

# Public Document Pack

## Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

### Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

*Rydym yn croesawu gohebiaeth yn Gymraeg.  
Rhowch wybod i ni os mai Cymraeg yw eich  
dewis iaith.*

*We welcome correspondence in Welsh. Please  
let us know if your language choice is Welsh.*



#### **Gwasanaethau Gweithredol a Phartneriaethol / Operational and Partnership Services**

Deialu uniongyrchol / Direct line /:  
Gofynnwch am / Ask for: Mark Galvin

Ein cyf / Our ref:  
Eich cyf / Your ref:

**Dyddiad/Date:** Date Not Specified

Dear Councillor,

#### **DEVELOPMENT CONTROL COMMITTEE**

A meeting of the Development Control Committee will be held in the Council Chamber, Civic Offices Angel Street Bridgend CF31 4WB on **Thursday, 27 October 2016 at 2.00 pm.**

#### **AGENDA**

1. Apologies for Absence  
To receive apologies for absence from Members.
2. Declarations of Interest  
To receive declarations of personal and prejudicial interest (if any) from Members/Officers including those who are also Town and Community Councillors, in accordance with the provisions of the Members' Code of Conduct adopted by Council from 1 September 2008. Members having such dual roles should declare a personal interest in respect of their membership of such Town/Community Council and a prejudicial interest if they have taken part in the consideration of an item at that Town/Community Council contained in the Officer's Reports below.
3. Site Visits  
To confirm a date of Wednesday 23 November 2016 for proposed site inspections arising at the meeting, or identified in advance of the next Committee meeting by the Chairperson.
4. Approval of Minutes 3 - 14  
To receive for approval the minutes of the Development Control Committee of 29 September 2016.
5. Public Speakers  
To advise Members of the names of the public speakers listed to speak at today's meeting (if any).
6. Amendment Sheet 15 - 22

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Rydym yn croesawu gohebiaeth yn y Gymraeg. Rhowch wybod i ni os yw eich dewis iaith yw'r Gymraeg

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh

That the Chairperson accepts the Development Control Committee Amendment Sheet as an urgent item in accordance with Part 4 (paragraph 4) of the Council Procedure Rules, in order to allow for Committee to consider necessary modifications to the Committee Report, so as to take account of late representations and revisions that require to be accommodated.

7.	<u>Development Control Committee Guidance</u>	23 - 26
8.	<u>Officer's Reports</u>	
(a)	P/16/547/FUL - Penybont Football Club Bryntirion Park, Llangewydd Road, Bridgend	27 - 36
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10.	<u>Bridgend CBC Local Planning Authority - Annual Performance Report 2015-2016</u>	109 - 152
11.	<u>2016 Annual Monitoring Report For The Bridgend Local Development Plan 2006 - 2021</u>	153 - 232
12.	<u>Training Log</u>	233 - 234
13.	<u>Urgent Items</u> To consider any other item(s) of business in respect of which notice has been given in accordance with Part 4 (paragraph 4) of the Council Procedure Rules and which the person presiding at the meeting is of the opinion should by reason of special circumstances be transacted at the meeting as a matter of urgency	

Yours faithfully

**P A Jolley**

Corporate Director Operational and Partnership Services

**Distribution:**

Councillors:

N Clarke  
GW Davies MBE  
PA Davies  
L Ellis  
CA Green  
DRW Lewis

Councillors

JE Lewis  
HE Morgan  
LC Morgan  
D Patel  
JC Spanswick  
G Thomas

Councillors

M Thomas  
JH Tildesley MBE  
C Westwood  
R Williams  
M Winter  
RE Young

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD IN COUNCIL CHAMBER, CIVIC OFFICES ANGEL STREET BRIDGEND CF31 4WB ON THURSDAY, 29 SEPTEMBER 2016 AT 2.00 PM

Present

Councillor M Thomas – Chairperson

N Clarke	CA Green	JE Lewis	HE Morgan
LC Morgan	D Patel	JC Spanswick	G Thomas
JH Tildesley MBE	C Westwood	R Williams	RE Young

Officers:

Craig Flower	Planning Support Team Leader
Mark Galvin	Senior Democratic Services Officer - Committees
Tony Godsall	Traffic & Transportation Manager
Julie Jenkins	Development and Building Control Team Leader
Rod Jones	Senior Lawyer
Robert Morgan	Senior Development Control Officer
Jonathan Parsons	Group Manager Development
Kevin Stephens	Democratic Services Assistant
Leigh Tuck	Senior Development Control Officer

803. APOLOGIES FOR ABSENCE

Apologies for absence were received from the following Members:-

Councillor GW Davies MBE  
Councillor DRW Lewis  
Councillor PA Davies

804. DECLARATIONS OF INTEREST

The following declarations of interest were made:-

Councillor R Williams - P/16/603/BCB – Personal interest as a member of Pencoed Town Council who takes no part in planning matters, and also a prejudicial interest in that he knew some of the objectors to the application. Councillor Williams left the meeting whilst this item was being considered.

Councillor JE Lewis – P/16/557/FUL – Personal interest as a member of St. Brides Minor Community Council who takes no part in planning matters.

Councillor G Thomas – P/16/557/FUL – Personal interest as a member of St. Brides Minor Community Council who takes no part in planning matters.

Councillor M Thomas – P/16/578/BCB – Personal interest in that she knew the public speaker who was objecting to the application.

Councillor N Clarke – P/15/876/FUL – Personal interest in that she was a member of Porthcawl Town Council that took no part in planning matters.  
P/16/373/FUL – Prejudicial interest in that her husband was a

Director of Porthcawl Harbourside CIC. Councillor Clarke left the meeting whilst this item was being considered.

805. SITE VISITS

RESOLVED: That the date for site inspections (if any) arising from the meeting, or identified in advance of the next meeting of the Committee by the Chairperson, be confirmed as 26 October 2016.

806. APPROVAL OF MINUTES

RESOLVED: That the Minutes of a meeting of the Development Control Committee dated 1 September 2016, be approved as a true and accurate record.

807. PUBLIC SPEAKERS

The Chairperson read out for the benefit of those present, the names of the public speakers addressing the following applications to be considered at today's meeting:-

<u>Name</u>	<u>Planning Application No.</u>	<u>Reason for speaking</u>
Kay George	P/16/578/BCB	Objector
Howard Butler	P/16/603/BCB	Objector

808. AMENDMENT SHEET

RESOLVED: The Chairperson advised that in accordance with procedures and protocols, and following the Chairperson's consent, Members had received the Amendment Sheet as an urgent item in accordance with Part 4 (paragraph 4) of the Council's Procedure Rules, in order to allow for the Committee to consider modifications to the Committee report, so as to take account of any late representations and revisions that require to be accommodated.

809. P/16/578/BCB - EAST OF HEOL YR YSGOL, TONDU

RESOLVED: That in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, that permission be deemed to be granted for the following application, subject to the Conditions contained in the report of the Corporate Director Communities:-

<u>Code No</u>	<u>Proposal</u>
P/16/578/BCB	New primary school with capacity for 420 plus 60 nursery places.

Subject to the following:-

Condition 1 should be re-worded as follows:

1. The development shall be carried out in accordance with the following approved plans and documents: plan numbers 900003, 010001, 010002, 020001, 900004,

1214-01 Rev D and the conclusions and recommendations included within Jubb's Transport Assessment.

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and in the interests of the safety and free flow of traffic.

Amend Condition 14 to read:

14. Prior to the commencement of development, a comprehensive scheme of traffic calming measures shall be submitted to and agreed in writing by the Local Planning Authority which shall restrict 85%ile traffic speeds to 20mph on the school access road from its junction with Heol yr Ysgol and the school access. The approved scheme shall be implemented prior to the development being brought into beneficial use.

Reason: In the interests of the safety and free flow of traffic.

Change the numbering for the “\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS” section of the recommendation from 19 to 20.

Add informative notes:

The approved traffic calming scheme shall incorporate pedestrian crossing facilities and vertical displacements, plateaux and include full engineering details including longitudinal and cross sections, construction details, lighting, surface water drainage, carriageway markings, signing, traffic calming features and Stage 2 Safety Audit. The development shall include for the provision of suitable improvements to establish learner travel routes along the routes identified in Appendix C of the submitted Transport Assessment.

Amend additional Condition 19 as follows:

19. No development shall commence until details of extended access road into the school site from the junction with the access to Coleg Cymunedol y Dderwen and improvements to the Heol yr Ysgol/Bryn Road and Heol Cwrddy/Heol Canola junctions have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and the approved school shall not be brought into beneficial occupation until the improvement works have been implemented:

Reason: In the interests of the safety and free flow of traffic.

Add informative note as follows:-

The developer is advised that a school travel plan will be required to be implemented within 6 months of the beneficial use of the development commencing. Such a plan shall contain target, measures and initiatives relating to the encouragement and promotion of the use of sustainable transport for journeys to and from the school. The plan shall be subject to periodic review and monitoring, with annual reports prepared by the school.

810. P/16/603/BCB - LAND OFF PENPRYSG ROAD, PENCOED

RESOLVED: That in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, that permission be deemed to be granted for the following application, subject to the

Conditions contained in the report of the Corporate Director  
Communities:-

<u>Code No.</u>	<u>Proposal</u>
P/16/603/BCB	New Primary School and site access works

Subject to the following:-

Combine conditions 2-5, amend conditions 10-12, 15 and 19, remove conditions 16 and 17 and add a note. For ease of reference the revised conditions and notes are as follows:-

1. The development shall be carried out in accordance with the following approved plans and documents:-

**ARCHITECTURAL DRAWINGS**

A001 - Site Location Plan  
A002 - Existing Site Layout / Topographical Survey  
A100 - Proposed Site Layout Overall  
A101 - Proposed Site Layout Area 1  
A102 - Proposed Site Layout Area 2  
A103 - Proposed General Arrangement Ground Floor Plan  
A104 - Proposed General Arrangement First Floor Plan  
A105 - Proposed General Arrangement Elevations  
A119 - Site Layout Contractors Constraints  
A120 - Hoarding Details / Temporary Works / Site Sign Board  
A123 - Proposed 3D Model  
A600 - External Signage  
A909 - Fencing Details (Sheet 1)  
A910 - Fencing Details (Sheet 2)  
A911 - External Works – Sections (Sheet 1)  
A912 - External Works – Sections (Sheet 2)  
A913 - External Works – Sections (Sheet 3)  
A916 - External Works – Play Area (Sheet 1)  
A917 - External Works – Play Area (Sheet 2)  
A918 - External Works – Planting (Sheet 1)  
A919 - External Works – Planting (Sheet 2)  
A920 - Nursery Store / PE Store

**DRAINAGE ENGINEERING DRAWINGS**

PCD-CAP-00-00-DR-P-506 Rev P00 - Proposed Surface Water Drainage Layout  
PCD-CAP-00-000-DR-P-507 Rev P01 - Proposed Foul Drainage Layout

**HIGHWAYS ENGINEERING DRAWINGS**

GC2347-CAP-61-XX-DR-C-001 - General Arrangement Planning  
GC2347-CAP-61-XX-DR-C-002 - Contours & Detailed Sections  
GC2488-CAP-61-XX-DR-C-001 - General Arrangement Traffic Calming  
GC2347-CAP-61-XX-DR-E-001 - Proposed Lighting Arrangements

**OTHER DOCUMENTS**

Ecological Appraisal & Summary of BREEAM Ecology Credits  
Ecology BREEAM Summary Report  
BREEAM Pre-Assessment Report  
Drainage Strategy Report  
Traffic Impact Assessment

Site Investigation Report

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

2. No development shall take place, including any works of site clearance until a Construction Method Statement has been submitted to and agreed in writing by the Local Planning Authority. The statement shall provide for:-
  - I. The routing of HGV construction traffic to/from the site
  - II. The parking of vehicles of site operatives and visitors;
  - III. A scheme for the provision of a compound and car park for construction vehicles
  - IV. Loading and unloading of plant and materials;
  - V. Storage of plant and materials used in constructing the development;
  - VI. Mechanical, automatically operated, self-contained wheel washing facilities
  - VII. A temporary/permanent access road/hardstanding
  - VIII. Measures to control the emission of dust and dirt during construction;
  - IX. The provision of temporary traffic management during the construction period;
  - X. No construction vehicles entering or leaving the site during the periods of half hour
  - XI. either side of the times school commencing and ending.

The construction works and site clearance shall thereafter be undertaken in accordance with the agreed Construction Method Statement and shall be retained for the duration of the site clearance and construction works.

Reason : In the interests of highway safety.

3. The proposed school access onto Penprysg Road shall be laid out with vision splays of 2.4m x 25m before the development is brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

4. No structure, erection or planting exceeding 0.6 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety.

5. The submitted scheme of bus/parent drop off and staff parking to the south of the school building shall be completed in permanent, permeable materials as approved by the Local Planning Authority prior to beneficial use of the site commencing, with all individual spaces clearly marked out as shown (drawing no GC2347-CAP-61-XX-DR-C-001 revision P02).

Reason: In the interests of highway safety.

6. The submitted scheme of off street parking to the rear of numbers 40-50 (evens) Penprysg Road shall be completed in permanent, permeable materials as approved by the Local Planning Authority prior to beneficial use of the site commencing, with all individual spaces clearly marked out as shown (drawing no GC2347-CAP-61-XX-DR-C-001 revision P02).

Reason: In the interests of highway safety.

7. The school shall not operate until such time as the school access road, from its junction with Penprysg Road to the school gates, has been completed.

Reason: To ensure safe vehicular and pedestrian access to the site in the interests of highway safety.

8. No development shall take place until a comprehensive scheme for traffic calming restricting 85% tile traffic speeds to 20 mph on Penprysg Road, between its junction with Minffrwd Road to the north and its junction with Wimborne Road to the south has been submitted to and agreed in writing by the Local Planning Authority. The scheme as agreed shall be implemented prior to the school being brought into beneficial use.

Reason: In the interests of highway safety.

9. No development shall take place until a scheme for the provision of waiting restrictions, School Keep Clear road markings and traffic signage shall be submitted to and agreed in writing by the Local Planning Authority. The road markings shall be clearly demarcated in permanent materials and signage erected in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such in perpetuity.

Reason: In the interests of highway safety.

10. The school shall be limited to no more than 611 pupils.

Reason: In the interests of highway safety.

11. Notwithstanding condition 1 no works shall commence on site until such time as a scheme has been submitted to and agreed in writing by the Local Planning Authority for the provision of a pedestrian and cycle links from the school to Cae'r Efail and Cae Talcen. The links shall be implemented in permanent materials before the development is brought into beneficial use and retained in perpetuity.

Reason: In the interests of promoting sustainable means of travel to/from the site.

12. No development shall commence until a until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road, land and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface, roof/yard and land water, and include an assessment of the potential to dispose of surface and land water by sustainable means. Thereafter the scheme shall be implemented in accordance with the approved details prior to the occupation of the development and no further foul water, surface water and land drainage shall be allowed to connect directly or indirectly with the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment, to ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

13. No development shall commence until a site clearance method statement providing details for avoidance of harm to reptiles on site, has been submitted to and agreed by the Local Planning Authority. The measures shall be carried out in accordance with the agreed scheme.



Reason: In order to protect habitats for reptiles.

\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

- a. The development should seek to employ current best practice and the most current advice and guidance. With specific reference to ecological matters, Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. In so doing, public authorities must also seek to 'promote the resilience of ecosystems'. Attention is drawn to the Biodiversity and Development Supplementary Planning Guidance (SPG): A Green Infrastructure Approach:-

<http://www1.bridgend.gov.uk/media/227718/final-green-infrastructure-spg-for-web.pdf>

This Guidance seeks to inform schemes and provide practical advice in respect of ecological enhancements and the resilience of ecosystems.

