

## 1. Introduction

### 1.1 The Site

#### 1.1.1 Location

The former Stormy Down Airfield is located approximately 6½ kilometres to the west of Bridgend Town Centre and consists of approximately 8 hectares of previously built up land. The site is located within close proximity to the A48, and is bounded to the north and west by Stormy Down and Cornelly Quarries. The site is also accessed from a road leading from Stormy Lane to the A4229. The village of South Cornelly is located approximately 2 kilometres to the North West and the site is surrounded by undulating countryside.

The following plans illustrate the site's location, the local immediate surrounding highway network and the proximity to South Cornelly and neighbouring land uses:



**Figure 1 – Location Plan**

### **1.1.2. Characteristics**

The former RAF Stormy Down airfield was a World War II facility opened in 1940 as an armament training school for UK and American forces. Flying ceased in August 1944 due to the dangerous grass landing strip. The site, which extended to the north of Mount Pleasant Road on land that was subsequently to become Stormy Down Quarry, was extensively developed with buildings and internal roadways. Many of the buildings associated with the site's aviation use remained on site until the late 1960's.

At present, the site stands on a relatively flat expanse of land consisting of a series of roads, hard surfaced areas and a small number of buildings. These include 2 of the original hangar buildings which have been the subject of a number of different uses and proposals over the years.

The northern hanger is currently used by Cenin Limited to develop a test facility for an alternative low carbon cement substitute. In more recent times, a Sunday Market has operated from the southern hanger and the hardstanding areas immediately surrounding it. For the last 6 years a Go Kart racing facility has also operated from this building. A materials recycling operation takes place on land abutting the northern boundary of the site adjacent to Mount Pleasant Road, which currently recycles soils and materials excavated from the building industry. The planning consent permits green waste composting to take place on this site but at present only the soils recovery element is operational.

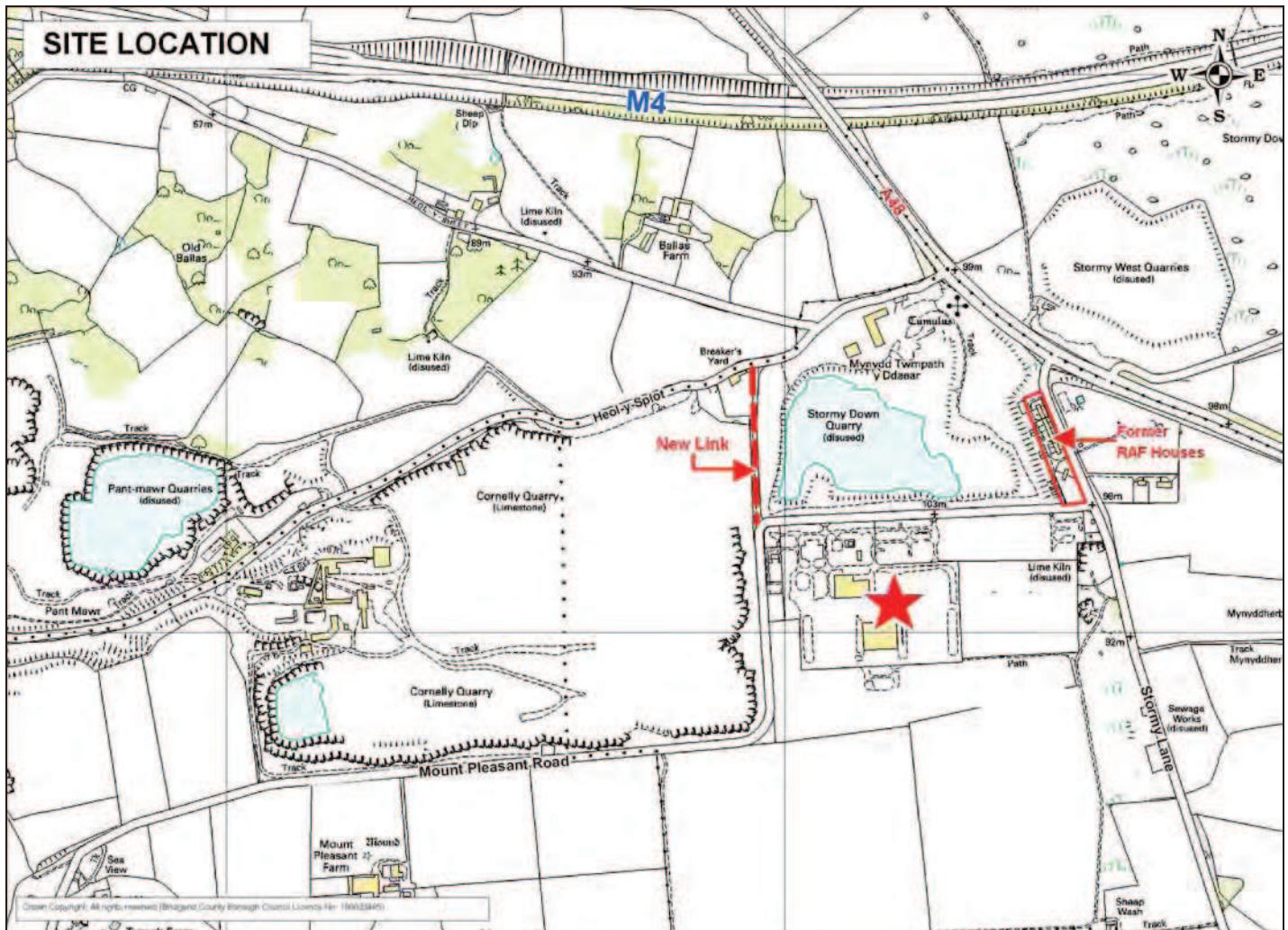
Consent has recently been granted for the development of an Anaerobic (Bio-gas) Digester plant on land to the east of the former airfield, which will provide an energy source for use by the cement substitute facility. A by-product of the process will enable compost to be farmed on agricultural land.

