



SPG 14

**HOT FOOD
TAKEAWAY
ESTABLISHMENTS**

Bridgend County Borough Council



SUPPLEMENTARY PLANNING GUIDANCE

HOT FOOD TAKE-AWAY ESTABLISHMENTS

The purpose of this Supplementary Planning Guidance (SPG) is to expand upon the Council's existing planning policy on hot food takeaway establishments contained within the adopted Unitary Development Plan. It will outline how the Council will treat planning applications for these establishments and the specific policy issues which will be considered in the determination of such applications.

This SPG will be a material consideration in the determination of all planning applications for hot food takeaway establishment developments including applications for renewal of consents.

It was adopted by Bridgend County Borough Council's Planning and development Committee on 4th October 2007.



M J Hooker
Assistant Director-Planning Services
15th October 2007

1 INTRODUCTION

1.1 Bridgend County Borough Council ('The Council'), as the Local Planning Authority (LPA), receives numerous planning applications each year to change the use of buildings and retail units to hot food takeaway establishments. These can be located inside or outside the town and district centres of the County Borough.

1.2 For the purpose of this SPG 'Hot Food Takeaway Establishments' are defined as any use falling with class A3 of the Town and Country Planning (Use Classes Order) 1987 where the primary purpose of the business is the sale of hot food for consumption off the premises. Table 1 below further detail gives an indication of the uses which are included and excluded from this definition. Where premises have limited seating inside for the consumption of food, this will be regarded as ancillary to the main planning unit.

1.3 The principal factors surrounding proposals for these establishments relate to amenity issues for surrounding residential properties, whether they are flats or apartments above the proposed takeaway unit, or other housing within the immediate vicinity. Other factors include the effect of these units on Community Safety, creating focal points for anti-social behaviour, particularly in town centres. This SPG considers different scenarios relating to existing residential development and how any approvals will be conditioned to mitigate against any adverse effect on surrounding amenity.

EXAMPLES OF SPECIFIC A3 USES INCLUDED AND EXCLUDED FROM 'HOT FOOD TAKEAWAY ESTABLISHMENTS'

SPECIFIC USE INCLUDED IN DEFINITION	SPECIFIC USE EXCLUDED FROM DEFINITION
Chinese/Indian/Other Takeaways	Restaurants/Cafes (with no takeaway facilities)
Kebab Houses	Public Houses
Fish and Chip Shops	Night Clubs
Pizzeria's	Wine Bars
Drive-through Premises	

1.4 The Council would urge anyone seeking to submit an application for a hot food takeaway establishment within the County Borough to read this SPG and to contact the Local Planning Authority (see Appendix A) in advance of submitting an application to discuss the issues which are raised in this document on a site specific basis.

2 NATIONAL PLANNING GUIDANCE

2.1 National planning policy (as contained in *Planning Policy Wales 2002* and amended by the *Ministerial Interim Planning Policy Statement 02/2005: Planning for Retailing and Town Centres*) seeks to:

- “promote established town and district centres as the most appropriate locations for retailing, leisure and for other functions complementary to it”; and
- “enhance the vitality, attractiveness and viability of town, district, local and village centres”

2.2 Paragraph 10.1.3 of *Planning Policy Wales* (as amended) states that:

“Vitality is reflected in how busy a centre is at different times and in different parts, attractiveness in the facilities and character which draw in trade. Viability, on the other hand, refers to the ability of the centre to attract investment, not only to maintain the fabric, but also to allow for improvement and adaptation to changing needs”.

2.3 However, paragraph 10 of *Technical Advice Note 4: Retailing and Town Centres* states that:

“Changes of use can create new concentrations of single uses, such as...takeaway food outlets, where the cumulative effects can cause local problems. Such proposals should be assessed against development plan policies on their contribution to diversification and on the cumulative effects on matters such as parking and local residential amenity”

3 LOCAL PLANNING GUIDANCE

3.1 The Council acknowledges that hot food takeaways make a contribution to the vitality of the town and district centres of the County Borough, especially in servicing the night time economy. However, it also considers that this should not be to the detriment of community safety and residents living close to the application site who could experience a significant drop in their quality of life should a new hot food takeaway establishment be developed close to their home.

