHICH INTERSECT, DISTURB OR ENTER ANY COAL SEAMS, COAL MINE WORKINGS OR COAL MINE ENTRIES (SHAFTS AND ADITS) REQUIRE THE PRIOR WRITTEN PERMISSION OF THE COAL AUTHORITY. SUCH ACTIVITIES COULD INCLUDE SITE INVESTIGATION BOREHOLES, DIGGING OF FOUNDATIONS, PILING ACTIVITIES, OTHER GROUND WORKS AND ANY SUBSEQUENT TREATMENT OF COAL MINE WORKINGS AND COAL MINE ENTRIES FOR GROUND STABILITY PURPOSES.

FAILURE TO OBTAIN COAL AUTHORITY PERMISSION FOR SUCH ACTIVITIES IS TRESPASS, WITH THE POTENTIAL FOR COURT ACTION. IN THE INTERESTS OF PUBLIC SAFETY THE COAL AUTHORITY IS CONCERNED THAT RISKS SPECIFIC TO THE NATURE OF COAL AND COAL MINE WORKINGS ARE IDENTIFIED AND MITIGATED.

THE ABOVE ADVICE APPLIES TO THE SITE OF YOUR PROPOSAL AND THE SURROUNDING VICINITY. YOU MUST OBTAIN PROPERTY SPECIFIC SUMMARY INFORMATION ON ANY PAST, CURRENT AND PROPOSED SURFACE AND UNDERGROUND COAL MINING ACTIVITY, AND OTHER GROUND STABILITY INFORMATION IN ORDER TO MAKE AN ASSESSMENT OF THE RISKS. THIS CAN BE OBTAINED FROM THE COAL AUTHORITY'S PROPERTY SEARCH SERVICE ON 0845 762 6848 OR AT www.groundstability.com. DETAILS OF THE COALFIELD CONSULTATION AREAS CAN BE OBTAINED FROM planningconsultation@coal.gov.uk.

O. IF YOUR DEVELOPMENT LIES WITHIN A LIMESTONE AREA YOU SHOULD TAKE ACCOUNT OF ANY LIMESTONE HAZARDS TO STABILITY IN YOUR PROPOSALS. YOU ARE ADVISED TO ENGAGE A CONSULTANT ENGINEER PRIOR TO COMMENCING DEVELOPMENT IN ORDER TO CERTIFY THAT PROPER SITE INVESTIGATIONS HAVE BEEN CARRIED OUT AT THE SITE SUFFICIENT TO ESTABLISH THE GROUND PRECAUTIONS IN RELATION TO THE PROPOSED DEVELOPMENT AND WHAT PRECAUTIONS SHOULD BE ADOPTED IN THE DESIGN AND CONSTRUCTION OF THE PROPOSED BUILDING(S) IN ORDER TO MINIMISE ANY DAMAGE WHICH MIGHT ARISE AS A RESULT OF THE GROUND CONDITIONS.