### **1.1.3. Adjacent uses**

Exploitation of the limestone reserves in the area has reportedly happened since Roman times. Large scale quarrying activity at Cornelly Quarry commenced in 1841, with expansion in an eastwards direction soon following. It currently produces 1.2 million tonnes of limestone per year and has expanded to such an extent that it now forms the western boundary of the airfield site, marked by a road and grassed bund. Future expansion plans include the extension of the quarry to the north of Heol Y Splott, which has been closed as a result.

Stormy Down Quarry is located to the north of the airfield site and Stormy West Quarry on the other side of the A48. Both were developed following the Second World War but quarrying operations ceased in the 1970's. The Stormy West Quarry was subsequently used for landfill operations and has now been restored whilst the Stormy Down Quarry remains unrestored and flooded. A recycling facility now operates from a workshop and office block on the site.

There is a small cluster of 18 terraced and semi detached houses to the north east of the site, which are located on Stormy Lane and back onto Stormy Down Quarry. These properties were built to house officers from the adjacent airfield.



**Figure 2 – Adjacent Land Uses**

## 1.2. Purpose of the Development Brief

This Brief is intended to provide a practical tool for use by a variety of key stakeholders to inform future development proposals. It is intended to become a material part of the decision making process employed by the County Borough when considering future planning applications by providing additional site specific detail to the policies that apply to the site as contained in the Adopted Bridgend Unitary Development Plan (UDP) and the future Local Development Plan (LDP). In this respect it is aimed at providing developers with a guide to the form, amount and location of development that may be considered to be acceptable within the context of the local Development Planning framework.

It is also intended that the brief provides guidance as to the nature of planning obligations developers could be expected to provide should their proposals be considered to comply with the requirements of this brief and the wider Development Planning Framework. Finally, it is hoped that the Brief will be a source of information to local residents and members of the general public to give them the confidence that highway safety, privacy, visual amenity and protection of the open countryside will be uppermost considerations in all future planning decisions connected to the site.

The main aim of the Brief is:

*'To ensure that future development proposals are adequately controlled and do not prejudice future mineral resources and are generally in compliance with policies in the UDP and the future LDP. Development should not adversely affect highway safety and visual amenity or harm neighbours residential amenity.'*

### **1.3. Format of the Development Brief**

The following Chapters consider in turn the complex series of planning, engineering and environmental considerations that will require careful and sensitive treatment to ensure future development is planned and implemented in a comprehensive and balanced manner. The main aims and issues are discussed and requirements are set out, before the Summary Chapter aims to map out future development at the site by defining a site boundary and clarifying what technical information will be expected to accompany individual planning submissions.

## **2. Planning Framework**

### **2.1. National Legislation**

At a national level, policy guidance is derived from Minerals Technical Advice Note 1 (MTAN1) which provides guidance on the regional assessment of mineral reserves, in addition to future demand and supply.

In relation to the recent consented planning applications on the site, TAN 21-Waste, sets the context for the development of Regional Waste Plans (RWP) to map out future waste generation and to identify suitable sites and facilities to cope with this. The requirements of the RWP are then fed into the UDP. As part of the South West Wales Region, Bridgend has a commitment through the RWP (and its first revision) to promote the use of sustainable waste and management practices.

WAG's stance on waste is enshrined in its waste strategy: 'Wise about Waste' (2002) which places an emphasis on a hierarchy of 'reduction, re-use, recovery and safe disposal' of waste. To strengthen its commitment to minimising waste production and diverting waste away from landfill, WAG published a revision of the 2002 strategy, called Towards Zero Waste in 2008. This document produced ambitious targets to enable Wales to move towards zero waste production by 2050. Specifically, the objectives created included the following:

- By 2025, WAG wants all sectors in Wales to be recycling/composting at least 70% of their waste – including businesses, households and the public sector.
- By 2025, a maximum of 30% Energy from Waste (EfW)
- By 2050, to have achieved zero waste. This means that products and services will be designed so they have eliminated waste entirely

These targets are designed to enable Wales to deliver on the EU landfill diversion targets of reducing the amount of Biodegradable Municipal Waste sent to landfill to at least 50% of 1995 levels by 2013 and to 35% by 2020.

To make progress towards achieving the above targets, WAG has targeted an increase in kerbside collection of recyclable material, established a Food Waste Treatment Programme to reduce the amount of food waste sent to landfill and advocated the construction of a number of EfW plants to produce electricity and heat from residual waste through associated CHP systems. To deliver on the reduction of food waste, WAG has introduced a series of regional procurement hubs to provide Industry with security of targeted volumes. Bridgend is located in the SW Hub, which is required to treat 70,000 tonnes per annum of source separated food waste. WAG research has indicated that Anaerobic Digestion (AD) is the most sustainable form of food waste treatment, and has made funding available accordingly for this form of solution. The promotion of suitable AD sites forms a critical part of the SW Hub procurement process.