- b. The applicant/developer is advised that all wild birds are protected under the Wildlife and Countryside Act 1981 (as amended), whilst they are actively nesting or roosting. Protection should be given to all nesting birds during any works and to proceed with caution, especially during the bird nesting season (early March to late July). Section 1 of the Wildlife and Countryside Act 1981 (as amended) makes it an offence to kill, injure or take any wild bird, and to intentionally take, damage or destroy the nest of any wild bird while that nest is in use or being built. It is also an offence to take or destroy any wild bird eggs.
- c. Trees and hedgerows provide habitat to a number of protected species, including bats and birds. British bats, their breeding sites and resting places are protected by law under the Conservation of Habitats and Species Regulations 2010 which implements the EC Directive 92/43/EEC in the United Kingdom and the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000). This legislation makes it an offence to damage or destroy a bat breeding site or resting place (sometimes referred to as a roost) whether the animal is present at the time or not, intentionally or recklessly obstruct access to a place used for shelter and protection or deliberately capture, injure, kill, or disturb a bat/bats.
- d. With respect to condition 7, the scheme should incorporate relocated bus stop facilities, carriageway and footway realignment, pedestrian crossing facilities and vertical displacements, plateaux and include full engineering details including longitudinal and cross sections, construction details, lighting, surface water drainage, carriageway markings, signing, traffic calming features and Stage 2 Safety Audit.
- e. The developer is advised that a scheme for the provision of suitable improvements to establish learner travel routes along the routes identified in Appendix O of the submitted Transport Assessment will be required and the improved routes should be provided before the development is brought into beneficial use and retained in perpetuity.
- f. The developer is advised that a school travel plan will be required to be implemented within 6 months of the beneficial use of the development commencing. Such a plan shall contain targets, measures and initiatives relating

to the encouragement and promotion of the use of sustainable transport for journeys to and from the school. The plan shall be subject to periodic review and monitoring, with annual reports prepared by the school.

- g. The proposed development site is crossed by a public sewer with the approximate position being marked on the attached Statutory Public Sewer Record. The position shall be accurately located marked out on site before works commence and no operational development shall be carried out within 3 metres either side of the centreline of the public sewer.
- h. The applicant may need to apply to Dwr Cymru/Welsh Water DCWW) for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (ie a drain which extends beyond the connecting property boundary) or via a new sewer (ie serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains and conform with the publication "Sewers for Adoption" - 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com)
- i. The applicant is also advised that some public sewers and lateral drains may not be recorded on the DCWW maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist DCWW in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.
- j. A water supply can be made available to serve this proposed development. The developer may be required to contribute, under Sections 40 - 41 of the Water Industry Act 1991, towards the provision of new off-site and/or on-site watermains and associated infrastructure. The level of contribution can be calculated upon receipt of detailed site layout plans which should be sent to the address above.
- k. No surface water is allowed to discharge to the public highway.
- l. No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.
- m. In order to satisfy condition 12 the following advisory notes should be followed:-
  - Submit Flood Defence Consent applications for both proposed discharge points
  - Provide details of locations at risk of flooding as identified by Microdrainage and provide flood prevention measures for these areas if proposed.
  - Provide further details regarding the location, sizing and discharge point of the existing piped spring.
  - Provide an updated drainage strategy showing the position of the existing ditch and watercourse as previously discussed.
  - Provide confirmation of undertaking of cleansing of the NR culvert and letter of acceptance of connecting to the culvert from NR

- n. Prior to any works commencing on the highway the developer will be required to enter into a legally binding agreement to secure the proper implementation of the proposed highway works including an appropriate bond. The details supporting the agreement shall include all necessary engineering details including a Stage 2 Safety Audit.
- o. Your attention is drawn to the attached comments of the Designing out Crime Officer.

Conditions 1, 2 and 7 and Note d. above, require further amendments ie:-

**RECOMMENDATION**

Amend condition 1 by adding Rev P02 to GC2347-CAP-61-XX-DR-C-001 - General Arrangement Planning to and removing GC2488-CAP-61-XX-DR-C-001 - General Arrangement Traffic Calming from the list of Highways Engineering Drawings.

Amend condition 2 by removing XI. As this is a continuation of X.

Amend condition 7 by adding 'in permanent materials' at the end of the condition.

Amend Note d. to read 'With respect to condition 8,.....'

Add Note p. 'Members agreed that the Group Manager Development would add extra Conditions regarding landscaping.'

811. P/16/547/FUL - PENYBONT FOOTBALL CLUB, BRYNTIRION PARK, LLANGEWYDD ROAD, CEFN GLAS

RESOLVED: That the following application be deferred at the request of the applicant, in order that further discussions may take place with the Highways Department regarding car parking relating to the scheme:-

<u>Code No.</u>	<u>Proposal</u>
P/16/547/FUL	Extension and enhancement of existing Penybont Football Club facilities including extend stand to accommodate 518 seats, new turnstile with payment booth, extend parking, TV gantry, bar cellar extension & amended site access layout.

812. P/16/373/FUL - PORTHCAWL HARBOURSIDE, COSY CORNER, OFF EASTERN PROMENADE, PORTHCAWL

RESOLVED: That the following application be granted subject to the Conditions contained in the report of the Corporate Director Communities:-

<u>Code No.</u>	<u>Proposal</u>
P/16/373/FUL	Maritime Centre building incl. community, education & leisure facilities (use classes A3, B1a, C1, D1, D2), a micro-brewery & an open air performance space.

813. P/15/876/FUL - REAR OF 46 JOHN STREET, PORTHCAWL

RESOLVED: That the following application be granted subject to the Conditions contained in the report of the Corporate Director Communities:-

Code No.                      Proposal

P/15/876/FUL                      Proposed residential development comprising 4 units at land rear of the above property.

814. P/16/557/FUL - BLOCK C, UNIT 14, PARC Y BONT, ANEURIN BEVAN AVENUE, BRYNMENYN IND. ESTATE, BRYNMENYN

RESOLVED: That the following application be granted subject to the Conditions contained in the report of the Corporate Director Communities:-

Code No.                      Proposal

P/16/557/FUL                      In addition to the current use, proposed use to incinerate (cremate) and store pet and equine cadavers

815. DEVELOPMENT CONTROL COMMITTEE SITE VISIT PANEL

The Corporate Director Operational and Partnership Services submitted a report, the purpose of which, was for the Development Control Committee to consider appointing Councillor RE Young as the third Member of the Committee's Site Visit Panel, and appointing Councillor D Patel as the Reserve Member of the Panel.

The report confirmed that Councillor Patel had recently informed the Authority, that she had started a new job and requested that due to initial training in her new role, hers and Councillor Young's roles on the Site Visit Panel reverse.

RESOLVED:

1. That Councillor RE Young be nominated as the third member of the Development Control Committee Site Visit Panel.

That Councillor D Patel be nominated as reserve member of the Development Control Site Visit Panel.

816. APPEALS

RESOLVED: That the Appeals received since the last meeting of the Development Control Committee as highlighted in the report of the Corporate Director Communities be noted.

817. TRAINING LOG

RESOLVED: That the report of the Corporate Director Communities advising that the following up and coming training sessions would be arranged for Members on the dates where stated, be noted:-

- Review off recent appeal decisions – 27 October 2016

**DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 29 SEPTEMBER 2016**

- Workshop on the draft Open Space SPG – TBC
- Active travel plans – TBC
- Advertisement control – TBC
- WLGA proposals for a National Scheme of Member Training - TBC

**818. BCBC - JOINT HOUSING LAND AVAILABILITY STUDY 2016**

The Development Planning Manager submitted a report, which presented the final Joint Housing Land Availability Study for 2016.

She stated that Members would recall at the recent training event that the Planning Inspectorate was considering 7 sites that were in dispute between the Council and developers as set out in the submitted Statement of Common Ground.

The Inspectorate had produced its report and had come to the conclusion that Bridgend has a housing land supply figure for 2016 of 5.1 years, and has for 6 out of the 7 disputed sites agreed with the evidence presented by the Council.

This is in excess of the 5 year minimum requirement, and as such, Bridgend was in a strong position of being able to more successfully defend out-of-accord planning applications at appeal.

Furthermore, the Council was not under pressure to undertake an early review of the Local Development Plan because of not meeting key housing targets.

The final study was attached at Appendix 1 to the report and the inspector's recommendations were included at Appendix 4 of the document.

**RESOLVED:** That the 2016 Joint Housing Land Availability Study be noted as illustrated in the report of the Corporate Director Communities, be noted.

**819. BRIDGEND LOCAL PLANNING AUTHORITY - ANNUAL PERFORMANCE REPORT 2016**

The Group Manager Development presented a report, which advised that in line with the new Welsh Government requirements, BCBC submitted its first Annual Performance Report (APR) in October 2015. The 2016 APR was currently being prepared and this would be presented to before a future meeting of the Committee.

The second APR he confirmed, outlined the performance of Bridgend as a local planning authority over the period 2015-16 against a number of key national indicators and benchmarks, and also includes the results of a customer satisfaction survey.

The Group Manager Development confirmed that the APR was currently being finalised, however, he referred Members to the key issues arising from this, which were shown as bullet points in the main body to the report. He then gave a resume of this information for the benefit of Members.

He concluded his submission by confirming that the APR would provide a more detailed commentary on the figures outlined in the report.

**RESOLVED:** That the Committee noted the report.

820. URGENT ITEMS

None

The meeting closed at 4.00 pm

**DEVELOPMENT CONTROL COMMITTEE**

**27 OCTOBER 2016**

**AMENDMENT SHEET (AS) - circulated by email 26 October 2016  
Incorporating matters arising from  
Pre-Development Control Committee Meeting  
(Item number preceded by ASA)**





**The Chairperson accepts the amendment sheet in order to allow for Committee to consider necessary modifications to the Committee report to be made so as to take account of late representations and corrections and for any necessary revisions to be accommodated.**

<b>ITEM NO.</b>	<b>PAGE NO.</b>	<b>APP. NO.</b>
<b>8a</b>	<b>19</b>	<b>P/16/547/FUL</b>

A Panel Development Control Committee site visit was undertaken on Wednesday 26 October 2016.

The Local Ward Members (who are also on the DC Committee Membership) and the agent acting on behalf of the applicant attended the site visit.

Amend the wording of Condition 3 as follows:

*Notwithstanding condition 1, no development shall commence until a scheme detailing a widened vehicular access of 6m, double yellow lines at and in the vicinity of the site access and segregated pedestrian access has been submitted to and approved in writing by the Local Planning Authority. The widened access, double yellow lines and segregated pedestrian access shall be implemented in permanent materials before the development is brought into beneficial use and retained as such thereafter.*

**ASA:**

Amend the recommendation to read as follows :-

That the Corporate Director Communities be authorised to grant consent subject to the Conditions set out in the Report as amended in the Amendment Sheet once discussions concerning proposed Condition 3 have been resolved.

<b>8b</b>	<b>29</b>	<b>P/16/9/FUL</b>
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A Panel Development Control Committee site visit was undertaken on Wednesday 26 October 2016.

The Local Ward Members, a local resident who has registered a request to speak at Committee and the agent acting on behalf of the applicant attended the site visit.

Add the following wording to the reason for condition 4 on page 38 of the report: "...and to preserve the residential amenities of Picton Gardens."

<b>8c</b>	<b>41</b>	<b>P/15/358/OUT</b>
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A Full Development Control Committee site visit was undertaken on Wednesday 26 October 2016.

The Local Ward Members (both of whom are on the Development Control Committee membership) and the adjacent Ward Member, Cllr. Charles Smith, attended the site visit.

Add the following reason for condition 11 on page 56 of the report:

Reason: In the interests of biodiversity and nature conservation and to satisfy the Council's biodiversity and resilience of ecosystems duty under Section 6 of the Environment (Wales) Act 2016.

**8d**

**59**

**P/15/856/FUL**

A Full Development Control Committee site visit was undertaken on Wednesday 26 October 2016.

A Local Ward Member (who is on the Development Control Committee membership) and the agent acting on behalf of the applicant attended the site visit.

**ASA:**

Please add the following conditions:

17. No development shall commence until a scheme for permanently stopping up the existing access and reinstating the vehicular access as footway has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

18. The proposed means of access shall be laid out as proposed with footways and radius kerbing, constructed and retained in permanent materials as approved in writing by the Local Planning Authority with vision splays of 2.4m x site frontage in both directions before the development is brought into beneficial use and retained as such thereafter unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

19. The access hereby approved shall be at a gradient not steeper than 5% (1 in 20) for the first 10 metres and thereafter not steeper than 8.3% (1 in 12). Unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

20. No structure, erection or planting exceeding 0.6 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety.

A Full Development Control Committee site visit was undertaken on Wednesday 26 October 2016.

The Local Ward Member, an objector who has registered a request to speak at committee and the agent acting on behalf of the applicant attended the site visit.

Further to the site visit, in light of the fact that the car park is now being used by CGI call centre workers in line with the contract between Ward Jones and CGI, it is necessary to amend the wording of the report and conditions.

The last three sentences in the second paragraph on page 84 of the report should be amended to read:

*It is therefore essential that the improvements to the junction are undertaken before beneficial use of the remainder of the site commences. It is acknowledged that the provision and construction of the car park element of this proposal is well advanced so accordingly the conditions will be worded so as to prevent any further development on the remainder of the site. Therefore, the required conditions seek the implementation of these works before any further development on the remainder of the site is undertaken in the interests of highway and pedestrian safety.*

Accordingly Conditions 2, 3 and 4 on page 85 of the report should be amended as follows:

*2. Notwithstanding the submitted plans, within 1 month of the date of this decision, a scheme detailing the layout of 150 off-street parking spaces and associated vehicle circulation shall be submitted to the Local Planning Authority. The approved parking area shall be completed within 2 months of the date of this decision in permanent materials with the individual spaces clearly demarcated in permanent materials in accordance with the approved layout and shall thereafter be retained as such in perpetuity.*

*Reason: In the interests of highway and pedestrian safety.*

*3. Notwithstanding the submitted plans, within 1 month of the date of this decision, a scheme for the provision of junction improvements from the proposed access road onto Horsefair Road, in the form of substantial physical barriers to separate the two access points and give way white line markings, shall be submitted to the Local Planning Authority. The approved junction improvement scheme shall be implemented within 2 months of the date of this decision and shall thereafter be retained as such in perpetuity.*

*Reason: In the interests of highway and pedestrian safety.*

*4. Notwithstanding the submitted plans, within 1 month of the date of this decision, a scheme for the provision of safe pedestrian access from the footways along Horsefair Road into the proposed development site, including dropped kerbs at the site entrance and a segregated pedestrian footway through the site into the proposed car park, shall be submitted to the Local Planning Authority. The approved pedestrian access scheme shall be implemented within 2 months of this decision and shall thereafter be retained as such in perpetuity.*

*Reason: In the interests of highway and pedestrian safety.*

Additional comments were received on 25<sup>th</sup> October, 2016 from the Vale of Glamorgan Council Local Planning Authority as follows:

*Further to the comments this Council has previously submitted in respect of this application, I note the additional plans that have been provided. While the additional information gives greater details as to the proposed layout, it doesn't provide a significant amount of information in terms of a number of the points raised in the initial response and consequently it does relatively little to overcome those concerns. You will be aware that this Council has been contacted by the residents of Treoes who have significant concerns in respect of the development and I would therefore respectfully request those concerns are given careful consideration when assessing the application. My understanding is that in particular, residents are very concerned in respect of noise, lighting and drainage. Given the proximity of the site to residential properties, I would be concerned if the hours proposed are/allow for activity or operations at hours that may unreasonably impact on residential amenity and if this matter cannot be adequately controlled, this Council would object. Similarly and in respect of residential amenity, a robust landscaping proposal will be required to mitigate the impact and careful consideration should be given to any proposed lighting to ensure this does not have a harmful impact. I am aware that residents have recently complained in respect of flood lighting at the site.*

Members will note that conditions are attached to the recommendation to control the matters raised in the representation from the vale of Glamorgan Council.