Legend

Application boundary

Produced by: **PJ LEE ARCHITECT**
PLANNING ARCHITECTS

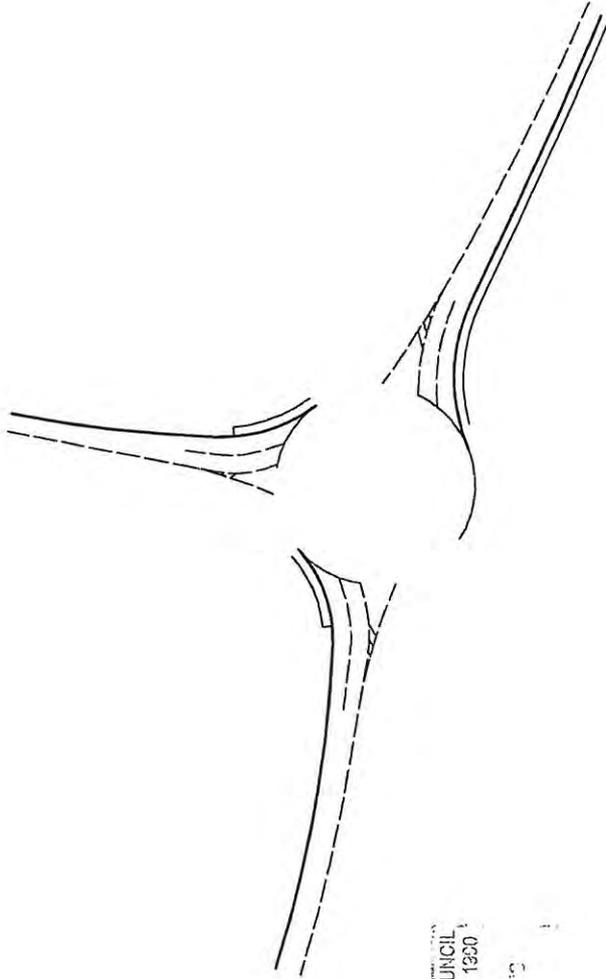
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Fig 2 Application Boundary

Islandform
LANDSCAPE ARCHITECTS

100m 200m 400m

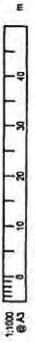