## **2.2. Local Policy**

The Adopted Bridgend UDP 2005-2016 provides the local land use policy framework for the period up to 2016. Policy M4(1) of the UDP designates part of the Airfield Site as a Safeguarded Area for Future Mineral Development as follows, “*...Conserving Limestone for future use...Land will be safeguarded from all permanent building development for future Limestone extraction...*” This designation places a requirement that future planning consents are temporary in nature so as not to compromise the potential future workings of the limestone reserves. Policy M11 of the UDP also designates the former Airfield Site as part of a Mineral Protection Zone. As such, local amenity is protected by restricting new development within such zones to guard against the potentially harmful affects of current and future mineral workings. Protection is provided in the form of a 200m buffer zone between quarrying activity and sensitive land uses, unless site characteristics determine otherwise.

Given the legacy of mineral extraction in the area, attention should be drawn to Policy M1 which permits proposals to carry out mineral exploration provided there are no unacceptable adverse impacts on the environment, residential amenity or other sensitive land uses. Land to the north of the former airfield at the former Stormy Down Quarry is designated as an Area of Search for Future Mineral Extraction under Policy M5(2). This guards against permanent building development in this area in order to preserve future resources should a need be proven. This area forms the western part of the former quarry, land forming the eastern part is designated under Policy M12(6) which seeks to protect existing topographical features that screen mineral operations. A similar designation applies to the land adjacent to Mount Pleasant Road physically separating the former airfield and Cornelly Quarry.

A Special Landscape Area (Policy EV10) known as Pant-yr-lards is located to the south west of the Airfield, immediately abutting the southern boundary of Cornelly Quarry. Although there is a physical separation between the site and the designated landscape area, the visual impact of any development proposals will be a key consideration. This is particularly relevant to proposals on the south-western edge of the Airfield Site. Future revisions and amendments to the schedule of SLA's are likely to happen during the preparation and adoption process of the Local Development Plan.

Policy EV1 affords protection to the countryside by applying strict control on development within such areas. Exceptions may be made for appropriate proposals considered absolutely necessary in the interests of agriculture, countryside tourism, leisure and recreation, transportation infrastructure, utility service provision, mineral workings, and the suitable extension, conversion and rehabilitation of rural buildings. Policy EV7 ensures that where development is permitted in the countryside, it is “*...compatible with the landscape, maintains or enhances the quality of the environment and sustains the biodiversity of the countryside...*” in terms of its nature, siting, scale, design, layout and external appearance. Minimising the impact of development on local amenity is a key them of Chapter 3 – Environment of

the UDP. Policies EV27 - Reduction of Noise, EV28 - Unacceptable Noise, EV - 29 External Lighting of New Development and EV - 30 Air Quality seek to ensure this is dealt with through the design and location of development.

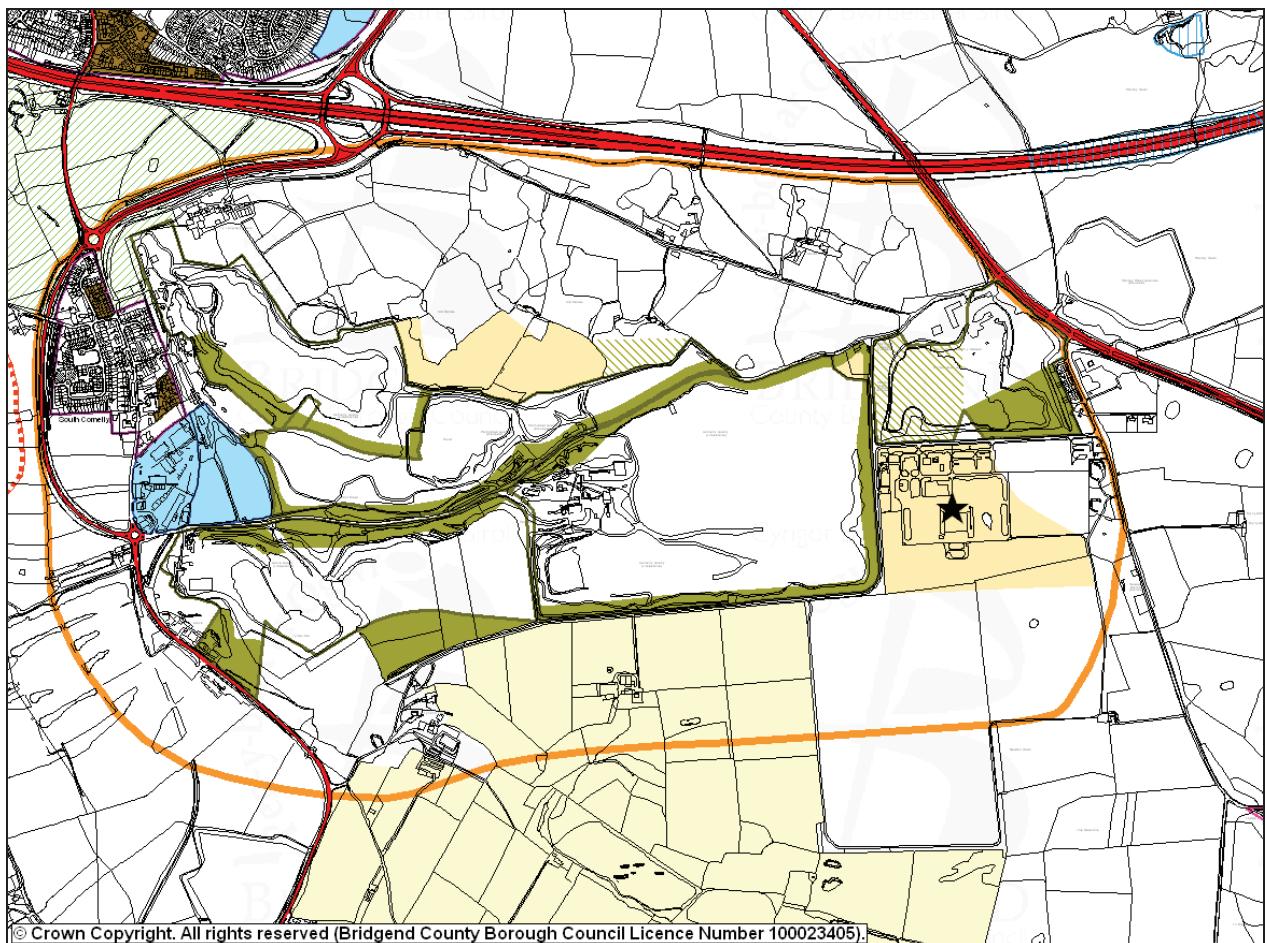
A key consideration of potential development in the countryside is the impact it will have on the local highway network and highway safety. Policy T1 of the plan seeks to encourage development promoting sustainable forms of transport. Policy T2 – Sustainable Improvements to Existing Highways stresses the need for a Transport Assessment to accompany development proposals likely to generate an increase or change in travel patterns on the local network. Where this does occur, a series of measures are encouraged to mitigate any negative impacts including road safety features, speed control features and environmental improvements.