3.2 It is also not uncommon for proposals for new takeaway developments to come forward outside of the defined town and district centres of the County Borough that will meet an unfulfilled local need. These applications will, however, be closely scrutinised to ensure that:

- an unfulfilled local need exists for the development in the neighbourhood; and
- residential amenity and community safety are not compromised.

This close scrutiny is necessary as, for those living in a Town or District Centre the adopted Development Plan gives an expectation that applications for hot food takeaway establishments could be made nearby; however outside these areas such proposals must also take into account a greater variety of local issues e.g. policy and parking may present difficulties.

3.3 The Bridgend Unitary Development Plan (UDP) was adopted on 12th May 2005. It sets out the Council's land use planning policies up to 2016. In the consideration of hot food takeaway applications the following Policies are particularly relevant:

- R1** Protection of the retail hierarchy
- R2** Nature of retail development in commercial centres
- R3** Non retail uses in Primary Shopping Areas
- R4** Non retail uses outside Primary Shopping Areas in Commercial Centres
- R5** Residential uses in Commercial Centres
- T2** Sustainable improvements to existing highways
- EV27** Reduction of noise
- EV28** Unacceptable noise
- EV29** External lighting of new development
- EV30** Air Quality
- EV45** New Development Design

3.4 Policies R1 – R4 deal with the principle of permitting developments within the 13 town and district centres of the County Borough. Policy R3 deals specifically with the Primary Shopping Areas of the 3 town main town centres and aims to avoid the over-concentration of non-retail uses.

3.5 Policy R5 relates to residential development within the commercial centres; which, whilst not being directly relevant, the issue of amenity to any new or proposed residential dwellings from existing or proposed hot food takeaway outlets will need to be considered. Likewise, applications for new residential developments in commercial areas where the establishment of residential units is likely to generate objections to future hot food takeaway proposals should also be carefully considered.

3.6 Policy T2 and Policies EV27 – 30 concern specific car parking, highways and amenity issues which will be considered in respect of all hot food takeaway proposals, including those which lie outside the designated town and district centres. In addition Policy EV45 seeks to secure good design in development proposals which could mitigate against adverse impacts on amenity.

3.7 It is important to remember that whilst the policies listed above will be the first policies considered, planning applications will be assessed against *all* relevant policies of the UDP. The actual wording of the policies referred to above are reproduced in Appendix B.

4 RESIDENTIAL AMENITY AND COMMUNITY SAFETY CONSIDERATIONS

4.1 The primary concern of nearby residents in relation to Hot Food Takeaway Establishments is their effect on amenity to existing properties and community safety. This can be for a variety of reasons:

- Noise and disturbance from patrons of takeaways congregating outside establishments and noise from vehicles pulling-up outside premises with car doors opening and closing and car radios;
- Smells and discharge of fumes from cooking and heating equipment;
- Storage and disposal of waste products and litter;
- Parking, Servicing and Highway Safety;
- Light pollution from inside premises and externally illuminated signage;
- Increase of, or a perception of an increase in, antisocial behaviour or crime;
- Delaying the emptying of town centres after pubs and clubs close.

5 LOCATIONAL ISSUES

5.1 Each planning application for hot food takeaway establishments in the County Borough will continue to be treated on its own merits with primary consideration being given to the policies in the adopted Development Plan and the provisions of this Supplementary Planning Guidance. This section of the SPG addresses specific locational scenarios where Hot Food Takeaway proposals may come forward.

5.2 It should be noted that the scenarios do not necessarily correlate to any specific town or district centre designated in the UDP and each application site will be assessed afresh within its own context.

LOCATION CATEGORY 1

A location in an otherwise completely residential area.

LOCATION CATEGORY 2

A location in a small retail area in an otherwise residential area.

LOCATION CATEGORY 3

A location within a generally commercial area with a mixture of commercial uses on the ground floor but residential flats above or residential premises in close proximity.

LOCATION CATEGORY 4

A location within a commercial area with a mixture of commercial uses with little or no residential premises above them or in the nearby vicinity.