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BRIDGEND COUNTY BOROUGH COUNCIL
 TOWN & COUNTRY PLANNING ACT 1990
 PLAN NO. *D8/11/06*

14 MAR 2012

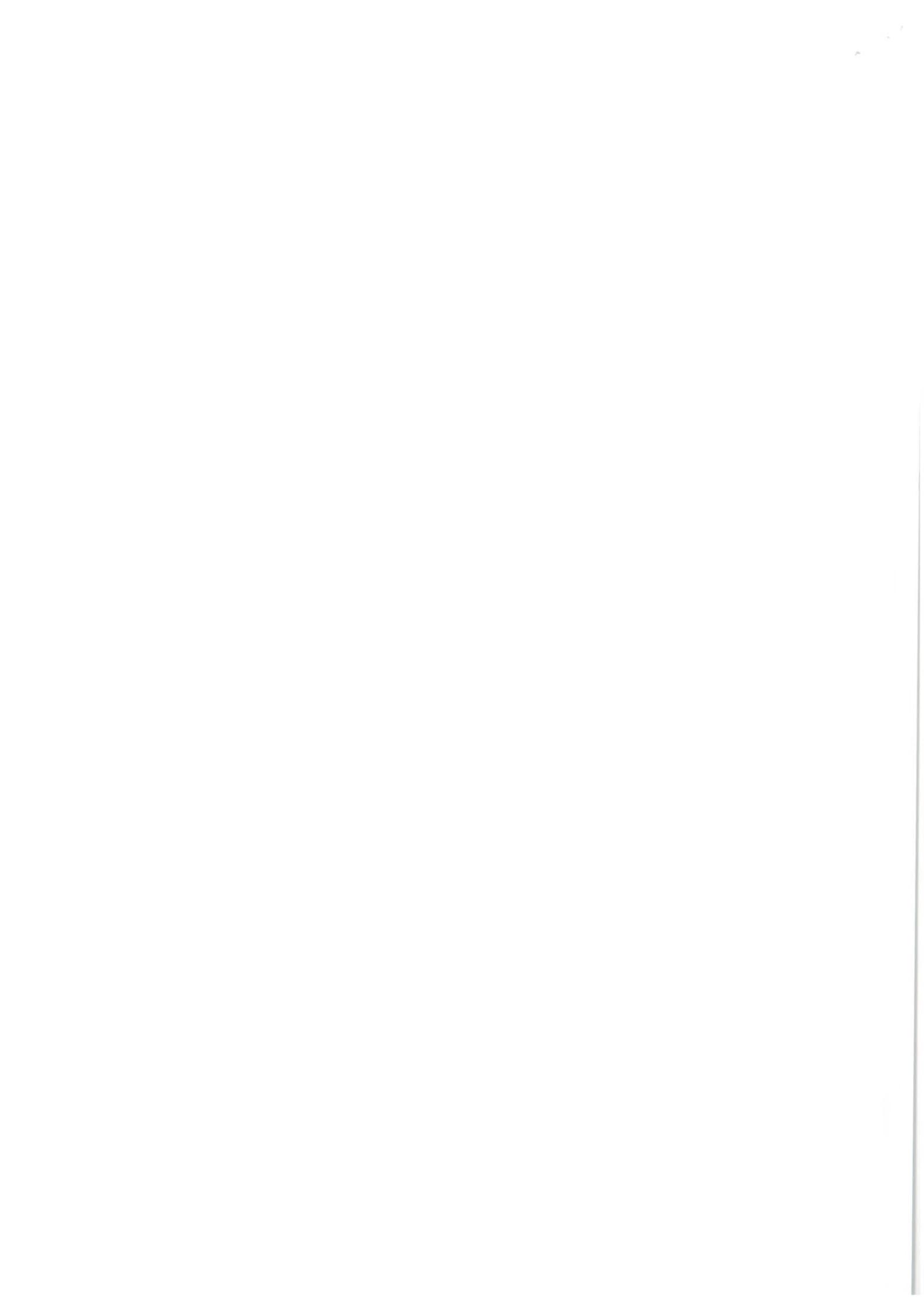
Formerly Figure 7.2 of the
 Movement Assessment
 (C7811 - Island Farm MA issue 9)