Policy E1 favours development proposals that “*...encourage the more efficient use of energy and/or which conserves its supply...*” Whilst Policies U6 and U8 ensure that the development that place unfeasible demand on water supplies or which cannot be economically and adequately served by sewerage disposal are not permitted.

Although the site of the former airfield is not allocated as an employment site in the UDP, policy E11 – Commercial Development in the Countryside would be applied to development proposals concerning any of the existing buildings on site. This permits appropriate diversification of the rural economy providing proposals fit with the environmental policies. This is intended to ensure that intensification of an existing permissible use is avoided on the grounds that it may become unacceptably intrusive, and harmful to the rural character of the countryside. This promotes the use of condition or planning agreements to limit the extent of future development.

Green waste composting is seen as an appropriate exception to Policy EV1 and is seen as an acceptable form of farm diversification. Policy W9 provides a list of criteria for such applications covering the amenity of local residents, traffic generation, prevention of pollution, nature conservation, visual impact and conflict with surrounding uses. Alongside this Policy W10 advocates the acceptance of commercial and industrial waste facilities including IVC/AD plants and recycling facilities at appropriate locations within industrial estates provided they can meet a similar set of criteria.

The emerging Bridgend Local Development Plan will replace the UDP as the Development Plan for Bridgend, and this Development Brief will provide additional detail to the policies applying to the site.



	<i>Former Stormy Down Airfield</i>
	<i>Policy M4 Future Mineral Development - Safeguarded Area</i>
	<i>Policy EV10(2) Landscape Conservation Areas – Pant-Yr-lards, Porthcawl: Escarpment, varied landform &amp; cover</i>
	<i>Policy M11(1) Mineral Protection Buffer Zone</i>
	<i>Policy M5 Future Mineral Extraction – Area of Search</i>
	<i>Policy M12 Retention &amp; Control Of Land</i>

**Figure 3 – UDP Policies**

### 2.3. Planning History

A range of planning proposals have been promoted for the site over the years for a variety of different uses including light industry, provision of new industrial units, caravan storage, open storage of materials and storage/transfer of waste paper. These have either been refused or withdrawn. A previous attempt to regularise development at the site was made in 1985, when a letter from Ogwr Borough Council to The Property Services Agency advised that:

*"No enforcement action would be taken against any future purchaser of Buildings No. 124, 125, 151, 151a and 161 for storage or light industrial purposes, and the decision relates solely to the curtilage of each building indicated on a plan."*

Of the buildings referred to, only the two hangers remain (151/151a & 161) and the curtilage referred to includes a small area surrounding the buildings.

Existing consents on the site include the following:

P/03/939/FUL: Change of use to Open Air Market on site for temp period of 5 years

P/06/44/FUL: Consent for temporary operation of soils and green waste recycling centre with assoc. buildings, access, parking areas & landscaping to 31/12/2011.

P/07/631/FUL: Alternative cement substitute test facility

P/08/804/FUL: Bio gas plant with associated buildings and gas pipeline to cement test facility.

P/09/699/RLX: Continued operation of Cement Substitute Facility to 2034.

P/09/451/RLX: Continued operation of Sunday Market to 2014

P/08/778/FUL: Provision of 10 silos in connection with cement substitute test facility

Conditions imposed on the above consents include restrictions placed on working hours, routing agreements for vehicle movements connected to the site, landscaping schemes, boundary treatment to include approved screening and site enclosure, capping of output, imposition of noise limits and limits on external storage.