6 LOCATION CATEGORY 1 AREAS

NOTE 1

APPLICATIONS FOR HOT FOOD TAKEAWAY ESTABLISHMENTS IN LOCATION CATEGORY 1 WILL BE ASSESSED UNDER POLICIES EV27 – EV30 OF THE ADOPTED UNITARY DEVELOPMENT PLAN. GIVEN THE SENSITIVE LOCATIONS OF THESE AREAS IT IS LIKELY THAT SUCH DEVELOPMENT PROPOSALS WOULD GENERATE TOO GREAT AN ADVERSE EFFECT ON RESIDENTIAL AMENITY AND WOULD NOT BE PERMITTED.

6.1 Location Category 1 areas would be where a proposal is submitted for a hot food takeaway establishment in an area consisting solely of residential properties. This may involve the change of use of an single existing commercial property or the conversion of an existing house to a takeaway unit. In these circumstances it is considered that the effect on residential amenity from the causes listed in paragraph 4.1 would be too great.

7 OPENING HOURS

7.1 A key issue will be how late such an establishment is permitted to open, this enables nearby residents to expect no adverse effects from the premises at a reasonable time, according to the general location.

7.2 Location Category 2 areas are in close proximity to residential properties. This location, away from clubs and public houses tend to promote trading activities that do not extend to the early hours to attract trade after these other establishments close. Therefore:



NOTE 2

ANY PERMISSION GRANTED FOR A HOT FOOD TAKEAWAY IN A CATEGORY 2 LOCATION WILL BE CONDITIONED SO THAT IT SHALL NOT BE OPEN TO CUSTOMERS LATER THAN MIDNIGHT.

7.3 Location Category 3 areas are characterised by a mix of residential and commercial uses. Hence, by their very nature, some disturbance to residential premises late at night or early morning may already occur. Notwithstanding this, residents should still have the expectancy that existing amenity should not be worsened unreasonably, whilst acknowledging that it will continue to be less than in predominant residential areas. Therefore:

NOTE 3

ANY PERMISSION FOR A HOT FOOD TAKEAWAY IN A CATEGORY 3 LOCATION WILL BE CONDITIONED SO THAT IT SHALL NOT BE OPEN TO CUSTOMERS LATER THAN 1AM.

7.4 Location Category 4 areas represent the heart of the commercial areas of the County Borough. Levels of tolerable noise and nuisance are higher as there are generally few or no residential amenity issues to be considered and protected, and whilst higher levels of parking would be required (see below) this may be generally available. Takeaway outlets in these areas would generally wish to serve the other night time economy establishments such as night clubs; and therefore restrictions on opening hours would not normally be applied as rigorously as for the other locational categories.



NOTE 4

ANY PERMISSION FOR A HOT FOOD TAKEAWAY IN A CATEGORY 4 LOCATION WILL BE CONDITIONED SO THAT IT SHALL NOT BE OPEN TO CUSTOMERS LATER THAN 02.30 HOURS.

8 CLUSTERS OF HOT FOOD TAKEAWAY ESTABLISHMENTS

8.1 Where clusters of hot food takeaway establishments exist or arise, the effects on residential amenity can be compounded to an unacceptable level. Therefore:

NOTE 5

IN LOCATION CATEGORY 2 AND 3 AREAS, THE LOCAL PLANNING AUTHORITY WILL SEEK TO PREVENT DEVELOPMENTS THAT WOULD RESULT IN NEW OR EXACERBATE EXISTING CLUSTERS OF HOT FOOD TAKEAWAY ESTABLISHMENTS WHICH WOULD HAVE AN UNACCEPTABLY ADVERSE IMPACT ON LOCAL RESIDENTIAL AMENITY.



9 TRANSPORTATION, HIGHWAYS AND CAR PARKING

9.1 Many amenity issues arising from Hot Food Takeaway Establishments are generated from car and other vehicles movements visiting or servicing the premises. Visits to takeaways generally occur continuously from lunch-time until closing and the noise generated from engines and car/van doors can be a nuisance; this has been taken into account by the above restrictions on opening hours.