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 Original Sheet Size: A3 (210x297)

PRELIMINARY

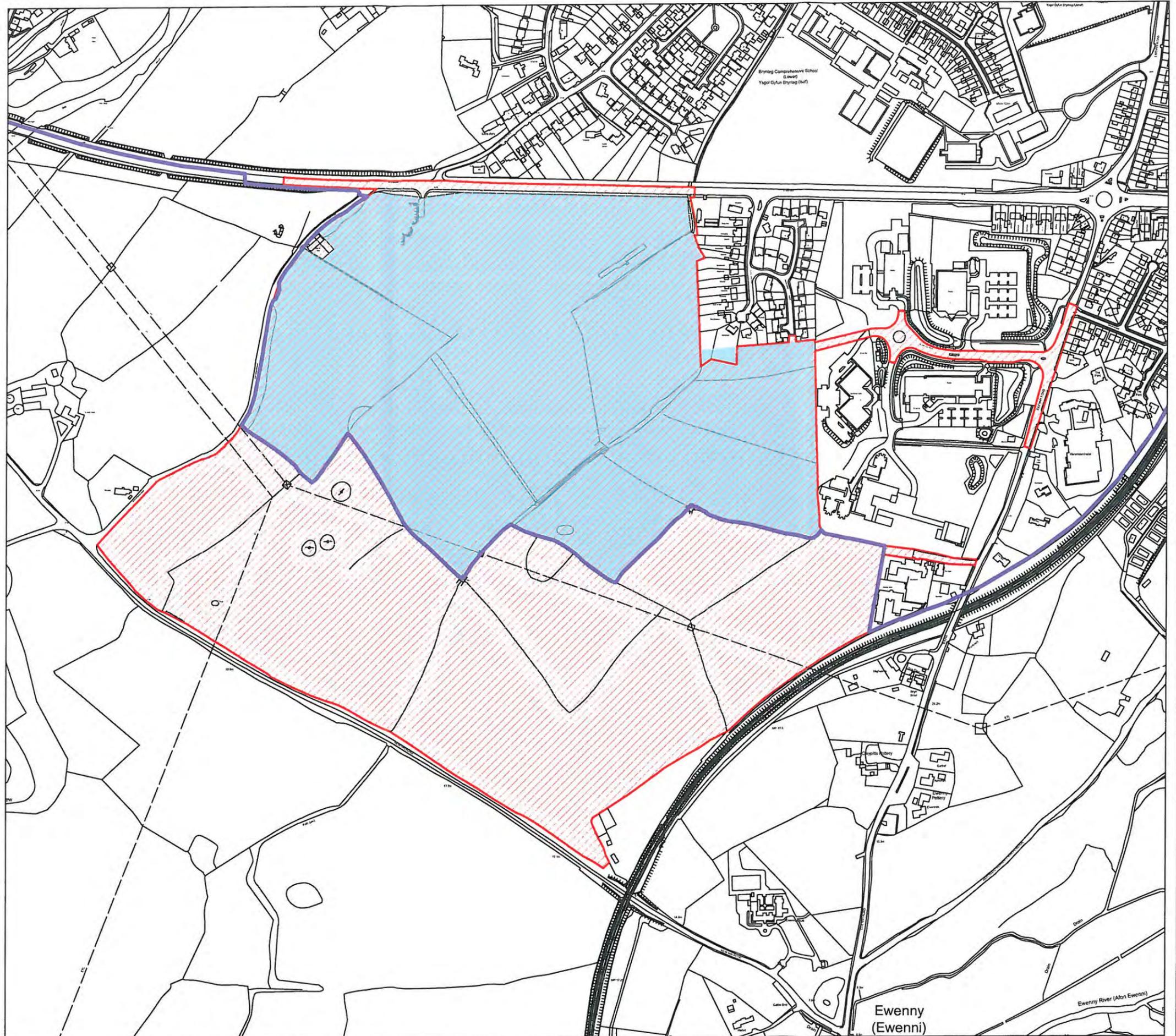
		OPUS Civil Office 103 Fawcett Road, Fawcett Lane Wrexham, Cheshire, Wrexham, CH12 1SE +44 (0)1928 207127		Project No: V-C7811 Date: 11/03/11 Scale: 1:1000		Client: ISLAND FARM BRIDGEND Project: BROADLANDS ROUNDABOUT RECONFIGURED ENTRY GEOMETRY Drawing No: CD-V-C7811		Author: J11 Check: RO	
HD DEVELOPMENTS 		Project: V-C7811 Date: 11/03/11 Scale: 1:1000		Client: ISLAND FARM BRIDGEND Project: BROADLANDS ROUNDABOUT RECONFIGURED ENTRY GEOMETRY Drawing No: CD-V-C7811		Author: J11 Check: RO		PRELIMINARY	