### **3. Parameters**

#### **3.1 Land Use/Density of Development**

##### **3.1.1. Aims**

(i) The principle aim with regards the use of the site is to define a development boundary, within which land will be considered to be developable subject to the proposed use being in accordance with the various policies of the Bridgend UDP, the requirements of this brief and any other relevant advice and guidance. Whilst this will necessarily limit the amount of further development of the site, it will provide for the suitable expansion of existing uses and related development in the best of interests of economic development and the promotion of environmentally friendly development.

Other aims include:

- (ii) To maintain the amenity of the area by considering the cumulative impacts of development proposals rather than isolated assessments
- (iii) To avoid the occurrence of sporadic development and the creation of a mass of unrelated uses housed in a variety of building types and forms.
- (iv) To promote sustainable forms of development that helps Bridgend CBC to meet various policy targets set at a local and national level.

##### **3.1.2. Issues**

Given the open countryside setting of the site, and the previously developed appearance of the former airfield, there is potential for conflict between the inappropriate use of the site and the amenity of the local area. Whilst the Minerals policies of the UDP provide protection against the permanent development of the site, the lack of any other land use designation means that in theory B1, B2, and B8 uses could be pursued.

Individually, schemes may not contribute much in terms of traffic movements, external noise or surface water run-off but the cumulative impact of several developments could be judged to be too much for localised infrastructure to cope with. Whilst the merits of each individual scheme should be judged on their own merits, this brief affords the opportunity to consider some of the cumulative impacts to help prevent the County Borough from setting an undesirable precedent.

##### **3.1.3. Requirements**

Encouragement will be given to proposals that have identifiable links with existing uses on the site. This will help to achieve synergy on site between different uses, achieving economies of scale in traffic movements, use of energy and boundary treatments. In this way, a cluster of 'Innovative Green

Industries' will hopefully be created to assist the County Borough in meeting the ambitious carbon reduction policies of the WAG.

In accordance with the Bridgend UDP the site is considered to be in open countryside, and as such any proposals should, where possible, be housed within existing buildings or new temporary structures. External storage of materials is not considered to be in the best interests of the general amenity of the area, and as such will be controlled in terms of its location, height and type of material to be stored. Where external storage is considered to be acceptable in planning terms, this is likely to be where its purpose is clearly ancillary to existing established uses of the site, materials to be stored will have no impact on the environmental quality or amenity of the area and proposed storage areas are located to the edge of the existing footprint (see Development site Boundary below). The impact of unsuitable forms of development is further emphasised by the open and flat topography of the site, and the close proximity of the Pant-yr-lards SLA.

In keeping with the Mineral Protection Zone afforded to the Cornelly group of Quarries which includes the airfield site, proposals for development other than minerals will need to take into consideration the potential impact of quarrying. As such, proposals should be temporary in nature and planning consents will be issued with conditions attached to restrict the duration of development.

### **3.2. Transportation**

#### **3.2.1. Aims**

- (i) The principal aim with regards to transportation is to ensure that highway safety of the road network is not compromised by inappropriate future development proposals.
- (ii) To help to achieve this, there is a desire to work with developers in improving the safety of the road network through a combination of highway improvements and routing agreements. The most appropriate form of achieving such improvements will differ from case to case but include planning conditions, Section 106 Planning Obligations and Unilateral Undertakings.
- (iii) A further aim is to ensure that the amount of traffic generated by future development can be accommodated within the existing highway network and will not compromise the amenity of local residents.

#### **3.2.2. Issues**

Though the industrialised nature of the site and tradition of quarrying activities on land immediately bounding it suggest a legacy of heavy vehicle movements, the local highway network is inadequate. It is characterised by narrow approach roads, producing a high risk of vehicle conflict and little provision for pedestrian movement. Highway improvements in recent years including the introduction of speed cameras, road markings and a speed limit

reduction to 50mph on the A48 have thankfully reduced the number of accidents, but issues of highway safety still exist.

A new road linking Heol Y Splott and Mount Pleasant Road was recently constructed in 2007 to facilitate the northward expansion of Cornelly Quarry. Heol Y Splott was subsequently severed, removing the ability to use it as a through route for traffic between the A48 and the A4229. All traffic associated with Cornelly and Grove quarries are now required to use the A4229, the South Cornelly bypass and the western section of Heol Y Splott .

As a result of the road closure along Heol Y Splott, a 7.5 tonne weight restriction (except for access) traffic order has been placed along Mount Pleasant Road between the A4229 and the new link road to ensure traffic does not inappropriately divert onto the narrow, constrained and torturous section of Mount Pleasant Road to the west.

The creation of this new section of highway has allowed an alternative route for vehicles accessing into/egressing from the area that is the subject of this Brief.

With regards to the A48, the principal concern relates to the hazards created by heavy goods vehicles undertaking right turning manoeuvres across the carriageway from the Stormy Lane and Heol Y Splott junctions. Due to the narrow nature of the carriageway, heavy goods vehicles have a tendency to overhang into the westbound outside lane, thus creating a significant hazard to the detriment of highway safety and the free flow of traffic.