9.2 However, vehicle movements and visits to takeaways should not restrict the free-flow of traffic along the roads in which they are situated. Often takeaways can increase the incidence of illegal parking while owners 'pop-in' in to purchase hot food for a very short period. However, these offences, however short a period over which they occur for, decrease the safety of the highway network. It is therefore essential that parking issues are resolved at the planning application stage.

NOTE 6

DETAILS OF PARKING PROVISION FOR HOT FOOD TAKEAWAY ESTABLISHMENTS SHOULD BE DETAILED IN THE SUBMISSION OF THE PLANNING APPLICATION.

WITHIN THE TOWN AND DISTRICT CENTRES OF THE COUNTY BOROUGH (POLICY R1 OF THE UDP REFERS) ON-STREET PARKING PROVISION WILL BE ACCEPTABLE PROVIDED IT WOULD NOT INFRINGE EXISTING ACCESS OR WAITING RESTRICTIONS.

OUTSIDE OF THE TOWN AND DISTRICT CENTRES OFF STREET PARKING SHALL BE PROVIDED TO MEET THE REQUIREMENTS OF THE 1993 STANDING CONFERENCE ON REGIONAL POLICY IN SOUTH WALES PARKING GUIDELINES (SEE APPENDIX C) OR ITS SUCCESSOR.

THE ABOVE PROVISIONS MAY BE RELAXED UPON THE SUBMISSION OF EVIDENCE OF GOOD PUBLIC TRANSPORT LINKS TO/FROM THE SITE AT TIMES APPROPRIATE TO THE OPENING HOURS



10 ODOURS AND SMELLS

10.1 Cooking smells can often escape from hot food takeaways to the detriment of nearby properties; therefore it is essential that all such facilities have extraction equipment to deal with this issue.

NOTE 7

A CONDITION REQUIRING THE INSTALLATION OF COOKING ODOUR EXTRACTION EQUIPMENT WILL BE APPLIED TO EVERY APPLICATION FOR HOT FOOD TAKEAWAY ESTABLISHMENTS. THE DETAILS AND LOCATION OF THIS EQUIPMENT WILL NEED TO BE AGREED BY THE LOCAL PLANNING AUTHORITY IN ADVANCE AND BE INSTALLED AND OPERATIONAL BEFORE THE BUSINESS COMMENCES TRADING.

11 WASTE DISPOSAL AND LITTER GENERATION

11.1 Hot food takeaway establishments have a tendency to generate litter; this could be in the immediate vicinity of the premises or within a wider area where customers stop to eat their food. Whilst this is essentially outside of the proprietors control, they should make every effort to keep the area around the premises litter free.

11.2 In the context of planning applications, litter bins to be installed on land within the applicants control should be indicated on the submitted plans.

NOTE 8

A CONDITION REQUIRING THE INSTALLATION OF LITTER BINS (WHICH SHOULD BE MAINTAINED AND EMPTIED BY THE PROPRIETORS) ON LAND WITHIN THE APPLICANTS CONTROL WILL BE APPLIED TO EVERY APPLICATION FOR HOT FOOD TAKEAWAY ESTABLISHMENTS.

11.3 There are numerous, existing examples of takeaway premises throughout the County Borough which have insufficient space to store the waste internally. The lack of adequate storage space leads to the unsightly presence of wheeled bin containers permanently sited outside the premises and even on the highway. Whilst existing problems cannot be rectified through the planning system, all new-build premises for Hot Food Takeaway Establishments should provide adequate space within the boundary for the secure storage of waste.

NOTE 9

ALL APPLICATIONS FOR NEW-BUILD HOT FOOD TAKEAWAY ESTABLISHMENTS SHOULD IDENTIFY ADEQUATE SPACE WITHIN THE APPLICATION SITE FOR THE SECURE STORAGE OF WASTE.