In response to the re-consultation and subsequent to the publication of the Committee Report, further letters of objection have been received from the occupiers of the following properties: LLangan Community Council, Stoney Brook, 2 Llys Ty Mawr, Foxwood, The Old Barn, Caeffynnon, Great House, Copperfield, Jane Hutt AM, Crud yr Awel, 14 Brookside, Kahloke, Bodefan, 21 Brookside, Rhoslanog, The Croft, Parc Newydd Farmhouse, and Gwyndy (Speaker). Although many of the issues raised are already set out in the Committee Report, a number of additional objections have been offered which are briefly summarised as follows:-

1. The site does not meet the predevelopment criteria stipulated by Welsh Government as part of the land transfer which included compliance with BREEAM standards – the Welsh Government land transfer also included reference to a 15 landscape buffer
2. Eastern boundary fence line includes land outside the application's title
3. Concern that unauthorised activities by third parties (future developers) on the open storage areas will not be enforced by landowner.
4. Colour of existing containers (blue) unacceptable

Comments:

1. Residents are possibly referencing clauses on the original title documents. Whilst this information has not previously been submitted to the Council, any breaches would not fall to be enforced under the planning legislation and presumably would be for the original transferor to pursue.

2. The application form declares that all land within the application site lies within the applicant's control
3. The application is in part retrospective and would seek to control any part that has or will commence works/operate from the application site.
4. A conditions requiring that all containers are painted green would be unreasonable – the key issues is the provision of adequate screening to limit views of the structures and control being imposed on movements to and from the storage operation.

**ASA:**

Add wording to "Locomotive Cabs" element of condition 5:

At all other times the Locomotive Cabs section shall be secured to prevent access outside the permitted hours.

**8f**

**89**

**P/16/328/FUL**

Condition 9 should be reworded as follows:

*No development shall commence until a scheme for the provision of a shared private drive of 4.5m wide for 10m reducing to 3.65m with turning facility has been submitted to and approved in writing by the Local Planning Authority. The private drive shall be finished in permanent materials in accordance with the approved scheme before the development is brought into beneficial use and retained as such thereafter.*

*Reason: In the interests of highway safety.*

The following additional conditions shall be added:

*11. No development shall commence until a scheme for the provision of 3 off-street car parking spaces for the proposed dwelling has been submitted to and approved in writing by the Local Planning Authority. The parking areas shall be finished in permanent materials in accordance with the approved scheme before the development is brought into beneficial use and retained as such thereafter*

*Reason: In the interests of highway safety.*

*12. The existing entrance gates shall be removed and there shall be no gates fitted to the amended private driveway arrangement approved under condition 9.*

*Reason: In the interests of highway safety.*

**MARK SHEPHARD  
CORPORATE DIRECTOR – COMMUNITIES  
27 OCTOBER 2016**

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## **Development Control Committee Guidance**

I submit for your consideration the following report on Planning Applications and other Development Control matters based upon the information presently submitted to the Department. Should any additional information be submitted between the date of this report and 4.00pm on the day prior to the date of the meeting, relevant to the consideration of an item on the report, that additional information will be made available at the meeting.

For Members' assistance I have provided details on standard conditions on time limits, standard notes (attached to all consents for planning permission) and the reasons to justify site inspections.

### **STANDARD CONDITIONS**

On some applications for planning permission reference is made in the recommendation to the permission granted being subject to standard conditions. These standard conditions set time limits in which the proposed development should be commenced, and are imposed by the Planning Act 1990. Members may find the following explanation helpful:-

#### Time-limits on full permission

Grants of planning permission (apart from outline permissions) must, under section 91 of the Act, be made subject to a condition imposing a time-limit within which the development authorised must be started. The section specifies a period of five years from the date of the permission. Where planning permission is granted without a condition limiting the duration of the planning permission, it is deemed to be granted subject to the condition that the development to which it relates must be begun not later than the expiration of 5 years beginning with the grant of permission.

#### Time-limits on outline permissions

Grants of outline planning permission must, under section 92 of the Act, be made subject to conditions imposing two types time-limit, one within which applications must be made for the approval of reserved matters and a second within which the development itself must be started. The periods specified in the section are three years from the grant of outline permission for the submission of applications for approval of reserved matters, and either five years from the grant of permission, or two years from the final approval of the last of the reserved matters, whichever is the longer, for starting the development.

#### Variation from standard time-limits

If the authority consider it appropriate on planning grounds they may use longer or shorter periods than those specified in the Act, but must give their reasons for so doing.

### **STANDARD NOTES**

- a. Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developer's) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to enforcement action.

Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

- b. The enclosed notes which set out the rights of applicants who are aggrieved by the Council's decision.
- c. 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).

To determine whether your building work requires Building Regulation approval, or for other services provided by the Council's Building Control Section, you should contact that Section on 01656 643408 or at:- <http://www.bridgend.gov.uk/buildingcontrol>

- d. Developers are advised to contact the statutory undertakers as to whether any of their apparatus would be affected by the development
- e. Attention is drawn to the provisions of the party wall etc. act 1996
- f. Attention is drawn to the provisions of the Wildlife and Countryside Act 1981 and in particular to the need to not disturb nesting bird and protected species and their habitats.
- g. If your proposal relates to residential development requiring street naming you need to contact 01656 643136
- h. If you are participating in the DIY House Builders and Converters scheme the resultant VAT reclaim will be dealt with at the Chester VAT office (tel: 01244 684221)
- i. Developers are advised to contact the Environment and Energy helpline (tel: 0800 585794) and/or the energy efficiency advice centre (tel: 0800 512012) for advice on the efficient use of resources. Developers are also referred to Welsh Government Practice Guidance: Renewable and Low Carbon Energy in Buildings (July 2012):-  
<http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/energyinbuildings/?lang=en>
- j. 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)
- k. If your development lies within a coal mining area, you should take account of any coal mining related hazards to stability in your proposals. Developers must also seek permission from the Coal Authority before undertaking any operations that involves entry into any coal or mines of coal, including coal mine shafts and adits and the implementation of site investigations or other works. Property specific summary information on any past, current and proposed surface and underground coal mining activity to affect the development can be obtained from the Coal Authority. The Coal Authority Mining Reports Service can be contacted on 0845 7626848 or [www.coal.gov.uk](http://www.coal.gov.uk)
- l. 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.
- m. The Local Planning Authority will only consider minor amendments to approved development by the submission of an application under section 96A of the Town and Country Planning Act 1990. The following amendments will require a fresh application:-
  - re-siting 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.



- n. The developer shall notify the Planning Department on 01656 643155 / 643157 of the date of commencement of development or complete and return the Commencement Card (enclosed with this Notice).
- o. The presence of any significant unsuspected contamination, which becomes evident during the development of the site, should be brought to the attention of the Public Protection section of the Legal and Regulatory Services directorate. Developers may wish to refer to 'Land Contamination: A Guide for Developers' on the Public Protection Web Page.
- p. Any builder's debris/rubble must be disposed of in an authorised manner in accordance with the Duty of Care under the Waste Regulations.

## **THE SITE INSPECTION PROTOCOL**

The Site Inspection Protocol is as follows:-

### **Purpose**

#### **Fact Finding**

Development Control Committee site visits are not meetings where decisions are made and neither are they public meetings. They are essentially fact finding exercises, held for the benefit of Members, where a proposed development may be difficult to visualise from the plans and supporting material. They may be necessary for careful consideration of relationships to adjoining property or the general vicinity of the proposal due to its scale or effect on a listed building or conservation area.

### **Request for a Site Visit**

#### **Ward Member request for Site Visit**

Site visits can be costly and cause delays so it is important that they are only held where necessary normally on the day prior to Committee and where there is a material planning objection.

Site visits, whether Site Panel or Committee, are held pursuant to:-

1. a decision of the Chair of the Development Control Committee (or in his/her absence the Vice Chair) or
2. a request received within the prescribed consultation period from a local Ward Member or another Member consulted because the application significantly affects the other ward, and where a material planning objection has been received by the Development Department from a statutory consultee or local resident.

A request for a site visit made by the local Ward Member, or another Member in response to being consulted on the proposed development, must be submitted in writing, or electronically, within 21 days of the date they were notified of the application and shall clearly indicate the planning reasons for the visit.

Site visits can not be undertaken for inappropriate reasons (see below).

The Development Control Committee can also decide to convene a Site Panel or Committee Site Visit.

### **Inappropriate Site Visit**

Examples where a site visit would not normally be appropriate include where:-

- purely policy matters or issues of principle are an issue
- to consider boundary or neighbour disputes
- issues of competition
- loss of property values
- any other issues which are not material planning considerations
- where Councillors have already visited the site within the last 12 months, except in exceptional circumstances

### **Format and Conduct at the Site Visit**

#### **Attendance**

Members of the Development Control Committee, the local Ward Member and the relevant Town or Community Council will be notified in advance of any visit. The applicant and/or the applicant's agent will also be informed as will the first person registering an intent to speak at Committee but it will be made clear that representations cannot be made during the course of the visit.

### **Officer Advice**

The Chair will invite the Planning Officer to briefly outline the proposals and point out the key issues raised by the application and of any vantage points from which the site should be viewed. Members may ask questions and seek clarification and Officers will respond. The applicant or agent will be invited by the Chairman to clarify aspects of the development.

The local Ward Member(s), one objector who has registered a request to speak at Committee (whether a local resident or Town/Community Council representative) and a Town/Community Council representative will be allowed to clarify any points of objection, both only in respect of any features of the site, or its locality, which are relevant to the determination of the planning application.

Any statement or discussion concerning the principles and policies applicable to the development or to the merits of the proposal will not be allowed.

### **Code of Conduct**

Although site visits are not part of the formal Committee consideration of the application, the Code of Conduct still applies to site visits and Councillors should have regard to the guidance on declarations of personal interests.

### **Record Keeping**

A file record will be kept of those attending the site visit.

### **Site Visit Summary**

In summary site visits are: -

- a fact finding exercise.
- not part of the formal Committee meeting and therefore public rights of attendance do not apply.
- to enable Officers to point out relevant features.
- to enable questions to be asked on site for clarification. However, discussions on the application will only take place at the subsequent Committee.

### **Frequently Used Planning Acronyms**

AONB	Area Of Outstanding Natural Beauty	PINS	Planning Inspectorate
APN	Agricultural Prior Notification	PPW	Planning Policy Wales
BREEM	Building Research Establishment Environmental Assessment Method	S.106	Section 106 Agreement
CA	Conservation Area	SA	Sustainability Appraisal
CAC	Conservation Area Consent	SAC	Special Area of Conservation
CIL	Community Infrastructure Levy	SEA	Strategic Environmental Assessment
DAS	Design and Access Statement	SINC	Sites of Importance for Nature Conservation
DPN	Demolition Prior Notification	SPG	Supplementary Planning Guidance
EIA	Environmental Impact Assessment	SSSI	Site of Special Scientific Interest
ES	Environmental Statement	TAN	Technical Advice Note
FCA	Flood Consequences Assessment	TIA	Transport Impact Assessment
GPDO	General Permitted Development Order	TPN	Telecommunications Prior Notification
LB	Listed Building	TPO	Tree Preservation Order
LBC	Listed Building Consent	UCO	Use Classes Order
LDP	Local Development Plan	UDP	Unitary Development Plan
LPA	Local Planning Authority		

**REFERENCE:** P/16/547/FUL

**APPLICANT:** Club Penybont Ltd  
c/o John Matthews, 47 Anglesey Way, Porthcawl CF36 3QP

**LOCATION:** **Penybont Football Club**  
**Bryntirion Park, Llangewydd Road, Bridgend CF31 4JU**

**PROPOSAL:** Extension & enhancement of existing Penybont Football Club facilities including extension stand to accommodate 518 seats, new turnstile with payment booth, extend parking, TV gantry, bar cellar extension & amended site access layout

**RECEIVED:** 11 July 2016

**SITE INSPECTED:** 23 August 2016

## **APPLICATION/SITE DESCRIPTION**

The application relates to the existing playing field and clubhouse facility at Llangewydd Road and comprises the following:-

- an extension to the existing single storey stand to accommodate 518 seats;
- a new turnstile with payment booth and associated portable buildings, players tunnel and fencing arrangements;
- an extended parking area providing separate staff, visitor, disabled and part-time coach spaces;
- a TV gantry facility
- a bar cellar extension to the existing clubhouse (3.9m x 3.0m with a ridge height of 3.6m);
- an amended site access layout arrangement with improved vision splays and associated new landscape planting.

The site lies outside the defined settlement boundary and within a designated landscape protection area (SLA). The built up settlement of Bryntirion bounds the site to the South and East and is primarily residential in nature. The land to the north is allocated for residential development in the LDP (Policy COM2(6)) and is also the subject of a current outline application for residential development (P/15/358/FUL).

The site is surrounded by mature trees and hedgerows, protected under a tree preservation order.

The application includes a Tree Report & Landscaping Proposals report which identifies existing trees to be retained and appropriately protected during the proposed development's construction and what trees it would be acceptable to remove subject to their replacement in suitable alternative locations.

The current facilities are part of the merged Bryntirion Athletic and Bridgend Town football clubs and the proposal has been designed to facilitate the Club's aspirations for promotion from the Welsh Football League to the Welsh Premier League.

## **RELEVANT HISTORY**

P/97/858/FUL - New clubhouse, floodlights, spectator stand and ancillary works, pitch drainage and car park extension - Conditional Consent - 23 December 1997

P/01/553FUL - Viewing area - Conditional Consent - 6 August 2001

**Application Number**

**P/16/547/FUL**

Football Ground

Sports Facility

LLANGWYDD ROAD

Birch Grove

Community Centre

Playing Field



**Scale 1:1,250**

**Date Issued:  
20/10/2016**

**Development-Mapping  
Tel: 01656 643176**

**Mark Shephard**

Corporate Director-Communities

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

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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P/06/289/FUL - 2 add pitch floodlighting columns - Conditional Consent 13 April 2006  
P/06/935/FUL - Palisade fence enclosure to football pitch - Consent 12 September 2006  
P/11/218/FUL - 4 additional flood lights to training area (2 x lamps/10m high columns) -  
Conditional Consent 13 May 2011

## **PUBLICITY**

The proposal has been advertised on site.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 11 August 2016

## **CONSULTATION RESPONSES**

Welsh Water Developer Services request advisory notes are included within any consent to ensure no detriment to existing residents, the environment and to Dwr Cymru Welsh Water's assets.

Head of Street Scene (Highways) has no objections subject to conditions.

Head of Street Scene (Drainage) has no objections to the proposal subject to a condition and advisory notes.

## **REPRESENTATIONS RECEIVED**

A number of local residents have objected and their concerns are summarised as follows:-

- The current facility has a parking situation that is inadequate, attendees park illegally at the entrance of Banc-yr-Allt (nearest street).
- Leaving the street on a weekend is dangerous.
- Double yellow lines should be placed along the length of the narrow stretch of Llangwydd Road.
- Impact on local traffic with additional parking from increased stand capacity.
- Increase in noise pollution - current noise level is audible, increased capacity will result in increased noise and disturbance.
- No local benefit - the proposal will only benefit the club and entry into Welsh Premiere League will further limit the use of the grounds by local residents.

## **COMMENTS ON REPRESENTATIONS RECEIVED**

The issues raised primarily revolve around access, parking, noise and the associated impact on the amenity of the area. These are addressed in more detail in the Appraisal section below.

## **APPRAISAL**

This application is referred to Committee as 3 objections have been received.

The site lies within the open countryside where development is strictly controlled. Policy ENV1 of the LDP identifies types of development that may be acceptable and this includes outdoor recreational and sporting activities. Where development is considered in principle to be acceptable in the countryside then it should where

possible utilise existing buildings. In this case the site is an existing facility with the stand, clubhouse and car parking already in position and the proposal will not extend beyond current established boundaries. The proposal therefore does not conflict with countryside protection policies.

The land also forms part of the Laleston Special Landscape Area (SLA). Under Policy ENV3(7) of the LDP, development in SLAs is also strictly controlled. However, the site is an existing facility comprising buildings and supporting infrastructure and is located on the very fringe of the SLA and is separated from the wider SLA by mature trees and hedgerows. The development when seen in the context of the SLA will be seen against the back drop of the established settlement, which is located directly adjacent. As the development involves the consolidation and extension of the current facility and will not be prominent in the landscape it is not considered that the proposal will adversely impact on the designated area. Furthermore, the additional planting will serve to reinforce the existing boundary feature and enhance the character of the SLA in this fringe location.