Furthermore, the narrow nature of surrounding roads and the nature of vehicles accessing the site has led to the damage and deterioration of the highway maintained verges along Stormy Lane and various sections of Mount Pleasant Road to the east of the site.

### **3.2.3. Requirements**

A Travel Plan will be required for the overall development area to improve the sustainability credentials of the site; and to encourage sustainable modes of transport to and from the area, thus reducing the reliance on the use of private motor vehicles in accordance with the advice contained in Planning Policy Wales. Each developer operating from within the area will be required to adopt the agreed travel plan and to work towards achieving the outcomes identified. This requirement will be sought via a Section 106 Planning Obligation.

In the interests of highway safety, developers/operators will be expected to enter into routing agreements that will ensure that their heavy goods vehicles do not turn right when emerging onto the A48. Although the exact details of the agreement will need to be worked up in consultation with the Transportation Department of BCBC, an example of such a scheme is for vehicles to exit the main entrance to the airfield site by turning left onto Mount Pleasant Road and right onto the new link leading to Heol Y Splott. In order

for this route to become a viable alternative to the use of Stormy Lane, improvements may be deemed necessary to various narrow sections of Heol Y Splott and the road bend between Heol Y Splott and the new link road. The feasibility of this should be investigated by developers with particular need to consider the restrictions imposed by the ownership of the land in these locations. Physical alterations to the exit would be desirable to direct vehicles to the left only.

Whilst the creation of the new link road provides a useful alternative route to divert heavy goods vehicles away from the residential properties along Stormy Lane, there will still be a requirement to ensure heavy goods vehicles only turn left onto the A48 from Heol Y Splott and head in the direction of the A48/A4229 Pyle Roundabout.

The above requirements will need to be legalised through a Section 106 Planning Obligation prior to consent being granted, and a limit on the number of daily heavy goods vehicles movements generated by the development onto/from Mount Pleasant Road may also be incorporated into such an agreement. Recent surveys (November 2009) have demonstrated that there is a weekday average of 900 vehicle movements on Stormy Lane, including 70 HGV movements. This figure does not include additional vehicle movements generated from the as yet inactive consents for the Bio Gas/Anaerobic Digester Plant. This figure can however be regarded as a Base Flow Traffic Level. It is considered that any future proposals that generate a 5% increase in traffic along Heol Y Splott will need to be the subject of a routeing agreement. In accordance with TAN18, any trip generation greater than this will be considered a material increase in the volume of traffic using Heol Y Splott and the turning movements at the A48/Heol Y Splott junction.

In order for BCBC's Transportation Department to make an assessment of the suitability of proposals coming forward, developers are required to submit sufficient detailed information relating to the nature of operations on the site including: amount of floorspace being created, total numbers of employees and visitors attracted to the proposal; the amount of material being imported/exported together with number and size of heavy goods vehicles required. These trip generation levels will need to be specified in movements and provided for a typical working day.

Each proposal within the overall area will be considered on its own merits; and the impact on highway safety assessed accordingly. However, any proposal that generates a level of traffic that leads to inappropriate pressure on the roads serving the site may lead to a highway objection being raised by the Highway Authority should any developer not be able to undertake suitable highway improvements in the area.

Activity on the site will be time restricted to avoid generation of vehicle movements at unsociable hours. The restrictions will depend on the nature of the operation but will typically prevent movements on Sundays and Public Holidays and may be restricted to 0700 -1800.

Any new access points into the site will need to be set back from the highway to ease access for all vehicles associated with the site; and adequate visibility in either direction will need to be provided. Operational and non-operational off street parking facilities will also need to be secured for each proposal in accordance with current parking standards.

### **3.3. Energy & Utilities**

#### **3.3.1. Aims**

The main aims with regards to the provision and availability of infrastructure on the site are as follows:

- (i) To ensure that provision has been made for the site to be adequately served in terms of all utility services and infrastructure before development proposals are consented. To achieve this, improvements deemed necessary by the Council or any other statutory consultees should be delivered in a co-ordinated manner.
- (ii) To promote the efficient use of energy, sustainable forms of power generation and innovative waste disposal technology.
- (iii) Where development proposals require the provision of new utility services or modifications to existing utility infrastructure, this should be capable of being achieved with no detrimental impact on the environment or to the amenity of local residents.
- (iv) Opportunities to improve the local water supply network to the benefit of local residents and users should be maximised provided there is no adverse impact on the environment.
- (v) To ensure that where sufficient spare capacity exists, existing and proposed sewerage infrastructure is utilised in order to reduce the risk of pollution and protect the amenity of adjacent land uses.

#### **3.3.2. Issues**

Any further development of the site will by its very nature require power, water, suitable arrangements for waste disposal and a suitable means of surface water drainage. Without co-ordinated planning, further development may pose a threat to the capacity of local utility services to cope with increased demand. Furthermore, given the sensitivity of the site any threat to pollution needs to be minimised by the adoption of the correct preventative measures.

Without full and proper consideration of the impacts of development, the threat of pollution is increased. This is particularly relevant to the threat this may pose to future quarrying/ mineral extraction in the locality.

### **3.3.3. Requirements**

All applications for future development at the site should be accompanied by a scheme demonstrating the comprehensive and integrated drainage of the site, showing how foul water, roof/yard water, highway drainage and land drainage will be dealt with.