APPENDIX A

Adopted Bridgend Unitary Development Plan Policies

POLICY R1

NEW RETAIL DEVELOPMENT SHOULD BE CONCENTRATED IN ESTABLISHED COMMERCIAL CENTRES NAMELY:-

- | | |
|--------------------------------------|--|
| 1. THE SUB-REGIONAL TOWN CENTRE OF:- | BRIDGEND |
| 2. THE TOWN CENTRES OF:- | MAESTEG
PORTHCAWL |
| 3. THE DISTRICT CENTRES OF:- | ABERKENFIG
BLAENGARW
BRACKLA
CAERAU
NANTYFFYLLON
NANTYMOEL
OGMORE VALE
PENCOED
PONTYCYMMER
PYLE/KENFIG HILL |

RETAIL DEVELOPMENT OUTSIDE THESE CENTRES WILL ONLY BE PERMITTED WHERE:-

1. IN THE CASE OF LOCAL CONVENIENCE GOODS, IT IS INTENDED TO SPECIFICALLY SERVE AREAS OF NEW HOUSING DEVELOPMENT OR WHERE THERE IS A DEMONSTRATED DEFICIENCY IN SHOPPING FACILITIES IN EXISTING HOUSING AREAS;
OR,
2. IN ACCORDANCE WITH POLICIES R9, R10 AND R11.

POLICY R2

NEW RETAIL DEVELOPMENT WITHIN ESTABLISHED COMMERCIAL CENTRES, AS DEFINED IN POLICY R1, WILL BE PERMITTED IF IT WOULD:-

1. SUSTAIN OR ENHANCE THE RANGE AND QUALITY OF SHOPPING PROVISION AND THE VITALITY, VIABILITY AND ATTRACTIVENESS OF THESE CENTRES; AND,
2. BE IN KEEPING WITH THE SCALE AND CHARACTER OF THE CENTRE.

POLICY R3

PROPOSALS FOR THE DEVELOPMENT, REDEVELOPMENT OR CHANGE OF USE FOR NON RETAIL* USES WILL BE PERMITTED AT GROUND FLOOR LEVEL IN PRIMARY SHOPPING AREAS, ONLY WHERE ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:-

1. THE DEVELOPMENT WOULD NOT, BY VIRTUE OF ITS NATURE, DESIGN AND SCALE, MATERIALLY DILUTE THE CONTINUITY OF THE PRIMARY SHOPPING FRONTAGE;
2. THE DEVELOPMENT WOULD NOT EXACERBATE AN EXISTING, NOR CREATE A NEW, UNDUE CONCENTRATION OF NON-RETAIL* USES, EITHER IN THE IMMEDIATE LOCALITY OR IN THE GENERAL STREET SCENE;
3. THE DEVELOPMENT WOULD NOT CREATE A DEAD WINDOW FRONTAGE, BUT RATHER BE OF A NATURE WHICH STIMULATES PASSING TRADE AND MAINTAINS THE GENERAL INTEREST OF THE SHOPPING PUBLIC;
4. THE DEVELOPMENT WOULD NOT GIVE RISE TO NEW, NOR MATERIALLY EXACERBATE EXISTING, LOCAL PROBLEMS DUE TO TRAFFIC GENERATION, CONGESTION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS;

FOR THE PURPOSES OF THIS POLICY, THE PRIMARY SHOPPING AREAS ARE DEFINED AS FOLLOWS:-

BRIDGEND

ADARE STREET
CAROLINE STREET
THE RHIW CENTRE
WYNDHAM STREET
NOLTON STREET [NOS 4-24 EVEN Nos. ONLY AND NOLTON HOUSE]
THE BRACKLA STREET CENTRE [Nos. 3-15 AND SUPERSTORE]

MAESTEG

TALBOT STREET
COMMERCIAL STREET [Nos. 1-21, 128-145 INCL.]

PORTHCAWL

JOHN STREET [Nos. 20-88, 1a-83 INCL.]
WELL STREET [Nos. 1-16 INCL.]