Appendix B

ISLAND FARM

-  SP9(2) - Island Farm, Bridgend
-  Deposit LDP Settlement Boundary
-  Planning Application P/08/1114/OUT



Date: 12/10/2012

Map generated by: AQ



Louise Fradd
Corporate Director Communities

Communities Directorate
Bridgend County Borough Council,
Civic Offices
Angel Street
Bridgend
CF31 4WB

Planning Services Tel: (01656) 643176/643552

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Scale 1:5,000 @ A3

Appendix C

ISLAND FARM

- 9.6Ha Training Pitches & Bridgend Town Football Club
- 3.0Ha Greenspace East
- 13.5Ha Greenspace West
- 13.4Ha Stadium Sector South of LDP Settlement Boundary
- 17.7Ha Stadiums / Indoor Training Pitch
- 3.0Ha Science Park Ext Part A
- 3.6Ha Science Park Ext Part B
- 11.0Ha Stadium Sector & Science Park North of LDP Settlement Boundary
- Deposit LDP Settlement Boundary



Date: 11th October 2012

Map generated by: AQ



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Corporate Director Communities

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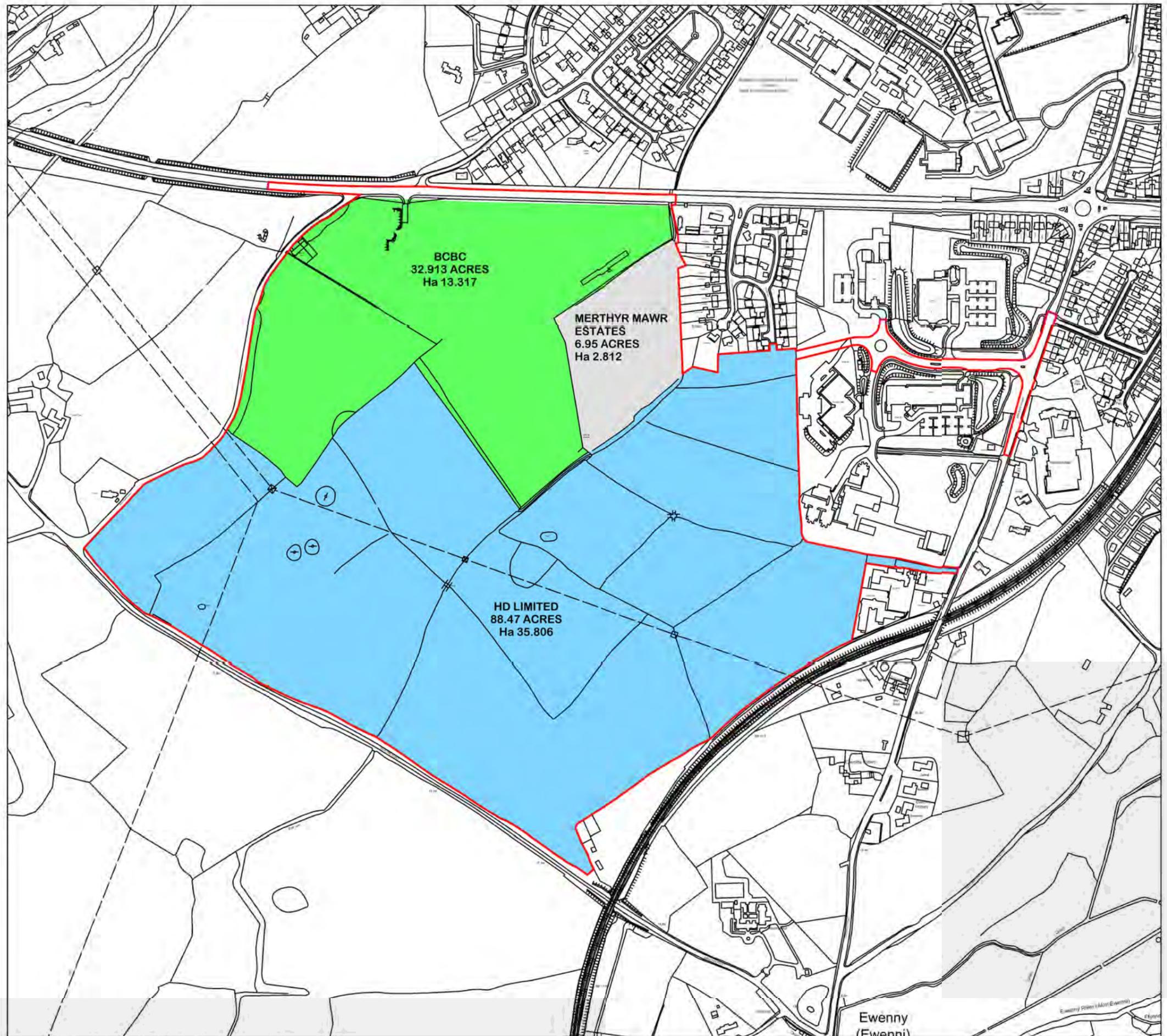
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Appendix D

ISLAND FARM

Ownership Boundaries

 Planning Application Boundary



Date: 01/11/2012

Map generated by: AQ



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Scale 1:5000 @ A3

Appendix E

ISLAND FARM

-  SP9(2) - Island Farm, Bridgend
-  SINC - MM-9-N Island Farm POW Camp
-  Deposit LDP Settlement Boundary