Disposal of surface water via a sustainable drainage system will be encouraged providing a detailed assessment is carried out. This should include design information, anti-pollution measures, a timetable for implementation, a management and maintenance plan and ground investigation report.

Early consultation with the Council and statutory consultees is encouraged to determine the precise requirements of each proposal on a case by case basis.

## **3.4. Landscape & Ecology**

### **3.4.1. Aims**

The aims with regards to the landscape and ecology of the area are as follows:

- (i) To ensure that any potentially harmful impacts of development are identified and appropriate mitigation measures are implemented.
- (ii) To identify and maximise opportunities to enhance and promote nature conservation within the local area, retaining existing areas of ecological value and promoting diversification through the expansion of habitats.
- (iii) To maintain the countryside setting of the site through the sensitive management of boundary treatments and enclosure, in turn mitigating the impact of traffic noise and helping to integrate the site into the surrounding area.
- (iv) To provide a high degree of management and maintenance of landscaping areas within and adjacent to the site, through the conditioning of planning consents and entering into of planning obligations.

### **3.4.2. Issues**

Balancing the brownfield nature of the former Airfield site with the countryside setting of its surrounding location is a key challenge for BCBC. Previous operations at the site and recent developments may lead to a fear of increased industrialisation of the site without implementing some form of development guidance. Equally this may pose a threat to the open countryside setting without the identification of appropriate mitigation measures.

### **3.4.3. Requirements**

Due to the open and flat topography of the site, it will be a requirement of any successful planning consent that a suitable landscaping scheme be agreed to maintain the visual amenity of the area. This should include a comprehensive maintenance schedule. Consideration should be given to sensitive boundary treatment, utilising imaginative methods of screening through the use of earth bunds and natural planting.

Although the site is not subject to any national or local environmental designations, applicants will be encouraged to undertake Phase 1 Habitat Surveys to accompany development proposals. This should assess the likely presence of any significant habitats or species, the ecological impacts of the development and propose mitigation measures where deemed necessary. Implementation of any measures identified will be a requirement to protect the biodiversity interests of the site. Early consultation with the appropriate officers at BCBC and external agencies will be necessary.

Although there are no Public Rights of Way traversing the site, consideration and assessment should be made of the visual impact of development proposals from any footpaths and roads within the vicinity of the site. This should be a key consideration of the Design & Access Statement accompanying the application proposals.

## **3.5. Public Protection**

### **3.5.1. Aims**

The amenity of local residents and members of the public is a paramount consideration when considering the merits of individual planning applications affecting the site. As such, the main aims to ensure this is maintained are as follows:

- (i) To limit the individual and cumulative noise impacts of operations at the site through the setting and enforcement of agreed noise levels.
- (ii) To ensure that any odour levels emanating from the site are confined to acceptable levels.
- (iii) To ensure emissions produced by operations at the site are within acceptable limits and do not pose a risk to human health.
- (iv) To put in place measures to ensure that dust generation produced by operations at the site or by traffic generated by development is kept to a minimum.

### **3.5.2. Issues**

Given the open countryside setting of the site, concern has previously been raised regarding the noise and odour levels, emissions and dust generation

caused by current and future operations on the site. This is particularly sensitive on the most easterly part of the site, which has the shortest distance to the residential development.

### **3.5.3. Requirements**

In order to prevent the incidence of pollution, a Method Statement will be required before commencement of any development detailing the necessary pollution prevention measures for the construction phase of the development. Consultation with BCBC is encouraged as much in advance as possible, as approval of the Statement will be required.

Development Proposals should be accompanied by a full noise assessment carried out in accordance with BS4242 'A method of rating industrial noise affecting mixed residential and industrial areas'. It shall include a noise level baseline assessment, predicted noise levels of all activities arising from the development (including noise from traffic generation on the site) and the noise levels predicted at the nearest sensitive receptors, both in terms of the individual proposed development and the cumulative noise impact of all developments on the site. The assessment methodology and noise monitoring locations shall be submitted to BCBC and shall be agreed prior to its commencement. The report should also identify any noise mitigation measures that are required and noise generated from the site shall be controlled in accordance with a scheme to be agreed in writing by BCBC. In any event, the cumulative noise rating level generated from all operations on the site expressed as an A-weighted equivalent continuous sound pressure level (LAeqT) shall not exceed the following as measured (or where this is not possible, calculated) at the boundary of the noise sensitive premises specified below:

- (i) The cumulative noise rating level in any one hour period between 0700-2300 shall not exceed an LAeq (1hour) of 44dB at Cae Cornell and 34dB at Mount Pleasant Farm.
- (ii) The cumulative noise rating level in any 5 minute period between 2300-0700 shall not exceed an LAeq (5mins) of 34dB at Cae Cornell and 30dB at Mount Pleasant Farm.

Any development proposals should comply with the legislative requirements for environmental permitting if the process is prescribed for regulatory control under the Environmental Permitting (England and Wales) Regulations 2010 or any subsequent amended or new regulations.

Proposals should be accompanied by full details of levels of illumination in order to give all stakeholders confidence that the visual amenity of the area is not affected. Any proposals should also take the following details into account:

- a. lighting needs during operational hours
- b. detail how lighting will be reduced to a minimum outside of operational hours

- c. detail how the risk of light spillage beyond the operational areas and into the sky will be minimised

No vehicle movements associated with any development at the site will be made outside of the hours of 0700 to 1800 Monday- Friday, 0800-1300 on Saturdays and no movements on a Sunday or Bank Holiday to protect the amenity of local residents. Only in exceptional circumstances will a variation to this be permitted.