(Non-Retail Uses are defined as any use other than those falling under Class A1 of the Town & Country Planning (Use Classes) Order 1987)

POLICY R4

PROPOSALS FOR THE DEVELOPMENT, REDEVELOPMENT OR CHANGE OF USE FOR NON-RETAIL* USES ON GROUND FLOORS OUTSIDE OF THE PRIMARY SHOPPING AREAS IN ESTABLISHED COMMERCIAL CENTRES, AS DEFINED IN POLICIES R1 AND R3, WILL BE PERMITTED PROVIDED:-

1. THE PROPOSAL HAS NO UNACCEPTABLE EFFECTS ON THE ENVIRONMENT AND AMENITY OF THE LOCALITY;
2. THE DEVELOPMENT WOULD NOT GIVE RISE TO NEW, NOR MATERIALLY EXACERBATE EXISTING, LOCAL PROBLEMS DUE TO TRAFFIC GENERATION, CONGESTION, HIGHWAY SAFETY, NOISE, SMELL OR OTHER AMENITY CONSIDERATIONS.

(Non-Retail Uses are defined as any use other than those falling under Class A1 of the Town & Country Planning (Use Classes) Order 1987).*

POLICY R5

PROPOSALS FOR THE REDEVELOPMENT OR CHANGE OF USE FOR RESIDENTIAL USES ON GROUND FLOORS OUTSIDE OF THE PRIMARY SHOPPING AREAS IN ESTABLISHED COMMERCIAL CENTRES, AS DEFINED IN POLICIES R1 AND R3, WILL BE PERMITTED PROVIDED:-

1. THE PROPERTY HAS BEEN VACANT FOR AT LEAST TWO YEARS AND HAS BEEN ACTIVELY MARKETED OVER THAT TIME;
2. THE PROPERTY DOES NOT FORM PART OF A CONTINUOUS FRONTAGE OF THREE OR MORE SHOPS;
3. THE PROPOSAL HAS NO UNACCEPTABLE EFFECTS ON THE ENVIRONMENT AND AMENITY OF THE LOCALITY;
4. THE PROPOSAL HAS NO UNACCEPTABLE EFFECTS IN TERMS OF TRAFFIC GENERATION, CONGESTION AND HIGHWAY SAFETY.

POLICY T2

PROPOSALS FOR MAJOR DEVELOPMENT OR DEVELOPMENT LIKELY TO GIVE A MATERIAL INCREASE IN OR MATERIAL CHANGE IN THE CHARACTER OF TRAFFIC ON THE NETWORK SHOULD BE ACCOMPANIED BY A TRANSPORT ASSESSMENT. WHERE THIS DEMONSTRATES THAT A PROPOSAL WOULD HAVE AN ADVERSE EFFECT ON HIGHWAY SAFETY OR THE QUALITY OF THE ENVIRONMENT, AND WOULD FAIL TO PROVIDE CONVENIENT ACCESS BY A CHOICE OF TRAVEL MODE, THE SCOPE FOR OVERCOMING THE PROBLEM(S) BY PROVIDING THE FOLLOWING SHOULD BE INVESTIGATED AND SECURED:

1. ROAD SAFETY FEATURES;
2. CYCLING FACILITIES;
3. PEDESTRIAN MOVEMENT;
4. PUBLIC TRANSPORT FACILITIES;
5. SPEED CONTROL FEATURES; AND
6. ENVIRONMENTAL IMPROVEMENTS.

POLICY EV27

DEVELOPMENT PROPOSALS WHICH ARE LIKELY TO GENERATE SIGNIFICANT LEVELS OF NOISE, OR WHICH WOULD RESULT IN THE EXPOSURE OF A NOISE-SENSITIVE DEVELOPMENT TO AN EXISTING SOURCE OF NOISE, SHALL:-

1. BE ACCOMPANIED BY APPROPRIATE AND INDEPENDENT NOISE IMPACT ASSESSMENTS UPON EXISTING AND/OR PROPOSED DEVELOPMENT; AND
2. INDICATE THE MEASURES WHICH ARE PROPOSED TO MITIGATE THE IMPACT OF EXISTING AND PROPOSED NOISE GENERATION.

POLICY EV28

DEVELOPMENT PROPOSALS WHICH, EVEN AFTER MITIGATION MEASURES ARE TAKEN INTO ACCOUNT, WOULD STILL HAVE AN UNACCEPTABLY NOISY IMPACT, OR WHICH WOULD, THEMSELVES, SUFFER FROM UNACCEPTABLE EXPOSURE TO NOISE, WILL NOT BE PERMITTED.