With respect to the visual impact on the local area, the development proposes a substantial extension to the existing stand. The closest dwellings are approximately 30 metres from the stand. The structure currently measures approximately 20 metres in length by 4.1 metres in height and it is proposed to increase this to 70 metres in length although there is no intention to increase the height. Externally, the stand will be coloured blue to match the football club's main kit colour. It is, however, located adjacent to the existing substantial treeline and hedgerow running along the northern boundary of Llangewydd Road. This treeline is protected by Tree Preservation Order (No. 6) 1987 and will significantly mitigate the impact of the extended stand from the west, south and east. From the north, the treeline will provide a dense green backcloth against which the structure will be viewed. Notwithstanding, the proximity of the development to nearby dwellings and the public highway it is considered that the visual impact of the structure will be mitigated by the existing and enhanced landscaping. The proposed residential development to the North is around 250 metres from the stand and is similarly separated by a mature treeline.

The new turnstile with payment booth and associated portable building container, players' tunnel, fencing arrangements and extended car parking are primarily low-key type structures with limited visibility from outside the site.

The proposed 2-stacked containers, which it is proposed to be externally coloured in blue, will have the potential to be particularly noticeable in views from neighbouring residential properties and the Llangewydd Road approach to the east. The impact from Banc-yr-Allt will, however, be mitigated by the existing protected treeline hedgerow running along those properties' rear boundaries. The impact in views from the Llangewydd Road approach will be mitigated by the proposed new landscape planting associated with the amended site access layout arrangement referred to below. Nevertheless it is not considered that the double stack arrangement is acceptable and the exact nature of the structure will be controlled by condition.

The TV gantry will be located well away from the site boundaries and will effectively be obscured from outside the site by the protected treeline hedgerow boundaries.

The bar cellar is a minor addition to the existing clubhouse building and will have a negligible visual impact from outside the site.

Access to the site is gained directly from Llangewydd Road which forms part of the unclassified highway network serving north-west Bridgend and which in turn links to the

wider classified highway network serving Bridgend and beyond.

The residents have raised concerns regarding the current level of car parking and the impact of parking on street in the surrounding area particularly during peak usage times. The existing car park provides 41 spaces and the current proposal indicates a total of 124 plus 6 disabled spaces. Some of these spaces could be used for coach parking where necessary. The provision of disabled parking facilities and internal access arrangements has been designed to accord with requirements outlined in the Equality Act 2010.

The applicant has submitted drawings which show a widened access and the vision splays required for the speed of traffic on Llangewydd Road. However it is considered that the access width at the point of the site gates is too narrow to comfortably accommodate two-way traffic (especially commercial vehicles or coaches). Additionally no consideration has been given to how pedestrians will enter the site safely and the current proposed arrangement will result in pedestrians using the access road and create potential conflict with vehicular traffic.

As a result of the above, a comprehensive scheme detailing the vehicular and pedestrian access will be required in the interest of highway and pedestrian safety.

With regards to the parking space provision it is considered by the Highway Authority that there is an over provision of parking for the proposed extension. The applicant has not provided any robust justification, in the submitted design and access statement, that the provision of over twice the maximum parking standards should be considered as acceptable.

The Highway Authority has calculated a requirement of 77 off-street spaces for the proposal and the applicant has detailed 160 off-street spaces. Whilst a small increase above the maximum standards with robust justification in some circumstances is acceptable, the Highway Officer does not consider that this level of overprovision is appropriate and is contrary to the Council's adopted Supplementary Planning Guidance (SPG) 17 - Parking Standards.

The over provision of parking is considered to act as an attraction to private car users and discourages people choosing alternative modes of transport. This view corresponds with Welsh Government Policies seeking reduced levels of parking generally (planning policy wales 8.4 refers) particularly PPW section 8.4.2 which states 8.4.2 'Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan.'

Furthermore the car park layout beyond the entrance gates gives the Highway Authority concerns with regards to the tight turn required for coaches and commercial vehicles to use the one way system of the parking area. It is considered that the proposed tree planting noted as 'Area A' on the submitted plan PL001 and the northernmost loop section of the car park access road would present coaches and refuse vehicles with manoeuvring difficulties.

As a result of the above concerns and notwithstanding the submitted plans the Highway

Authority requires a revised scheme of parking to accord with the adopted SPG 17. Additionally a delivery management plan with swept path analysis will be required to ensure the above concerns can be overcome. This will be controlled by conditions.

In order to prevent any on street parking/loading/unloading it is considered necessary to prevent inappropriate parking around the site from the site. This could be achieved through a scheme of double yellow lines within the vicinity of the site.

Some residents have raised concerns that the development will result in the intensification of the facility and increase use resulting in further amenity problems including noise.

In planning terms there is no current limit on the use of the site and capacity issues are outside the scope of the planning process. The development must be assessed on its own merit and whilst the applicant's intention may be to facilitate further use intensification is not in itself a sufficient reason to withhold consent. The site is constrained by its physical boundaries and the development includes an increase in parking and turning facilities within the site and it is considered that this will address some of the concerns raised. The issue of noise as statutory nuisance is governed by other legislation.

It is not therefore considered that the proposal will adversely affect the amenities of neighbouring residents to an unacceptable degree and is sufficiently remote from the allocated site to the north so as to have no material impact on the viability of the residential scheme.

As part of the agreement with the Council the playing fields, other than the football pitch, have to remain accessible at all times by the public. In this respect the revised scheme for access will be required to ensure public accessibility.

Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'.

This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21 March 2016.

Section 6 (1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular:-

- (a) diversity between and within ecosystems;
- (b) the connections between and within ecosystems;
- (c) the scale of ecosystems;
- (d) the condition of ecosystems (including their structure and functioning);
- (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires LPAs to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are:



1. That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment".
2. That there is "no satisfactory alternative"
3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"

Given the nature of the development on a previously developed site and the proposed compensation and enhancement measures, it is considered that, overall, there will be no significant adverse residual impacts on biodiversity.

Therefore, the proposal is considered to comply with the requirements of the Habitats Regulations 1994 (as amended), Section 6 of the Environment (Wales) Act 2016, guidance contained within TAN 5: Nature Conservation and Planning (2009) and relevant LDP policies.

Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5).

The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development, which will also extend the provision of recreational facilities in the area.

## **CONCLUSION**

This application can be recommended for approval because the development complies with Council policy and guidelines and will not adversely affect highway safety or visual amenities.

The proposed overall layout and appearance is considered to be compatible with the character and appearance of the countryside and Special Landscape Area, and be designed so as to have a minimal impact on the privacy and amenity of neighbouring residential occupiers.

The proposed development will also significantly enhance the level of existing facilities provided at the site and will be of benefit to a range of existing and potential new recreation and social participants as well as to the local community in general.

The proposed content, layout and design of the development has taken full and appropriate account of all the relevant planning and transport considerations and is

accordingly consistent with all applicable national and local planning policy intentions and aspirations.

## **RECOMMENDATION**

(R02) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans:-  
Drawing No: PL001 Rev 3  
Drawing No: PL002 Rev 4  
Drawing No: PL003 Rev 1  
and documents:-  
Supporting Planning, Transport and Design & Access Statement  
Tree Report and Landscape Proposals (January 2016)

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

2. Notwithstanding condition 1, no development shall commence until a revised scheme of off street parking, including 1 commercial/TV Media parking space and 1 coach parking space has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall make adequate provision for circulatory vehicular movements and road markings together with dedicated pedestrian route from the site access to the facilities. The parking area shall be completed in permanent materials with the individual spaces and circulatory markings clearly demarcated in permanent materials in accordance with the approved layout prior to the stand being brought into beneficial use and retained for parking purposes in perpetuity.

Reason: In the interests of highway safety.

3. Notwithstanding condition 1, no development shall commence until a scheme detailing a widened vehicular access of 6m, double yellow lines around and opposite the site access and segregated pedestrian access has been submitted to and approved in writing by the Local Planning Authority. The widened access, double yellow lines and segregated pedestrian access shall be implemented in permanent materials before the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of pedestrian and highway safety and to stop vehicle parking in the widened access and opposite the site.

4. No development shall commence until a scheme for the provision of 6 cycle parking stands has been submitted to and approved in writing by the Local Planning Authority. The stands shall implemented before the development is brought into beneficial use and retained as such thereafter

Reason: In the interests of promoting sustainable means of travel to/from the site.

5. The proposed vision splays shown on drawing PL001 shall be provided before the development is brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

7. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and agreed in writing by the Local Planning Authority. The scheme as agreed shall be implemented prior to beneficial use of the site extensions and extended parking area commencing.

Reason: To ensure safe drainage of the site.

8. Notwithstanding the submitted plan no development shall take place until details of the TV gantry, all portable structures ancillary buildings and fencing have been submitted to and agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the details approved prior to the development being brought into beneficial use.

Reason: To ensure the details are appropriate for the location.

9. All hard and soft landscape works shall be carried out in accordance with the approved details (Proposed Tree & Shrub Planting). The works shall be carried out in accordance with a programme to be agreed with the Local Planning Authority prior to any development commencing on site.

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

10. Notwithstanding condition 1, the landscaping as implemented in accordance with the Tree and Shrub Planting plan shall be maintained for a minimum period of 3 years in accordance with the regime outlined in the Tree and Landscape Proposals.

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

11. No development shall commence on the stand until a scheme for the provision of highway directional signage for the football club from the Bryn Golau traffic light junction to the entrance of the Football club grounds, has been submitted to and agreed in writing by the Local Planning Authority. The agreed signage scheme shall be implemented before the stand is brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

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

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

13. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

- a) In order to satisfy condition 8, the developer will need to provide:-
  - a scheme including drawings, of the proposed method of disposal of surface water;
  - details of proposed sustainable drainage systems.
- b) No surface water should discharge to the public highway;
- c) No surface water and/or land drainage connect directly or indirectly with the public sewerage network;
- d) The developer may need to apply to Dwr Cymru/Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com)
- e) The developer is advised that some public sewers and lateral drains may not be recorded on the maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. The developer may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.
- f) With respect to condition 9 stacked containers will not be an appropriate design in this location and an alternative design should be considered.
- g) A Traffic Order will be required for the application of the double yellow lines around the site access and opposite the site. The current administrative cost of implementing the Traffic Order is £7000.
- h) The developer is advised to produce a Delivery Management Plan in order to ensure that deliveries to the site are, where possible, carried out to avoid peak usage times.

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

**Background Papers**  
None

**REFERENCE:** P/16/9/FUL

**APPLICANT:** British Airways Pension Trustees Ltd C/O Mango Planning, Number One Waterton Park, Bridgend, CF31 3PH

**LOCATION:** **Bridgend Retail Park off Cowbridge Road Bridgend CF31 3XX**

**PROPOSAL:** Two Class A3 (Food And Drink) Units And Associated Works

**RECEIVED:** 6 January 2016

**SITE INSPECTED:** 2nd February 2016

## **APPLICATION/SITE DESCRIPTION**

British Airways Pension Trustees Limited are seeking planning permission to construct a free standing building, measuring 334 sq.m which is to be sub-divided into two separate units and constructed over a section of the existing car park that serves the Bridgend Retail Park. The Planning and Retail Statement submitted in support of the application confirms that the units will be used for Class A3 (Food and Drink) uses as described in the schedule to the Town and Country Planning Use Classes Order 1987

The proposed units will measure 17.2m x 6m with a sloping roof reaching a height of 4.9m. The unit will be sited in the northern corner of the retail car park, adjacent to the servicing area to the rear of the SCS outlet, fronting the car park with the rear elevation facing the Tesco service road.

In addition to the new units, the submitted plans propose a paved terrace and seating area to the front of the building, laid out such that the entrance to each of the units will have level approaches and flush thresholds.

Alterations to the existing car park and landscaping areas are a significant part of the application. The Transport Statement that accompanies the application confirms that the car park will be re-configured with the development resulting in the net loss of 24 spaces bringing the total available in the retail park to serve existing and new units to 300 spaces. The new build and associated changes to the car park will also result in the loss of eight semi-mature trees that were planted on 'islands' within the existing car park and along the northern site boundary. All trees formed part of the original estate landscaping. An assessment of the trees and the justification for the works has been set out in a tree report that has been submitted with the application.

The Design and Access Statement considers the design and appearance of the new building and indicates that contemporary materials are to be used comprising glass, coated aluminium, metal cladding panels and ceramic tiles, in colours that complement the existing units. The submitted plans confirm that the majority of the principal south elevation as well as the side west and east elevations will be glazed up to 2.75m above finished floor level in proprietary polyester powder coated aluminium curtain wall system, including shopfront doors. The remaining areas of wall are to be finished in proprietary smooth fixed ceramic tiles. Above 2.75m, the whole of the elevation is finished with insulated metal cladding panels up to the overhanging eaves.

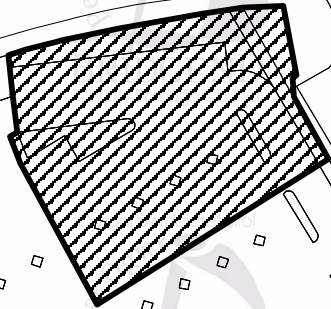
The north elevation is to be finished in proprietary modular smooth fixed ceramic tiles up to 2.75m above fixed floor level, with insulated metal cladding panels above, up to the overhanging eaves. Each of the individual units within the pod unit will have a rear steel service/escape door and frame sized to co-ordinate with the tile module.

**Application Number**

**P/16/9/FUL**

COWBRIDGE ROAD

Superstore



El Sub Sta



**Scale 1:1,250**

**Date Issued:  
20/10/2016**

**Development-Mapping  
Tel: 01656 643176**

**Mark Shephard**

Corporate Director-Communities

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

O:/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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The roof is a simple mono-pitch which will also be finished in a light coloured profiled metal roofing system with an overhanging and contrasting colour coated metal fascia and soffit set off by an overhanging and colour coated metal fascia and soffit in a darker contrasting colour which will accentuate the roof form.

On the south side of the building, each unit will have a tubular steel feature frame standing forward of the building line to carry the respective tenant's signs and to denote the unit entrances.

The application has been accompanied by the following supporting documents:

- \* Design & Access Statement prepared by Saunders Architects;
- \* Planning Statement prepared by Mango Planning & Development Ltd;
- \* Highway Statement and Traffic Surveys prepared by Entran Ltd and
- \* Tree survey prepared by The Tree Surgeons Ltd.

## **RELEVANT HISTORY**

No recent planning history relevant to the site.

## **PUBLICITY**

The application has been advertised on site.

Neighbours have been notified of the receipt of the application.

The period allowed for responses to consultations/publicity has expired.

## **NEGOTIATIONS**

Negotiations commenced on 26<sup>th</sup> February 2016 in response to observations from the Transportation Policy and Development Section.

## **CONSULTATION RESPONSES**

Councillor G Phillips reiterate the concerns articulated by Mr Robertshaw and the other Picton Garden residents and wishes to speak at committee.

1. Notification issues: Residents feel they have not been notified properly about this planning application and have found out almost through an accident. Certainly residents living in Picton Gardens did not receive any direct communication from BCBC about this planning application and have therefore not been given a proper opportunity to comment on the planning application and of course oppose it.

2. Access and egress issues: Mr Robertshaw and the other Picton Gardens residents were deeply concerned about access and egress issues that would be created if this planning application is successful. The Bridgend Retail Park has a far from satisfactory road and roundabout arrangement at the moment. It struggles to cope with traffic using

the park and a constant issue for residents is congestion as cars access and egress the retail park. The loss of 50 car park spaces for the two food and drink units is going to make a bad situation worse. Illegal car parking on the Picton Gardens estate is a constant problem and the loss of 50 car park spaces is going to make matters worse.

3. Congestion/rubbish and waste issues. Constant issues with congestion and food outlets have often blighted the lives of residents living on the Picton Gardens estate. There are numerous existing food and drink outlets on the Bridgend Retail Park including TESCOs, McDonalds, KFC and near to ARGOS and Dunelm stores, a COSTA coffee shop. Two more food and drink outlets will increase the rubbish on the estate and make the parking situation even worse.