A comprehensive bio aerosol assessment, odour impact assessment, and odour control and monitoring scheme should accompany development proposals to provide BCBC with the confidence that development will be carried out in accordance with such a scheme to protect public health and maintain residential amenity. This should include consideration of the impact that vehicles carrying odorous waste material may have on any sensitive receptor within 750 metres of the perimeter of the site that they pass in order to access the development.

It will be expected that any processes which may give rise to odour, noise or dust will only be undertaken inside a suitable building to mitigate against these emissions.

### **3.6. Design Parameters**

#### **3.6.1. Aims**

- (i) The main aim with regards the design aspect of future planning proposals is to ensure that any further development at the site is promoted in a manner that maintains the open countryside setting of adjoining land and maintains and enhances the visual amenity of the area.
- (ii) To ensure the impact of development from within and outside the site is softened by appropriate forms of boundary treatment, incorporating both soft landscaping and hard means of enclosure.
- (iii) To avoid any further industrialisation of the site through the use of inappropriately harsh materials, incompatible building heights and unimaginative ‘block’ form industrial units.

#### **3.6.2. Issues**

Previous development of the site has, in the eyes of many, occurred in a piecemeal fashion. This has provided an atmosphere of uncertainty for local residents and for planners at the County Borough. Whilst it is acknowledged that lack of policy coverage as well as fluctuating market conditions have not helped, a set of design parameters is considered necessary to avoid the perceived unregulated further industrialisation of the site.

#### **3.6.3. Requirements**

The design, massing and use of appropriate materials should be in accordance with the adopted Bridgend UDP and other related design advice and guidance contained within the Council's adopted SPG's and national policy documents including TAN12 and PPW. Many of these specific matters will be dealt with on a case by case basis through the planning application process. However, it is important to note the following key principles:

Proposals for new buildings should be of no more than 8m in height in order to maintain the visual amenity of the area. Consideration should be given to the use of lower building heights on the parts of the site nearest to existing residential development. The exceptions to this are the existing buildings on site, which provide a context for future proposals.

Positive consideration will be given to future development proposals that consider the impacts of the location of development on the amenity of neighbouring land uses. An example of this would be a proposal to site less intensive uses nearest to the eastern boundary of the site, at the point where the site is closest to the residential area. This will maintain the amenity of residents and will also form a buffer between the dwellings and the two existing hangars. The same principle should be followed at the western boundary of the site to protect the visual amenity of the Pont-yr-lards SLA.

To soften the impact of development from both within and outside the site, sensitive treatment of boundaries and enclosure will be required. This will apply to the boundary of the site itself and the physical separation of individual units within the site. This can be achieved through a careful selection of hard and soft materials, imaginative landscaping measures and will help to ensure the visual amenity of the site is enhanced.

Details of all materials to be used in construction should be submitted to the Council and agreed as part of the planning application process.

## **4. Conclusions**

The Development Brief provides both flexibility and certainty as to the amount and type of development that is acceptable in principle at this site. It establishes key principles and parameters for any future development proposals. Developments and planning applications will need to demonstrate compliance with this document in whole or in part. This development brief will be a strong material consideration for proposals and planning applications.

### **4.1. Definition of Development Site**

In the absence of a specific land use designation in the UDP, which reflects the historical, current and future activities that could occupy the site, it is considered appropriate that a ‘Development Boundary’ be formed to enclose the built footprint of the former Stormy Down Airfield. This is to encourage any future development proposals to be located within this boundary to provide certainty about the amount, location and type of future development at the site.

The image below illustrates the ‘Development Boundary’ for the site as being the area enclosed by the bold red line. The hashed line indicates a boundary within which development proposals for new buildings should be located. Outside of this area but within the ‘Development Boundary’, applications for external storage of materials that are clearly ancillary to existing uses will be considered to be acceptable notwithstanding the requirements of this brief, the Bridgend UDP and any other material considerations.



**Figure 4 – Development Site**

#### **4.2. Application Requirements**

The proposals will need to demonstrate compliance with the guidance provided within this Development Brief and specific objectives of good design included within TAN12 and PPW. Design and Access Statements will be required for all applications as per MIPPS 01/2009.

Development proposals at the site in terms of the location, use, disposition and scale should broadly conform and relate to the existing land uses operating from the site and the guidance contained within this Brief.

A Transportation Assessment/Statement will be required for subsequent applications for development in accordance with the guidance in TAN 18, with consideration given to the cumulative impacts of the proposals.

Subject to specific considerations on any subsequent planning application, all developments should seek to utilise sustainable forms of energy generation for their heat and power requirements.

Detailed designs and approvals for delivering the necessary surface water drainage system for future development will be required for each application.

Applicants will be required to enter into a planning obligation in the form of a Section 106 Agreement with the Local Planning Authority, which would control the development of the site. The terms of this agreement should address the provision of a traffic management scheme and if deemed necessary the provision of traffic and highway improvements at Heol Y Splott.

In compliance with the designated Mineral Safeguarding Area, any consent for development will be limited to a temporary period. Applicants are advised to reflect this constraint in the nature of the proposals they wish to promote.