POLICY EV29

EXTERNAL LIGHTING OF NEW DEVELOPMENTS WILL BE PERMITTED ONLY WHERE THE DEVELOPER HAS DEMONSTRATED THAT:-

1. IT IS AN ESSENTIAL REQUIREMENT OF THE DEVELOPMENT;
2. THE PROPOSED SCHEME OF LIGHTING IS THE MINIMUM NEEDED TO SERVE ITS APPROVED PURPOSE;
3. LIGHT SPILLAGE WILL BE MINIMISED THROUGH THE USE OF LIGHTING OF APPROPRIATE DESIGN AT SUITABLE LOCATIONS;
4. IT WILL NOT COMPROMISE PEDESTRIAN/HIGHWAY SAFETY THROUGH DAZZLING EFFECTS OR DISTRACTION TO PEDESTRIANS, CYCLISTS OR DRIVERS USING FOOTPATHS, CYCLEPATHS OR ROADS;
5. THE LOCATION, DIRECTION, AND HOURS OF ILLUMINATION WILL BE APPROPRIATELY CONTROLLED IF THE PROPOSAL IS TO BE SITED WITHIN, OR NEAR TO, EXISTING OR PROPOSED RESIDENTIAL PROPERTIES AND DEVELOPMENT;
6. THERE WILL BE NO UNACCEPTABLE EFFECTS ON THE VISUAL CHARACTER OF EITHER THE URBAN AND RURAL ENVIRONMENT OF THE COUNTY BOROUGH-THIS WILL BE OF PARTICULAR SIGNIFICANCE TO THE ASSESSMENT OF PROPOSALS IN THOSE AREAS WHICH CURRENTLY ENJOY 'DARK SKIES', WHICH WILL BE CONSERVED WHEREVER POSSIBLE;
7. THERE WILL BE NO ADVERSE IMPACT ON SITES OR SPECIES OF ACKNOWLEDGED IMPORTANCE FOR NATURE CONSERVATION; AND
8. IN THE COUNTRYSIDE, AND AT THE EDGE OF SETTLEMENTS, SUITABLE LANDSCAPING MEASURES WILL BE TAKEN TO SCREEN LIGHTING FROM NEIGHBOURING AREAS, DWELLINGS AND AGRICULTURAL BUILDINGS.

POLICY EV30

PROPOSALS FOR DEVELOPMENT WHICH ARE LIKELY TO EMIT POLLUTING SUBSTANCES WILL NOT BE PERMITTED IN LOCATIONS WHERE THEY WOULD HAVE AN ADVERSE EFFECT ON THE OCCUPIERS AND USERS OF NEIGHBOURING LAND USES, UNLESS MITIGATION MEASURES CAN BE PUT IN PLACE.

PROPOSALS FOR RESIDENTIAL DEVELOPMENT, OR FOR OTHER SENSITIVE USES SUCH AS HEALTH OR EDUCATION, WILL NOT BE PERMITTED IN CLOSE PROXIMITY TO LAND USES EMITTING POLLUTING SUBSTANCES, UNLESS EFFECTIVE MITIGATION MEASURES CAN BE PUT IN PLACE.

MAJOR DEVELOPMENT PROPOSALS WHICH WOULD BE HARMFUL TO AIR QUALITY BY VIRTUE OF THE ADDITIONAL NEW TRAFFIC MOVEMENTS THEY WOULD GENERATE, WILL NOT BE PERMITTED UNLESS ACCOMPANIED BY EFFECTIVE MITIGATION MEASURES.