Councillor Mrs E M Hughes:

1. The removal of 50 car parking spaces from the Bridgend Retail Park to accommodate the pods could impact on the streets nearby such as Picton Gardens and the street leading to the day centre in that drivers could park there and cause an increase in congestion especially in Picton Gardens which already suffers lorries entering the street at 6am on certain days and of course the evidence of McDonalds patrons parking in the street to eat their take away food and throwing rubbish onto the open front gardens.

2. Should the committee be minded to accept this application, could a stipulation be in place to modify the exit from the retail park onto the roundabout thus avoiding congestion. Due to congestion residents often have difficulty driving out of their street.

Bridgend Town Council: No objection.

Head of Street Scene (Highways): No objection subject to conditions.

Head of Street Scene (Drainage): No adverse comments.

Welsh Water Developer Services: No objection subject to conditions and advisory notes.

## **REPRESENTATIONS RECEIVED**

Letter of objection have been received from the occupiers of 38, 41 and 42 Picton Gardens and 15 Priory Avenue. A letter of objection and attached petition, signed by 89 residents of Picton Close and Picton Gardens has also been received. The following is a summary of the objections received:

1. Extra parking overflowing onto our estate. The parking on the retail park is already under strain from the amount of existing visitors. This additional application will increase the visitors and decrease the parking spaces, so inevitably the visitors will park on the road leading up to and into our estate.

2. The additional cars and visitors from the extra retail unity will put pressure on an already congested flow of the traffic. The road infrastructure does not allow for an easy flow - there is only one entrance in and out.

3. Litter and Rodent Problems on Retail Park



4. Removal of trees from the area - increases the noise which would have been blocked out.
5. There are already issues with anti-social behaviour in the area by SCS and Homebase - this has been classed as a high priority by the local PACT group - this will only encourage more people into the area.
6. The additional outlet will further impact the value of the house prices in the surrounding areas
7. Development will encourage more school children to the area
8. Application should have been more widely publicised.

## **COMMENTS ON REPRESENTATIONS RECEIVED**

The following comments are provided in response to the representations received:

1 & 2. The objections offered by the residents in relation to the loss of car parking to facilitate and the additional traffic that will be generated on the local highway network are the key issues in terms of the acceptability of the proposed development and are considered in detail in the following section of the report. For clarification, the development will result in a net loss of 24 spaces and not 50 spaces as quoted by an objector.

3. The propensity for hot food outlets to generate litter and possibly rodent problems has been held in court as a material planning consideration even though it is controllable by other legislation. It is however rarely sufficient reason in itself to refuse planning permission. Litter patrols are currently undertaken by McDonalds in connection with their use but this generally covers the area outside the main retail park car park. The Design and Access Statement does indicate that waste management will be down to the future tenants of the units.

4. The development will result in the removal of a number of existing trees that formed part of the original estate landscaping works. In the concluding section of the tree report that accompanied the application, the trees are considered to be of little amenity value. Whilst the loss is regrettable, the trees are not considered worthy of formal protection and as such the loss is consented by this development. Limited opportunities exist for re-planting but trees along the fence line will be retained subject to crown lifting works being undertaken.

The existing retail units will screen the units from the nearest residential properties so it is unlikely that these new uses would exacerbate any problems with noise.

5. Whilst residents have referred to problems of anti-social behaviour associated with the existing car park these are matters either for the Police or the owners of the retail park. Controls can be imposed on the uses and the hours of operation which may discourage late night activities but this would represent the limit of planning controls, in this case.

6. Property devaluation is not a material consideration in the context of this development.

7. The existing McDonalds fast foot outlet does attract children from the nearby comprehensive school and whilst a relatively direct route does exist along the A48, for a section, it does comprise grass verge on the northern side of the carriageway and passes over the frontage of a petrol filling station. Whilst the Council has previously considered upgrading the route, there does not appear to be sufficient justification for such works to be tied to this development.

8. Residents believe that the level of publicity undertaken in connection with this application was deficient. The application site is however situated on the retail park, surrounded by a number of commercial units, all of which were notified of the application. The properties on Picton Garden did not receive individual letter of notification but the application was advertised by the display of site notices on the approach to the development. The level of publicity undertaken accords with the published regulations.

## **APPRAISAL**

The application can be determined under the present scheme of delegation granted to officers by the Council and is described in detail at the beginning of this report.

The main issues relevant to the determination of this application are:

- (i) Whether the development accords with the hierarchy of retailing in the county borough;
- (ii) Whether the development will adversely affect the amenities of the nearby residents and the visual amenities of the surrounding area generally.
- (iii) Whether the road infrastructure and retained parking are acceptable to serve the existing and new development

The application site forms part of the Bridgend Retail Park which is designated as an existing 'out-of-centre' retail facility under Policy REG10 (1) in the adopted Bridgend Local Development Plan (2013). Extensions within the boundaries of these sites will require an assessment of need, sequential test and assessment of impact as required by national policy.

The Planning and Retail Assessment that accompanied the application maintains that the nature of the proposed use is to provide an ancillary and complementary function to the existing uses within Bridgend Retail Park and as such the customer base will be drawn from existing users of the park. The agent claims that coffee shops/restaurants at such locations do not act as destinations in their own right but rather are visited in combination with other facilities nearby. There is no established methodology for assessing Class A3 proposals but the agent suggests that, in this case it is principally in qualitative terms and maintains that the development will enhance the range and choice of A3 units in this location and may discourage unsustainable trips by car to other locations.

In accordance with Policy REG 10 (1) the 'sequential test' has been applied to this proposal with the search area including Bridgend Town Centre, both in terms of existing units and new development sites and number of other surrounding district and local centres. The study concludes that no other site is sequentially preferable to the application site.

Impact has also been examined in the applicant's accompanying report and it has been concluded that given the scale of the development it is unlikely to have a material impact on the vitality and viability of any designated centre.

With reference to planning policy, it is considered that the proposed A3 units will be ancillary and provide complimentary services to customers using the Retail Park. There is therefore no more appropriate location for such facilities.

In terms of the needs test which applies to A3 as well as retail A1, it is recognised that it is difficult to establish a methodology for determining need for A3 uses. The applicant states that the need in this case is a qualitative one as the retail park does not currently offer such facilities as that proposed by this application. Taking into consideration changing shopping patterns, it is considered that the proposed development should enhance range and choice on the Retail Park.

In terms of the sequential test, the role of the proposed A3 units is intrinsically linked to the activity at the existing Retail Park and it is accepted that the proposal could not be located elsewhere. It is considered that the proposal will not impact negatively upon the viability of the town centre as a whole and there is no objection to the development when considered against the retail policies of the Bridgend Local Development Plan.

All development is required to create high quality, attractive, sustainable places and Policy SP2 of the Bridgend Local Development Plan identifies 15 criteria which are the starting point for the assessment of all applications. Having good road connections within and outside the site, to ensure efficient use; avoiding or minimising noise, soil and water pollution, safeguarding and enhancing biodiversity and green infrastructure, safeguarding the amenity of neighbouring uses/occupiers and incorporating appropriate arrangements for the disposal of foul sewage and surface water are the relevant criteria for the purposes of this application. Tree loss is considered in Policy ENV6 which confirms that proposals for development will be required in the first instance to retain, conserve, restore and enhance wherever possible existing woodlands and trees.

The design of the 'pod' is functional and subject to the agreement of finishes, the building should fit in well with the surrounding retail units. The loss of a number of trees that formed part of the original estate landscaping is however regrettable as they assist in breaking up the large car park which dominates the retail park. The trees do not, however, provide such outstanding amenity value as to warrant protection. Opportunities to re-plant are limited although it may be possible to enhance the planting on the northern boundary which faces the Tesco Retail Unit and to the front of the 'pod'. Planting along the rear boundary will in time help to screen the servicing area at the rear of the building.

Whilst objections have been received from the residents of the adjacent housing development (Picton Gardens), the 'pods' will be some considerable distance from the properties and should not, have any significant impact on the living conditions and well-being of the existing residents. Subject to conditions that will cover re-planting, finishes, hard landscaping, drainage and pollution control, the proposal broadly accords with Policy SP2 of the Bridgend Local Development Plan.

All development proposals are required to promote, amongst other things, safe forms of transport through good design. Land-use transportation solutions will be required to deliver a more effective, efficient and accessible transport system by following a range of principles which include reducing congestion, the need to travel, reliance on the

private car and providing appropriate standards of car parking, (Strategic Policy SP3 of the Bridgend Local Development Plan (2013) - paraphrased).

In accordance with Welsh Government guidance the Council has adopted parking standards that endorse maximum levels of parking provision in developments, (SPG 17: Parking Standards). All development proposals will be expected to have due regard to, and, where appropriate, conform to its up to date and/or adopted parking standards.

Current car parking provision on the retail park has been considered in the Transport Statement by way of two 'accumulation exercises' (counts) undertaken on Saturday 19th September 2015 and Saturday 7th May 2016, (worst-case scenarios). Both studies confirm a total of 324 spaces on site with a peak in occupancy (66% - 214 spaces) occurring at 13:45 and 14:45 on the 19th and (64% - 207 spaces) at 13:15, 13:45 and 15:15 on 7th. The Transport Study concludes that capacity exists within the car park to serve the existing and proposed development. Whilst the outcomes of the parking study are not disputed it should be noted that when assessing the existing retail park against the current car parking standards (SPG: 17), the provision is deficient in the range of some 150 spaces. Despite this shortfall, the technical evidence suggests spaces are available and will still be post-development. Whilst the car park and associated road network is congested at peak times, there is no evidence to indicate that parking is being displaced to the roads outside the park. Any parking on the approach to Picton Gardens is generally associated with visitors to McDonalds and this again is during weekends and bank holidays. Resisting this application on the basis of the deficiencies of the car parking facilities would be difficult to sustain at appeal. A suitably worded condition to limit the A3 uses to a coffee shop/café/sandwich bar type of use will be imposed which will ensure that the retained parking levels will be appropriate to the combination of the surrounding existing, and proposed, uses. In considering the suitability of the car park to accommodate delivery vehicles and HGV refuse vehicles, the Council will require a scheme that details a revised circulation plan of the car park, swept paths to show HGV's can use the revised circulation route and the re-positioning / widening of the barrier at the entrance of the retail park (which currently reduces the width of the highway).

With regards to the servicing vehicles for the units using the main car park, it is considered that a suitable traffic and delivery management plan will be required in order to mitigate any concerns of conflict with customer vehicles at peak times within the retail park. It should be noted that the timings of the deliveries / servicing vehicles must consider not only the operational hours of the proposed units but also the normal operational hours of the surrounding units. The Traffic and Delivery Management Plan will also enable suitable control over the size of commercial vehicles to those which are proven to be acceptable by the submitted details above.

Bridgend Retail Park is located on land between the A48 and A473, two Core Road Networks in the County Borough. Policy PLA5 identifies the aforementioned corridors as the main routes for the movement of people and goods and confirms that development which would: a) adversely affect safe and efficient movement in these corridors; and/or b) create or exacerbate harm to the environment along them; and/or c) not be capable of mitigation will not be permitted.

Whilst the Head of Street Scene (Highways) initially had concerns regarding the traffic generation of the development and its impact on the highway network serving the site, it is now clear that the units are of such a size and proposed use that they are considered not to be materially detrimental to the existing conditions. Notwithstanding the above, the existing traffic movements through the retail park, and between the individual

parcels, suffer from congestion at peak times. It is considered that a scheme of Yellow Box road markings, lane markings and direction arrows on the internal roundabouts would assist with preventing exit blocking of the roundabouts and thus aid through movements. It is considered that this may benefit the traffic flows through the retail park and onto the Classified Routes A48 and A473 beyond the retail site. Accordingly the Council will require the applicant to enter into a section 106 agreement to the value of £5000 to secure such improvements to the capacity of the two roundabouts within the retail site, to ensure the free flow of traffic in the area.

## **CONCLUSION**

This application is recommended for approval because the development accords with the hierarchy of retailing in the County Borough established in the policies of the Bridgend Local Development Plan (2013) and will not adversely affect the amenities of the nearby residents and the visual amenities of the surrounding area generally. Furthermore and most critically, the road infrastructure and retained parking is adequate to serve the existing and new development.

## **RECOMMENDATION**

(A) The applicant enters into a Section 106 Agreement to pay a sum of £5,000 to secure such improvements (Yellow Box road markings, lane markings and direction arrows) to the capacity of the two roundabouts within the retail site, to ensure the free flow of traffic in the area.

(B) The Corporate Director Communities be given plenary powers to issue a decision notice granting consent in respect of this proposal once the applicant has entered into the aforementioned Section 106 Agreement, as follows:-

1. The development shall be carried out in accordance with the following approved plans and documents: Drawing No.1852-P-150, 152 and 153 received on 6th January 2016.

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

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

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

3. The premises shall be used as a Cafe/Coffee Shop/Sandwich Bar and not as a restaurant where meals are prepared and served to customers and for no other purpose including any other purpose in Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: To ensure that the uses are operated in a manner that is ancillary and complementary to the function of existing uses on Bridgend Retail Park and in the interests of highway safety.

4. The uses hereby permitted shall not be open to customers outside the following times:-

08:00 to 20:00 Monday to Saturday and 09:00 to 16:00 on Sunday

Reason: To ensure that the uses are operated in a manner that is ancillary and complementary with the function of existing uses on Bridgend Retail Park.

5. No development or site clearance shall take place until there has been submitted to and approved in writing by the local planning authority a scheme of landscaping. The scheme shall include indications of all existing trees (including spread and species) on the land, identify those to be retained and set out measures for their protection throughout the course of development.

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

6. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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

7. No development shall commence until a scheme for the provision of 4 cycle parking stands has been submitted to and approved in writing by the Local Planning Authority. The stands shall be implemented before the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of promoting sustainable means of travel to / from the site.

8. No development shall commence until a scheme for the revised car park circulation plan and associated road markings has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented before the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of highway safety.

9. The revised and approved parking arrangement shall be implemented in accordance with the submitted plans with the spaces clearly demarcated in permanent materials before the development is brought into beneficial use and retained as such thereafter unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

10. No development shall commence until a scheme for the provision of extended / relocated security gate at the site access has been submitted to and approved in writing by the Local Planning Authority. The revised gate arrangements shall be implemented before the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of highway safety.

11. No development shall commence until a Traffic & Delivery Management Plan for the two units has been submitted to and agreed in writing by the Local Planning Authority. All servicing and delivery vehicles movements to the stores shall be made in accordance with agreed Traffic & Delivery Plan once the development is brought into beneficial use.

Reason: In the interests of highway safety.

12. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

This application is recommended for approval because the development accords with the hierarchy of retailing in the County Borough established in the policies of the Bridgend Local Development Plan (2013) and will not adversely affect the amenities of the nearby residents and the visual amenities of the surrounding area generally. Furthermore and most critically, the road infrastructure and retained parking is adequate to serve the existing and new development.

The Traffic and Delivery Management plan required to address condition 11 above will need to contain sufficient information in respect of:

- opening hours of adjacent retail units which operate from the car park
- proposed delivery schedules
- proposed delivery vehicle / service vehicle sizes
- supporting swept paths diagrams
- arrangements for opening /closing gates to the car park out of hours
- the need to review the plan in the event that any of the above arrangements change or at the request of the Highway Authority

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

**Background Papers**

None

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**REFERENCE:** P/15/358/OUT

**APPLICANT:** The Phipps Family C/O Harmers Limited, 39 Lambourne Crescent, Cardiff Business Park, Llanishen, CF14 5GG

**LOCATION:** Land West Of Heol Ty Maen Cefn Glas CF31 4QF

**PROPOSAL:** Residential development with vehicular access point from Heol Ty Maen

**RECEIVED:** 11 July 2016

**SITE INSPECTED:** 19 July 2016

## **APPLICATION / SITE DESCRIPTION**

Outline planning consent is sought for a comprehensive residential development scheme with vehicular access from Heol-Ty-Maen at land to the west of Heol-Ty-Maen, Cefn Glas, Bridgend. All matters are reserved for future consideration with the exception of access to the site.

The proposed development area comprises approximately 5 hectares of Greenfield land. The site is specifically allocated for residential development under the provisions of COM2 (6) of the Bridgend Local Development Plan.