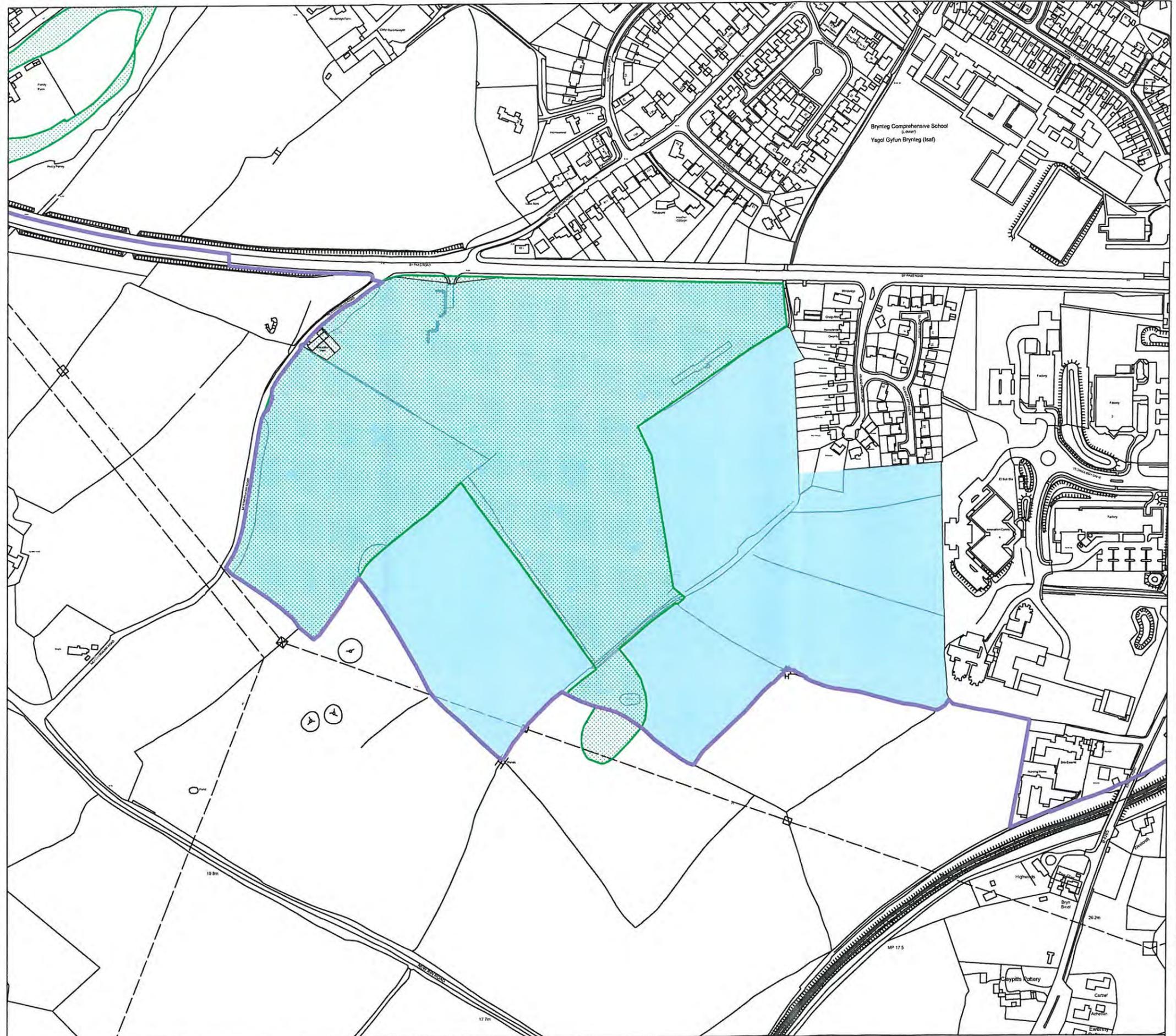
AREAS

SINC - MM-9-N Island Farm
POW Camp = 14.04Ha

SP9(2) - Island Farm, Bridgend = 25.95Ha

SP9(2) Within Island Farm SINC = 13.67Ha

SP9(2) Outside Island Farm SINC = 12.28Ha



Date: 12/10/2012

Map generated by: AQ



Louise Fradd
Corporate Director Communities

Communities Directorate
Bridgend County Borough Council,
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Scale 1:4,000 @ A3