APPENDIX B

STANDING CONFERENCE ON REGIONAL POLICY IN SOUTH WALES
CYNHADLEDD SEFYDLOG POLISI RHABARTHOL YN NE CYMRU

Parking — — *Guidelines*

REVISED EDITION 1993



COUNTY & DISTRICTS OF GWENT
COUNTY & DISTRICTS OF SOUTH GLAMORGAN

COUNTY & DISTRICTS OF WEST GLAMORGAN
COUNTY & DISTRICTS OF MID GLAMORGAN

LLANELLI BOROUGH COUNCIL

E. PLACES OF ENTERTAINMENT AND HOTELS

Type of Development	Operational Requirements	Non-Operational Requirement
(a) Assembly Halls (Commercial) e.g. Bingo Hall	Minimum of 1 commercial vehicle bay	1 space per 4 - 8 m ²
(b) Assembly Halls (Social) e.g. Unlicensed Clubs Community Centres	Minimum of 1 commercial vehicle bay	1 space per 6 - 10 m ²
(c) Hotels (See Note 1)	Minimum of 1 commercial vehicle bay	1 space per guest bedroom 1 space per staff bedroom, plus 1 space per 3 non-resident staff
(d) Public Houses (See Notes 2 & 3)	Minimum of 1 commercial vehicle bay	1 space per 3 - 5 m ² of bar floor area including servery, plus 1 space per 3 non-resident staff
(e) Licensed Clubs	Minimum of 1 commercial vehicle bay	1 space per 3 - 5 m ² of public area, plus 1 space per 3 non-resident staff
(f) Restaurants (See Notes 4 & 8)	Minimum of 1 commercial vehicle bay	1 space per 7 m ² of dining area, plus staff parking at 1 space per 3 non-resident staff
(g) Cafes (See Notes 4 & 5)	Minimum of 1 commercial vehicle bay	1 space per 14 m ² of dining area, plus staff parking at 1 space per 3 non-resident staff
(h) Transport Cafes (See Note 6)		1 commercial vehicle space per 2 seats, plus staff parking at 1 space per 3 non-resident staff

Parking _____ _____ *Guidelines*

Notes relating to Places of Entertainment and Hotels

1. Facilities for non-residents should be assessed by applying the appropriate category.
An allowance should be applied where facilities are to be shared.
2. The range in the parking guidelines allow for the distinction between “country” public houses and “suburban” public houses which are likely to have a larger proportion of walk-in trade.
3. The parking requirement will be relaxed for public houses built before 1914 to permit redevelopment or extension up to a 20% increase in gross floor area without extra parking being required.
4. The non-operational requirement for restaurants and cafes in established shopping areas may be relaxed if it can be shown that they are “incidental” to the shopping area or where such restaurants are used largely in the evening when adequate parking exists in the vicinity. However, adequate parking for staff should be provided at the rear. (This does not apply to transport cafes).
5. The off-street parking for “take-away” premises should be related to staff requirements.
6. The parking area should be designed to allow vehicles to enter and leave the site in forward gear.
7. Parking Reserved for Disabled People: the main non-operational requirement should include the following conveniently located reserved spaces:

Up to 200 spaces:	6% of capacity subject to a minimum of 3 spaces
Over 200 spaces:	4% plus 4 spaces
8. Restaurants including drive-through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces.

Parking ——— —— Guidelines

APPENDIX C

Useful Contact Details

Local Planning Authority

Bridgend County Borough Council
Planning Department
Directorate of Environmental and Planning Services
Civic Offices
Angel Street
BRIDGEND
CF31 4WB
Tel. (Development Control): 01656 643155
Tel. (Development Planning): 01656 643165
Email: planning@bridgend.gov.uk

Local Highway Authority

Bridgend County Borough Council
Transportation Department
Directorate of Environmental and Planning Services
Morien House
Bennett Street
Bridgend Industrial Estate
BRIDGEND
CF31 3SH
Tel. (Transportation Development Control): 01656 642521 / 2514
Tel. (Traffic and Town Centre Manager): 01656 642524
Email: transportation@bridgend.gov.uk

Useful Contact Details

Environmental Health

Bridgend County Borough Council
Public Protection Department
Directorate of Environmental and Planning Services
Civic Offices
Angel Street
BRIDGEND
CF31 4WB
Tel. 01656 643260
Email: publicprotection@bridgend.gov.uk

Waste Collection Authority

Bridgend County Borough Council
Architectural and Technical Services Department
Directorate of Environmental and Planning Services
Civic Offices
Angel Street
BRIDGEND
CF31 4WB
Tel. 01656 643443
Email: cleanupthecounty@bridgend.gov.uk