In terms of site context the application site consists primarily of two fields that are gently sloping but fall more steeply away towards the south of the site. The site is predominantly visually enclosed by a perimeter band of woodland, hedgerows and mature trees, protected under an area wide Tree Preservation Order (TPO). The wooded area dissects through the two fields towards the west of the site whilst retaining a central gap for access. A small stream runs through the wooded area to the south of the site.

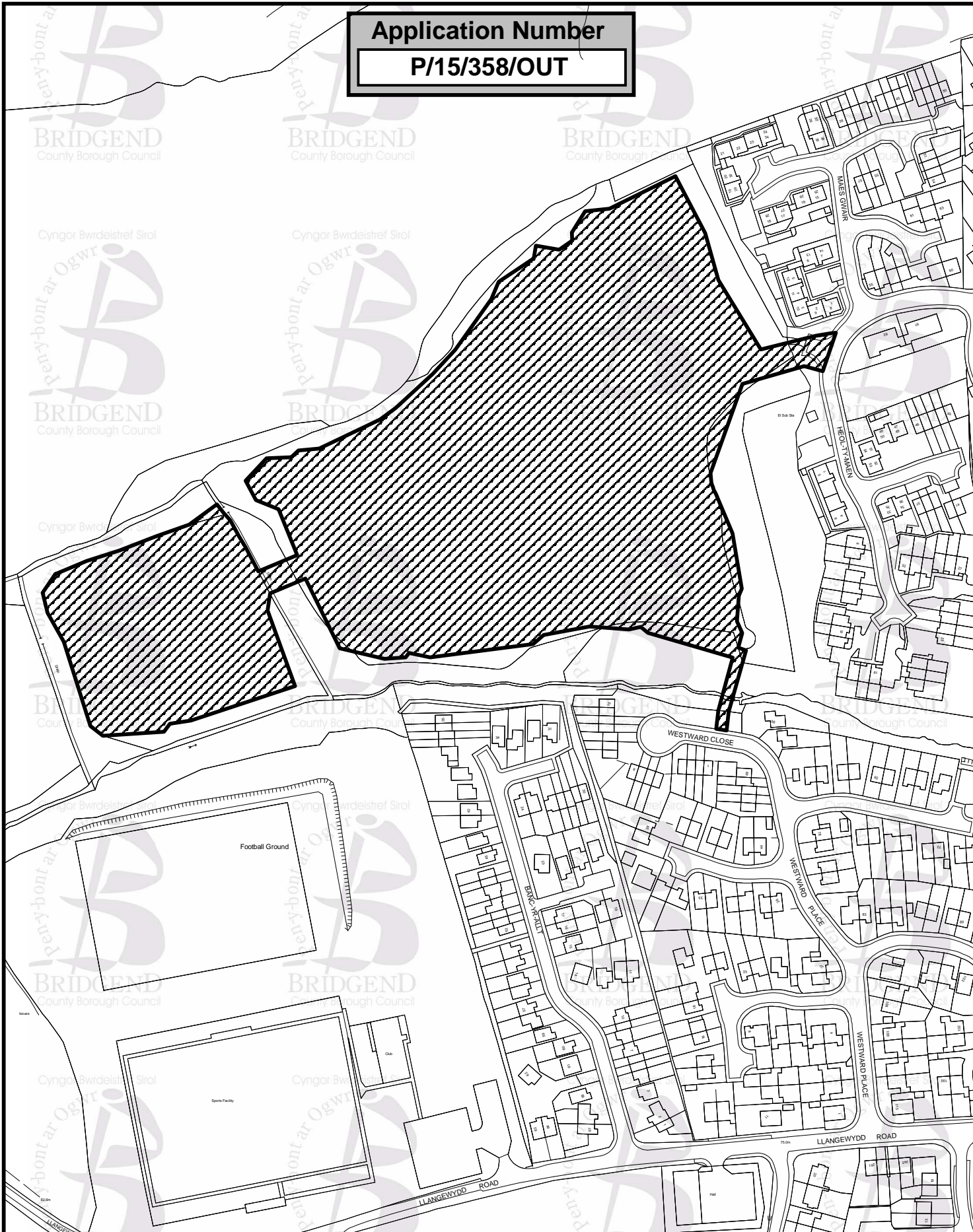
Further to the west and north, the application site is abutted by open countryside. To the east and south of the site are built up, predominantly residential localities. Further east is Byntirion Comprehensive School. To the south west of the site are football playing fields (Club Penybont). The majority of the houses situated within close proximity to the application site vary in their style and appearance although they generally comprise relatively modern dwellings on cul-de-sac style developments.

Although submitted in Outline, the proposal seeks consent for a comprehensive residential scheme, including 20% affordable housing provision. Whilst acknowledging the outline and indicative nature of the application and noting numbers have not been finalised the submitted forms indicate that approximately 165 dwellings would be constructed, taking account of the constraints of the site (surrounding tree lines and likely public open space provisions), although the site is allocated for approximately 228 new dwellings within the Local Development Plan. The indicative drawing highlights the largest provision of public open space will be towards the centre of the development site.

It is anticipated that the development would comprise a mix of single, two, two and a half, and three storey buildings including some apartments/flats. Whilst the key matters of scale, appearance, layout and landscaping have been reserved for future consideration the application details the minimum and maximum building parameters for the proposed buildings, which include:

**Application Number**

**P/15/358/OUT**



**Scale 1:2500**

**Date Issued:  
20/10/2016**

**Development-Mapping  
Tel: 01656 643176**

**Mark Shephard**

Corporate Director-Communities

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

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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Cyngor Bwrdeistref Sirol



Detached house - 5.9m x 7.5m x 8.0m to 10.8m x 8.9m x 8.7m  
Semi-detached house - 7.4m x 10.8m x 8.0m to 8.5m x 10.8m x 10.0m  
Terraced link - 7.5m x 19.0m x 8.0m  
Apartment - 8.0m x 40.0m x 8.0m  
Garage - 6.0m x 3.0m x 5.5m.

The illustrative layout plan submitted with the application shows the approximate positions of the built development, open spaces, routes and accesses. It details the main point of vehicle access from Heol-Ty-Maen, with a central spine road serving the proposed residential development. A central area of Public Open Space would be created with the proposal also incorporating Sustainable Urban Drainage systems (SUDs) in the form of two ponds/retention basins to ensure the site retains a Greenfield run off rate. The existing perimeter landscaping would be retained to screen the development and enhanced following the creation of a pedestrian and cycle path, to the south of the site linking the development with Westward Close/Place; it is detailed a 1.5m wide footbridge would be created to link the development directly with Westward Close.

The application has also been accompanied by the following documentation:

- Design and Access Statement;
- Ecology Assessment;
- Tree Survey;
- Phase 1 Geotechnical Investigation;
- Transport Assessment; and,
- Drainage Strategy & Flood Risk Report.

The supporting Design and Access Statement indicates that the application is intended to establish the principle of a comprehensive residential development and amenity space for a site allocated for residential development in the adopted Local Development Plan.

## **RELEVANT HISTORY**

None.

## **PUBLICITY**

The application has been advertised on site and by means of press notice. Neighbours have been notified of the receipt of the application. The period allowed for response to consultations/publicity expired on 1<sup>st</sup> August 2016.

## **NEGOTIATIONS**

The applicant/agent was requested to revise the red line application site boundary for the development to include a pedestrian walkway/link to the south of the site. Negotiations have also been ongoing in regard to S106 requirements/contributions for the application.

## **CONSULTATION RESPONSES**

Laleston Community Council - Consideration should be given to highway safety, access and traffic calming measures, as the area is already considered busy in traffic terms and there are limited road widths in the area. Deliveries should be outside of school starting and opening times. Consideration should be given to play/parks, footpaths in and out of an estate can also cause a security risk. Consideration should be given to local schools that will have to cater for more children as a result of the development.

Destination & Countryside Management - No objection subject to condition.

Head of Street Scene (Drainage) - No objection subject to condition.

Natural Resources Wales - No objection subject to condition.

Welsh Water Developer Services - No objection subject to condition.

Crime Prevention Design S.Wales Police – No objection.

Head of Parks & Playing Fields - No objection.

Highways Development Control – No objections subject to the following:

1. The developer providing a financial contribution towards off-site highway improvement works.
2. The imposition of planning conditions.

## **REPRESENTATIONS RECEIVED**

**Cllr Dr Charles Smith:** objects to the proposal on behalf of constituents who live along Heol-Ty-Maen and Barnes Avenue as they regard the road system as inadequate and sub-standard, unsuitable for sole access to this proposed development. Comments are also raised about the level of consultation undertaken for the planning application (although the development has been advertised in accordance with the provisions of relevant planning legislation).

**Bridgend Civic Trust:** object to the proposal as Members consider such a large development would adversely affect the capacity and safety of the local highway network in the area to the detriment of safe highway movements.

### **Objections have been received from the occupiers of :**

18 Barnes Avenue  
28 Barnes Avenue  
33 Banc Yr Allt  
38 Banc Yr Allt  
39 Banc Yr Allt  
25 Maes Gwair  
34 Maes Gwair  
51 Maes Gwair  
53 Maes Gwair  
84 Llangewydd Road  
88 Llangewydd Road  
91 Llangewydd Road

103 Llangewydd Road  
130 Llangewydd Road  
18 Llys Y Fran  
3 Islington Road  
7 Islington Road  
16 Coed Ty Maen  
2 Chiswick Close  
20 Llys y Fran  
3 Ffordd yr Afon  
51 Heol Ty Maen  
32 Westward Place  
56 Westward Place  
58 Westward Place  
61 Westward Place  
84 Westward Place  
89 Westward Place  
109 Westward Place  
7 Lon y Coed  
1 Bedw Arian  
2 Bedw Arian  
5 Bedw Arian  
9 Bedw Arian  
24 Coed Caer Odin  
51 Heol y Foelas  
1 Maes Bryn  
17 Caer Hen Eglwys  
1 Ty Nant  
8 Heol y Ysgol  
11 Beechwood Avenue  
21 Kensington Drive  
41 Shakespeare Avenue  
13 Coed Caer Odin  
Gail Evans (Resident of Cefn Glas)

The objections can be summarised as follows :-

Traffic related problems, access concerns and highway safety  
Construction Disturbance  
Alternative access should be considered  
Need for traffic calming measures on Barnes Avenue  
Loss of privacy  
Loss of trees – natural habitat  
Increased noise and pollution levels  
Loss of green space  
Lack of local facilities and infrastructure to support more population.  
Increased crime  
Affordable housing should be provided  
Impact of footpath  
Increased flooding risk  
Drainage needs careful consideration

Letters of support/no objections have been received from the following occupiers:

10 Maes Gwair

## **COMMENTS ON REPRESENTATIONS RECEIVED**

Traffic related problems, access concerns, consideration of alternative access, and highway safety – The Highway Officer has raised no objection to the proposal.

Construction Disturbance – Whilst a development in close proximity to existing properties would result in some inconvenience, noise and general disturbance during the construction period, this would be of a temporary nature and is not considered a justified reason in itself to refuse the planning application. Given the scale of development it would, however, be reasonable to impose planning conditions to control the hours of construction and the implementation of a traffic management plan throughout the period of construction. Statutory noise nuisance is governed under separate legislation.

Need for traffic calming measures on Barnes Avenue - traffic calming measures could be sought by means of planning condition.

Loss of privacy – The application site would be offset and screened from the nearest residential properties by the existing boundary landscaping at the site and the distance between boundaries so there is unlikely to be any infringement of the Authority's privacy standards. Furthermore the application is in outline with all matters other than access reserved for future approval and, therefore, the submitted layout is purely indicative. Appropriate distances and orientations of properties would be matters to be considered at a later stage.

Loss of trees, natural habitat – The proposal seeks to maintain the tree and hedgerow bands that surround the site and upgrade these areas once the means of pedestrian and vehicle access has been completed. The Council's ecologist and Natural Resources Wales raise no objections against the outline planning application, subject to conditions

Increased noise and pollution levels - It is considered that the occupation of new residential properties is unlikely to generate sufficient noise to generate a statutory noise nuisance particularly given the distance between the proposed dwellings and existing houses. Natural Resources Wales have suggested conditions to control any likely pollution as a result of the build process.

Loss of green space - The application site is allocated within the Local Development Plan for residential development. The proposal would maintain and enhance the existing green buffers that surround the site and incorporate areas of public open space into the development.

Lack of local facilities and infrastructure to support more population - Necessary contributions will be sought to mitigate against the impact of such a scheme on local infrastructure and facilities.

Increased crime - Such an outline proposal for residential development raises no significant or adverse concerns with regard to increasing crime rates with the Police Crime Prevention Design Advisor offering general advice on the detailed design and layout of the proposal that would be fully considered at the reserved matters/full application stage.

Affordable housing should be provided - The application seeks to fully meet the required guidelines for affordable housing provision in line with policy COM5 of the LDP. The affordable housing target of 20% for the Bridgend Area would be secured through a planning obligation.

Impact of footpath - The proposed pedestrian footpath to the south of the site would result in limited tree loss and would provide a valuable pedestrian link to and from the development site with the wider locality.

Increased flooding risk/drainage considerations - The Councils Land Drainage Section, Welsh Water and Natural Resources Wales, raise no objections against the proposal although they suggest appropriate conditions to ensure a comprehensive and integrated drainage scheme for the development.

## **APPRAISAL**

The application is reported to Committee in view of the level of objection received from neighbouring properties.

The application seeks Outline consent with all matters reserved for subsequent approval, except access, for residential development on an undeveloped area of land immediately to the west of Heol-Ty-Maen, Cefn Glas, Bridgend.

Members are informed that this outline application only seeks to establish the principle for the development.

The proposal includes provision for primarily residential use with provision for public open space and the creation of a specific pedestrian walkway including an access bridge to the south of the development site. As part of the proposal the existing access point from Heol Ty Maen would be marginally realigned to serve the development.

Planning Policy Wales (Edition 8, January 2016) states that, in line with the presumption in favour of sustainable development, applications for planning permission should be determined in accordance with the adopted development plan for the area, unless material considerations indicate otherwise.

The Bridgend Local Development Plan 2013 (BLDP) is the adopted plan for the area with the application site being located within the settlement boundary, and allocated for residential development for approximately 228 dwellings under Policy COM 2 (6) of the local development plan. The principle of the development is therefore compliant with the key requirements of the local development plan, the scheme providing a valuable contribution to the Borough's housing needs and contributing to the Authority's strategic aim of providing 9,690 new dwellings in Bridgend County Borough up to 2021. The surrounding area to the east and south is dominated by residential properties and the development of the site for residential purposes is, in principle, compatible with neighbouring uses. Whilst noting the Outline nature of the application and acknowledging exact details of unit numbers has not been completely finalised, it is identified that approximately 165 units could be created which is reflective of the physical constraints of the site with existing boundary planting/tree coverage protected under a preservation order mainly being retained around the perimeter of the development site. For a 5 hectare site the provision of approximately 165 units (33 units per hectare) broadly conforms with Policy COM4 of the Local Development Plan that requires a density of 35 dwellings per hectare.

Policy SP14 of the BLDP requires applicants to provide planning obligations or contributions if they are necessary to offset any negative consequences of the development and/or help to meet local needs and priorities. In this respect, as a proposal for over 5 units the proposal triggers Policy COM5 of the LDP, the affordable housing target of 20% for the Bridgend Area would therefore need to be secured through a planning obligation for the development. The Section 106 Agreement should provide for the affordable units to be transferred to a registered social landlord, with the type of units, location within the site and affordable tenure to be agreed by the Council. As the application is in outline and the precise, total number of units is not yet finalised, the affordable housing requirement will be expressed as a percentage in a Section 106 Agreement.

In addition to the above, contributions towards educational facilities may be sought from proposed developments of 5 or more residential units in accordance with Supplementary Planning Guidance 16: Residential Development and Educational facilities (SPG16). The Children's Directorate has confirmed that whilst there is sufficient capacity in local schools to cater for secondary and post 16 education (for a 165 unit scheme), the local primary school facilities have insufficient surplus capacity to cater for any additional pupils. A contribution based on the formula and cost guidance in SPG 16 will therefore be requested for primary age children from this scheme. Acknowledging the Outline nature of the proposal, the exact amount will be dependent on the final housing number and mix, and the request for a contribution will need to specify how it would be used to provide additional capacity. Initial calculations indicate a 165 unit scheme in this location would require a contribution of £244,695 for additional infant school places and £195,756 for additional junior school places generated as a result of such a proposal.

Policy COM11 of the BLDP requires the provision of satisfactory standards of open space from all residential developments which is defined as 2.4ha per 1,000 people to consist of a combination of outdoor sport, children's play space, amenity space and/or allotment provision. Bridgend's open space audit reveals a deficit of all types of provision in the locality. In this context, the inclusion of an area of public open space is welcomed on the submitted illustrative layout plan for the development and the application also proposes the retention and enhancement of the existing vegetation and tree lines that surround the site. The applicant intends to provide the required standards of public open space on the development site in accordance with the requirements of planning policy that will be secured through a S106 agreement.

For the proposed 165 unit scheme it is not envisaged that there would be a requirement for a formal playing pitch, although initial calculations, whilst acknowledging the Outline nature of the proposal, would equate to a total amount of outdoor recreation space requirement of 9,264 m<sup>2</sup>. This should consist of approximately 6,176 m<sup>2</sup> of outdoor sport space and 3,088 m<sup>2</sup> of children's play space (split between equipped play space of 957 m<sup>2</sup> and informal amenity space of 2,131 m<sup>2</sup>). These figures are however subject to negotiation and may be provided on or off site. The open space provision may for example take the form, in part, of accessible pedestrian linkages throughout the woodland areas of the site (immediately adjoining the site) which would take a more inclusive view of open space provision whilst ensuring appropriate pedestrian linkages throughout the site. An existing playing field and football facility is located directly to the south of the site.

Given the outline nature of the application it is deemed appropriate to recommend a condition for the detailed landscaping of the site including detailed measures for the



design, implementation and maintenance of open space in compliance with Policy COM 11, to be approved by the Council.

Policy SP2 of the BLDP establishes the criteria for acceptable design and sustainable place making. This is supported by guidelines set out in Design Guide 1: Dwellings and Domestic Scale Buildings and Supplementary Planning Guidance 2: Householder Development.

The application proposes the construction of a mixture of detached, semi-detached and link properties including some flats/apartments that would not, in principle, appear so out of character with the locality so as to be detrimental to the visual amenities of the area. When further considering the visual remoteness of the site that is well screened, in the main, by mature hedgerows and tree planting that would be retained as part of the proposal, the development would arguably form a new residential estate with its own character and identity. Notwithstanding the above, the specific layout, design and architectural detailing of the proposed dwellings would be subject to careful consideration at the subsequent reserved matters stage. However, at this Outline stage, the proposal, is acceptable in principle and would not be so out of character with the locality so as to be detrimental to the visual amenities of the area. Nevertheless, it is considered necessary to impose conditions to agree site levels, external finishes hard/soft landscaping and boundary treatments, as this would ensure that any residential development on the site could be successfully assimilated with its surroundings, without an unreasonable adverse effect on the visual amenities of the area or the residential amenities of neighbouring properties.

Having regard to the indicative plan, including the size of the site, its characteristics and buffer screening/planting, and the scale parameters of the dwellings, it is considered that the site, in principle, is capable of accommodating a substantial number of residential units which would benefit from a reasonable degree of amenity and include necessary highway requirements such as access and off-street parking. This, in principle, could be achieved without unreasonably affecting the amenities of neighbouring properties, particularly with regards to dominance and loss of light, outlook and privacy. Notwithstanding the above, this is an Outline application with all matters except access reserved for subsequent approval, therefore, the impact of such a development on the amenities of neighbouring properties cannot be fully assessed. The submission of a specific layout for the development and details concerning the shape and design of the proposed dwellings and their respective plots and their relationship with neighbouring properties, would be fully assessed at the reserved matters stage. Conditions for the agreement of site levels and boundary treatments would also assist in ensuring that the proposed development would not unreasonably affect the amenities of neighbouring properties or the future occupiers of the development.

The Highway Officer has considered the proposal and the comprehensive Transport Assessment (TA) that accompanied the planning application. The TA considers existing road conditions, the proposed development and the development traffic impact. The TA was prepared on the basis of the impact of a potential 228 residential units at the site (in line with the original policy allocation for the site).

The proposed means of vehicular access to the site is via Heol Ty Maen which incorporates footway provision with a pedestrian and cycle access also being provided from Westward Close via a foot / cycle bridge across the stream immediately north of Westward Close.

The vehicular impact of the development upon the wider highway network is considered to be acceptable and capable of mitigation by the addition of the MOVA system (Microprocessor Optimised Vehicle Actuation) to the traffic signal controlled junction of the A473 / B4622 / Bryngolau. The provision of the MOVA system will improve capacity at the signals and will be implemented through a financial contribution secured by a S106 agreement.

Furthermore, the site is served by reasonable public transport provision with bus stops available to serve the site on Barnes Avenue in close proximity to its junction with Heol Ty Maen and also on Llangewydd Road in close proximity to its junction with Westward Place. These facilities are considered to be in need of improvement to increase the attractiveness of public transport by upgrading the kerbing and shelter facilities. A financial contribution of £25,000 is considered sufficient in this regard by way of a S106 agreement.

As with most modern residential estates it would be appropriate to restrict vehicular speeds to 20mph with the design of the layout, provision of traffic calming features together with a Legal Order. In addition there are historical complaints regarding vehicle speeds along Barnes Avenue, from which the site will be accessed. This would be mitigated by the implementation of a comprehensive scheme of traffic calming along Barnes Avenue and Heol Ty Maen. Whilst this can be required by an appropriate planning condition the necessary consultation and legal process for such traffic calming/traffic speed order - costs £7,000. The developer should therefore be required to contribute the amount, via a S106 agreement.

In conclusion, the TA concludes the proposed development would not have a significant impact on the area and, subject to mitigation, would not present any material junction capacity problems or road safety implications for the surrounding highway network. Accordingly, subject to the imposition of a S106 as detailed above and necessary planning conditions, the Group Manager Street Scene (Highways) has no objection.

The planning application is accompanied by a drainage strategy and flood risk report. Following consultation with the relevant drainage bodies including Welsh Water and Natural Resources Wales, no objections are raised against the scheme in terms of land drainage or flood risk. The Council's Land Drainage Section highlight the application package is most comprehensive and in principle no objections are raised against the scheme. A condition is however suggested to ensure the finalised detail of the drainage for the site. It is advised the eastern part of the site does have some risk of surface water flooding and this should be considered with the management of risk incorporated into the final drainage design.

Natural Resources Wales have advised this is a Greenfield site that is bordered by watercourses. To protect the water environment during construction a pre-commencement condition is requested in relation to site preparation and construction, requiring a detailed pollution prevention strategy to be submitted prior to the commencement of construction activities. It is also advised they support the use of sustainable urban drainage systems for the development to convey and attenuate surface water run-off, although surface water must be attenuated to Greenfield run-off rate as detailed within the application submission.

Welsh Water have advised the proposal could potentially overload the existing public sewerage system. However, as part of their current investment programme, improvements are scheduled for completion by 1<sup>st</sup> April 2017 which will overcome the issues on the public sewerage network and create capacity for the foul flows only

deriving from the application site. A condition is therefore suggested to ensure no dwelling on the application site shall be brought into use earlier than 1<sup>st</sup> April 2017. Additional conditions are suggested to ensure the appropriate drainage of the site.

The application is accompanied by a Phase 1 Geotechnical Investigation with the site history identifying the site had no former contaminative uses and the land is likely to support conventional residential foundations.

In terms of biodiversity, Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21<sup>st</sup> March, 2016.

Section 6 (1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires LPA's to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are:

1. That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment".
2. That there is "no satisfactory alternative"
3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"

The Councils Ecologist and Natural Resources Wales have considered the application in terms of ecology impact with the application being accompanied by an ecological appraisal undertaken by David Clements Ecology Ltd. The study confirms that the semi-improved grassland areas have district value for wildlife and qualify for SINC status (Site of Importance for Nature Conservation) and disruption caused by the development could have adverse impacts upon protected species. The ecology report however highlights the landowner is willing to provide offsite compensation on the adjacent field to the west of the development site and manage this accordingly to benefit wildlife. All of the woodlands are considered at least of local value for wildlife, all with the potential for protected species. Whilst the majority of the woodland will be retained, some areas will require some removal to create access to the development. Invasive non-native species, including Himalayan Balsam, were also identified on site.

As identified in the ecological appraisal report, in addition to the compensation provision offsite, appropriate mitigation and compensation may help to reduce any negative impacts of the development. Overall the adverse impacts of the proposed development are assessed to be of moderate significance from a nature conservation point of view

but that these impacts can be mitigated and compensated for. Recommended compensation measures include off site compensation, landscaping through the use of native trees and shrubs, retention of adjacent habitats (such as the woodland habitat), incorporation of appropriate pollution control measures to protect nearby watercourses, and protection of affected species. As such the Council's ecologist raises no objection against the proposal subject to a condition ensuring a Construction Environmental Management Plan (CEMP) is produced for the development, and the recommendations as proposed in the ecological appraisal to ensure the protection of protected species, habitats and eradication of invasive species are adhered to. In principle, it is therefore considered there would not be such significant adverse residual impacts on biodiversity as a result of such a proposal. The proposal is therefore considered to comply with the requirements of the Habitats Regulations 1994 (as amended), Section 6 of the Environment (Wales) Act 2016, guidance contained within TAN 5: Nature Conservation and Planning (2009), relevant LDP policies and SPG 19, Biodiversity and Development.

Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5). The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development.

Overall having regard to the indicative plan, including the size of the site and the scale parameters of the proposed dwellings, and due consideration to the supporting information that accompanies the application, in principle, the site is capable of accommodating a comprehensive residential development which would benefit from a reasonable degree of amenity and include necessary highway requirements such as access and off-street parking. This, in principle, could be achieved without unreasonably affecting the amenities of neighbouring properties, particularly with regards to dominance and loss of light, outlook and privacy. The scheme raises no significant land drainage or biodiversity concerns and can be appropriately accessed without harmfully impacting highway safety in and around the application site.

## **CONCLUSION**

This application is recommended for approval because the development complies with Council policy and guidelines and does not adversely affect privacy, highway/pedestrian safety, ecology/biodiversity, drainage, visual amenities nor so significantly harms neighbours' amenities as to warrant refusal.

The development can contribute to creating a high quality, attractive, sustainable place compatible with the surrounding area and Policy SP2 of the Local Development Plan. Legislation and national planning policy dictates that planning applications must be

determined in accordance with the approved development plan unless material circumstances suggest otherwise. In this case, notwithstanding the objections received, it is considered that there are no material reasons why planning permission should be refused; the development proposal representing appropriate residential development on a site specifically allocated for residential development by the Bridgend Local Development Plan.

## **RECOMMENDATION**

(A) The applicant enters into a Section 106 Agreement to:

(i) Provide 20% of the units as affordable housing units in accordance with the Affordable Housing Supplementary Planning Guidance (SPG). The Section 106 Agreement will provide for these units to be transferred to a Registered Social Landlord, with the type of units, location within the site, affordable tenure, transfer price and timescale for delivery to be agreed by the Council.

(ii) Provide a financial contribution in accordance with the Educational Facilities Supplementary Planning Guidance (SPG) formula towards the provision of additional primary school places in the schools serving the development; this figure being dependent on the final development mix and numbers with contributions provided on a pro-rata basis.

(iii) Provide outdoor recreation space in accordance with Policy COM11 of the Bridgend Local Development Plan with arrangements for future management and maintenance to be agreed in writing by the Council.

(iv) Provide a retained grassland area to the west of the site as detailed on plan 5: Compensation Measures attached to the David Clements Ecology, Ecological Assessment for land off Llangewydd Road, Bridgend dated May 2015 and the land shall be managed and maintained in accordance with the Recommendations (Part 6) of the said report.

(v) Provide a financial contribution of £72,000 towards enhanced highway facilities on the local highway network including the introduction of the MOVA system at the traffic signal controlled A473/B4622 junction, the upgrading of local bus stops on Barnes Avenue and Llangewydd Road and the implementation of a traffic speed order for Barnes Avenue and Heol Ty Maen.

(B) The Corporate Director Communities be given plenary powers to issue a decision notice granting outline consent in respect of this proposal, reserving landscaping, layout, scale and appearance for future consideration, once the applicant has entered into the aforementioned Section 106 Agreement, subject to the following conditions in addition to the standard outline conditions:-

1. The development shall be carried out broadly in accordance with the following approved plans and documents:

Amended site boundary plan received 23/09/2016  
Illustrative Development Concept Plan received 28/05/2016  
Design and Access Statement received 28/05/2016  
Ecological Assessment received 28/05/2016

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

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

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

3. Any submission for approval of reserved matters or full application shall include details of the proposed floor levels of the buildings in relation to existing ground levels and the finished levels of the site. The development shall be carried out in accordance with the agreed details.

Reason: To ensure the development relates appropriately to the topography of the site and the surrounding area.

4. No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected and a timetable for its implementation. Development shall be carried out in accordance with the agreed plan and timetable.

Reason: To ensure that the general amenities of the area are protected.

5. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site showing how foul drainage, highway, surface water, including the means to prevent run off from driveways and parking bays discharging onto the highway, roof and yard water will be dealt with, has been submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter proceed in accordance with the agreed scheme prior to any dwelling being brought into beneficial occupation.

Reason: To ensure safe drainage of the site.

6. No development shall take place until full details of both hard and soft landscape works have been submitted to and agreed in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant. The agreed landscaping works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed by the Local Planning Authority prior to any development commencing on site.

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

7. In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 3 years from the date of the occupation of the building for its permitted use

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written agreement of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard [3998 (Tree Work)].

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

8. The detailed plans to be submitted shall make adequate provision for public open space, in accordance with the Council's guidelines (policy COM 11 of the Local Development Plan), and such public open space shall be laid out, landscaped, completed and maintained in accordance with a scheme and timetable to be agreed in writing by the Local Planning Authority prior to the commencement of work on site.

Reason: In the interests of the residential amenities of future occupiers.

9. No dwellings shall be brought into use until the upgrading of the public sewerage system, into which the development shall drain, has been completed and written confirmation of this has been issued to the Local Planning Authority by Dwr Cymru/Welsh Water.

Reason: To prevent further hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

10. No development shall take place until a Construction Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Construction Management Plan shall include:-

Provision of a temporary compound for construction materials and plant and parking for contractor's vehicles;

Details of a wheel washing scheme to prevent mud and debris from the construction traffic being carried out onto the existing maintainable highway; and

A scheme to ensure that vehicles associated with the construction at the site shall not enter or leave the site during the period of half an hour either side of any local School's commencing and ending times.

Any construction works at the site shall thereafter be undertaken in accordance with the Construction Management Plan.

Reason: In the interests of highway safety and to ensure that the Local Planning Authority retains effective control over the development in the interests of general amenity.

11. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall provide full details of the works undertaken including construction timescale, details of the means of avoidance and mitigation of any impacts on the species and habitats recorded within and adjacent to the development site and pollution prevention measures to be implemented during the site preparation and construction phases of the development. The development shall thereafter be implemented in accordance with the approved CEMP.

12. No development shall take place until such time as a Method Statement detailing all necessary pollution prevention measures for the operational and post operational phase of the development is submitted to and agreed in writing by the Local Planning Authority. The Method Statement shall identify as a minimum:-

- Soil handling & storage methods including phased soil stripping of the site, and soil preservation - in line with the DEFRA 'Construction Code of Practice for the Sustainable Use of Soils on Construction sites'
- Surface water management and treatment during construction, procedures for de-watering of excavations, storage of: mortars, fuels & oils, environmental incident response plan etc.
- Details of emergency contacts e.g. Natural Resources Wales Pollution Hotline (0800 807 060)

The Method Statement shall be implemented as approved and thereafter be efficiently communicated to all contractors and sub-contractors and any deficiencies rectified immediately.

Reason: To prevent pollution.

13. Construction works shall not take place outside the following hours: 07:30 hours to 17:30 hours Mondays to Fridays and 08:30 hours to 13:00 hours on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of residential amenities.

14. The consent hereby granted shall be limited to the construction of 165 residential units.

Reason: For the avoidance of doubt and to protect the safety and free flow of traffic on the surrounding highway network.

15. No development shall take place until a scheme for the provision of a continuous pedestrian and cycle link from the site to Westward Close has been submitted to and approved in writing by the LPA. The scheme shall include details of a cycle / footbridge across the waterway to the North of Westward Close. The link shall be implemented in permanent materials as approved prior to the beneficial occupation of the 50<sup>th</sup> dwelling on site and retained in perpetuity.



Reason: In the interests of promoting sustainable means of travel to / from the site.

16. No development shall commence until a comprehensive scheme for the provision of traffic calming restricting 85% tile traffic speeds to 20 mph on Heol Ty Maen and Barnes Avenue, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

17. No structure, erection or planting exceeding 0.6 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time.

Reason: In the interests of highway safety.

#### ADVISORY NOTES

a. Further information on wildlife and development and opportunities for enhancements can be found in SPG 19 Biodiversity and Development: A Green Infrastructure Approach –

<http://www1.bridgend.gov.uk/media/227718/final-green-infrastructure-spg-for-web.pdf>

b. No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system.

c. If a connection is required to the public sewerage system, the developer is advised to contact Dwr Cymru Welsh Water's Developer Services on 0800 917 2652.

d. The reserved matters application shall be accompanied by an Ecological Management Plan for the retained woodland and trees.

e. The plans and particulars submitted in accordance with the reserved matters for this development should accord with the recommendations set out in Section 6 'Recommendations to avoid or minimise adverse impacts to wildlife features and protected species' of the David Clements Ecology, Ecological Assessment for land off Llangewydd Road, Bridgend dated May 2015 and submitted with this application.

f. The traffic calming scheme along Heol Ty Maen and Barnes Avenue shall incorporate relocated bus stop facilities, carriageway and footway realignment, pedestrian crossing facilities and vertical displacements, plateaux lighting, surface water drainage, carriageway markings, signing, traffic calming features and Stage 2 Safety Audit.

g. The developer is advised to liaise with the Council with regard to identifying improvements to the learner travel routes between the site and local school facilities.

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

**Background papers**

None

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**REFERENCE:** P/15/856/FUL

**APPLICANT:** Valleys To Coast Housing C/O Asbri Planning Ltd, Unit 9, Oak Tree Court, Cardiff Gate Business Park, CF23 8RS

**LOCATION:** Land rear of 65-66 Ael-Y-Bryn North Cornelly CF33 4NT

**PROPOSAL:** Construction Of 23 Dwellings And Associated Works

**RECEIVED:** 23 December 2015

**SITE INSPECTED:** 22 January 2016

## **APPLICATION/SITE DESCRIPTION**

The application proposes the erection of 23 dwellings together with associated works on land to the south (rear) of properties in Ael Y Bryn, North Cornelly. Access to the site will be obtained via a new roadway located approximately midway between 64 and 67 Ael Y Bryn and this will also provide access to the garages/parking facilities and rear gardens of 59-64 Ael Y Bryn. The access road will initially lead southwards before turning eastward into the development site with dwellings arranged either side together with a number of properties served from a private driveway leading southward from the turning head at the eastern end of the new access road. The submitted plans indicate a landscaped buffer zone varying between 8m to 15m in width between the proposed dwellings on the northern side of the access road and the existing properties at 67-80 Ael Y Bryn.

The 23 dwellings are all proposed to be affordable units and will comprise four different house types made up of eight 3 bed dwellings, eleven 2 bed dwellings and four 1 bed flats.

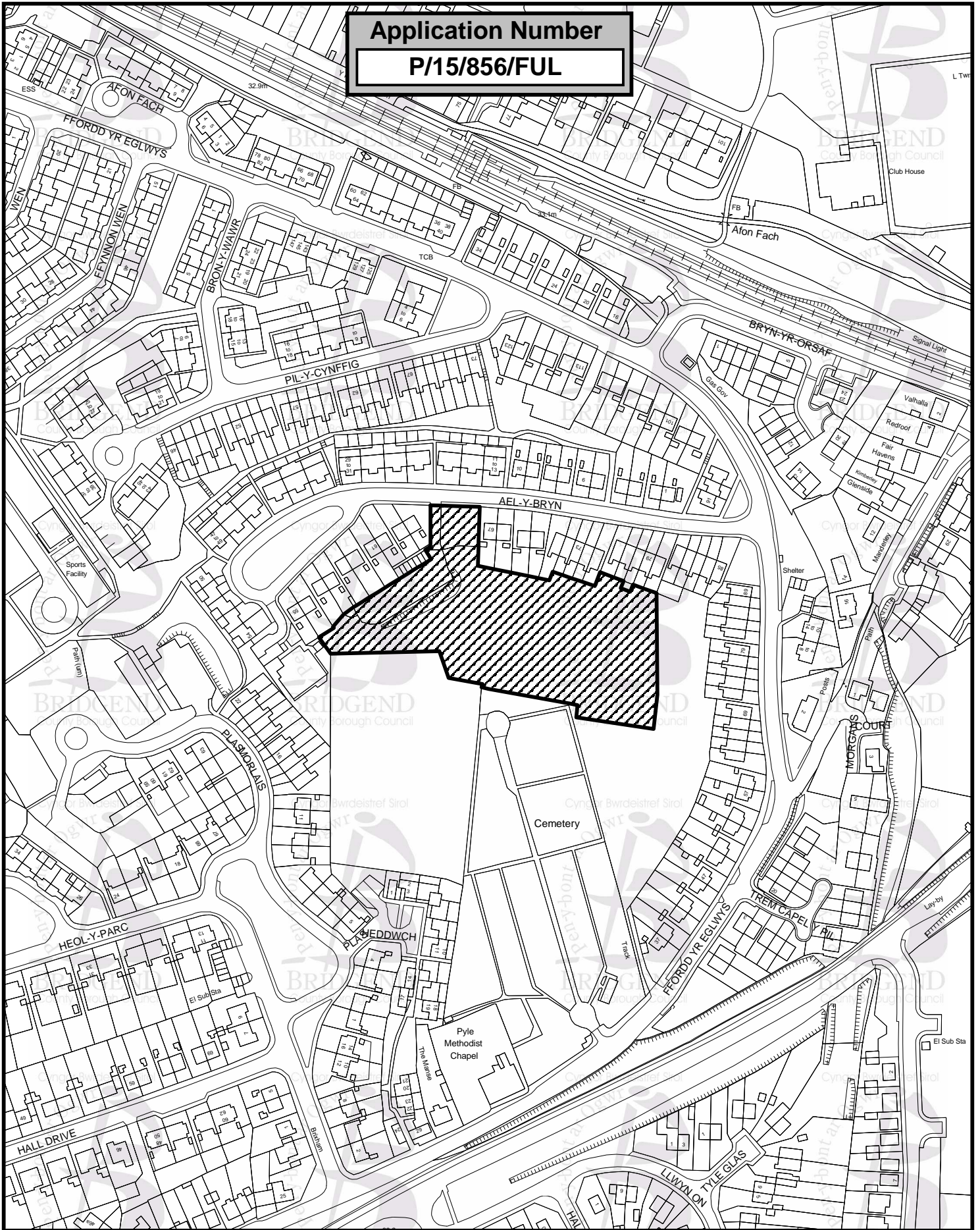
The application site is an irregularly shaped area of land to the south of the dwellings on the southern side of Ael Y Bryn and to the west of properties in Ffordd Yr Eglwys. Immediately to the south of the application site lies the cemetery. The site forms part of a larger area of grassed space forming a hillcrest so that the land rises behind the properties in Ael Y Bryn and even more sharply behind the dwellings in Ffordd Yr Eglwys on the eastern side of the site. This results in the centre of the application site being significantly elevated above these properties. Similarly the land levels rise from the garages/parking area and rear gardens of the properties lying on the western side of the site. From the central plateau area within the site, the land then slopes to the south so that it is also elevated above the cemetery. As previously indicated, the land is largely grassed although there are a number of trees close to the eastern site boundary, which partially screen the site from the properties in Ffordd Yr Eglwys. There are also two trees located on the southern boundary situated close to the cemetery. Part of the site comprises a former garage compound.

The application was supported by the following reports:

- A Planning Statement received 22/12/2015
- A Preliminary Ecological Appraisal Received 22/12/2016
- An Archaeological Assessment Received 9/5/2016
- Design and Access Statement Received 22/12/2015
- A Public Open Space Assessment received 8/6/2016
- Reptile Survey Report Received 8/6/2016

Application Number

P/15/856/FUL



Scale 1:2500

Date Issued:  
20/10/2016

Development-Mapping  
Tel: 01656 643176

Mark Shephard

Corporate Director-Communities

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

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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## **RELEVANT HISTORY**

P/09/800/FUL - 5 Residential Houses - Approved with conditions 01/12/09

## **PUBLICITY**

The application has been advertised on site.

Neighbours have been notified of the receipt of the application.

The period allowed for response to consultations/publicity expired on 27 January 2016.

## **CONSULTATION RESPONSES**

Head of Street Scene (Highways) - No objection subject to a S106 Agreement to secure funding for a Road Traffic Order and subject also to conditions.

Destination & Countryside Management - An initial site survey considered the site to be of moderate ecological value with potential habitat for species such as birds and reptiles. It could be assumed that reptiles are present and a condition controlling site clearance methodology and mitigation strategy has been suggested.

This area of Ael Y Bryn has been identified as a strategically important area for introducing natural features such as tree planting and allowing areas around the boundary of the site to develop naturally. In the event that the scheme is to be favourably recommended, it is suggested that the impact could be reduced by undertaking enhancements in nearby areas of open space, landscaping or smaller areas of high quality accessible open space as part of the development. In this regard the development is in a prominent location within Cornelly and the implementation of a landscaped buffer to compliment the existing trees along the southern boundaries would help to mitigate the visual impact of the development.

Head of Street Scene (Drainage) - No objection subject to condition.

Head of Street Scene (Engineers) - The site lies to the south of the South Wales Coal field therefore there will be no historic mining in this area. Similarly the site does not lie in an area identified as being prone to flooding. Geological records indicate that the site lies on Sandstone and Mudstone, which would be suitable for foundations although investigations are required to determine the depth to the rock and the exact make-up of the over-burden so that retaining walls and foundations can be effectively designed. Due to the sloping nature of the site, retaining walls will be required on the majority of the properties. These will need to be designed by a suitably qualified engineer.

Head of Parks & Playing Fields - It is noted that the proposed development would occupy open space land owned by the applicant. As the development is for more than 10 dwellings, it may be determined that a financial contribution for off site provision is appropriate.

Natural Resources Wales - No objection.

Welsh Water Developer Services - No objection subject to condition.

Crime Prevention Design S.Wales Police - Detailed advice on security issues has been provided for the developer's information and consideration.

Wales & West Utilities - An extract of records showing the location of apparatus is provided for the applicant's information and consideration.

Glamorgan Gwent Archaeological Trust - A potential archaeological issue has been identified. Although there is no known resource, records suggest that due to its elevation and the presence of prehistoric, Roman and medieval remains in the wider community area together with existing earthworks, there may be a prehistoric settlement. It is therefore suggested that an archaeological assessment is commissioned.

## **REPRESENTATIONS RECEIVED**

Cllr Charles Smith expresses concern in respect of the application. He highlights that Section 2.4 of the Planning Statement says that this location is one of the highest points in the local area when in fact it is the highest point. It benefits from remarkably long views to and from all points of the compass. It is, therefore, pleasing to see that in Section 6.6, it is reported that materials and design are intended to enhance the street scene. There are, however, two concerns:-

1. The sight line to the Iron Age Hill Fort at Cefn Cribbwr and the nature of the earthworks at the site suggest the possibility of archaeological interest in this site.
2. This development represents further intensification of housing in an area that has moved from rural to urban in a generation. I would hope that V2C would include in its proposals clear pedestrian access routes to the remaining green spaces at and in the vicinity of this hill top site. Use of green spaces is an important priority for the health and well-being in the Council's Corporate Plan.

The Open Spaces Society - The Society considers that this is an opportunistic attempt to eliminate open spaces at North Cornelly and should be rejected.

One letter objecting to the development has been copied and signed by the occupiers of 28 dwellings in Ael Y Bryn. A petition signed by 33 residents of North Cornelly has also been received. The grounds of objection are as follows:-

1. Loss of local informal green space;
2. Development would be contrary to Welsh Government aims in respect of Health and Well-Being;
3. Intensification of the built up area;
4. Increase in traffic and greater demand for parking will be detrimental to pedestrian and highway safety.
5. Dominance and overlooking from the proposed new dwellings resulting in loss of privacy for existing residents;
6. Noise and disturbance.

Three residents of Ffordd Yr Eglwys have also objected for similar reasons to those identified above but also highlight that the cemetery to the south of the application site

is rapidly running out of space and therefore consider that some land should be allocated for its expansion. These objectors believe that there should be a suitable buffer between the development and the cemetery. One respondent believes that the proposed development will also increase the risk of flooding to their property. The third respondent has highlighted that they were not individually notified.

There has also been one letter in support of the proposal.

## **COMMENTS ON REPRESENTATIONS RECEIVED**

The following observations are provided in response to the objections raised by local residents and others:-

**Archaeology** - Following the submission of an additional desk top study it is concluded that no scheduled ancient monument or listed building is directly affected by the proposed development. Research does, however, highlight the potential for a prehistoric defended enclosure or Iron Age Hill fort. As such a condition requiring an archaeological watching brief being undertaken during the construction/ground works phases is recommended.

**Access to Open Space** - The applicant's agent has provided an aerial photograph which highlights the proximity of alternative areas of open space in this part of North Cornelly. These areas have been examined and considered to be reasonably accessible to residents. This issue is further addressed in the appraisal section.

**Loss of Open Space** - It is highlighted that the proposed development does not occupy the entire site with significant areas to the south and east of the being retained that will remain publicly accessible. An area of open space will also be retained to the turning head of the west of the proposed houses.

**Health and Well-Being** - This is addressed in the appraisal.

**Traffic** - The Highway Officer considers that, subject to conditions, access to the site can be satisfactorily provided and the scheme includes adequate parking facilities to meet the Authority's adopted standards. The submitted layout also incorporates access to the existing garages/parking areas/rear gardens on the western side of the application site.

**Dominance** - In respect of the dwellings in Ael Y Bryn, it is noted that the proposed new properties are to be located a minimum of 21m away with some instances increasing to 28m. With regard to the dwellings in Ffordd Yr Eglwys, these will be even further away being a minimum of 35m from the application site boundary. Notwithstanding the elevated position of the proposed dwellings, they will not infringe the daylight protection zone of existing habitable room windows in the rear elevations of the existing adjoining properties as assessed in accordance with the guidance contained within the Authority's adopted Supplementary Planning Guidance 2 : Householder Development. The proposed development will be significantly further away from the ground floor windows in the rear elevations of these properties than the 10.5m referred to within the guide.

**Overlooking & Privacy** - It is considered that the proposed layout meets the Authority's privacy standard as there is more than 21m between habitable room windows. It is also noted that Nos 71-85 Ael Y Bryn are set at a slight angle to the application site so that overlooking is not entirely direct. In respect of the properties in Ffordd Yr Eglwys there

is a significant buffer zone between the development and the rear boundaries of these properties so that the distance between habitable room windows well exceeds the privacy standard.

Prominence - It is considered that the proposed development reflects the general character of the surrounding residential area. Given the application site is located to the rear of existing properties, the proposed development in many respects would not be prominent when viewed at the corner of the existing residential area. However, the proposed development will occupy a hilltop which will be elevated above the dwellings in Ael Y Bryn with an approximate 4m difference in levels between the centre of the site and the rear boundaries. As indicated above, there is a significant buffer between the development site and the rear boundaries of these properties and it is considered that conditions requiring sensitive boundary treatments and landscaping will assist in softening the impact of the development proposals. In addition to the street level views of the site, any impact on longer distance views into the site will be alleviated by the topography of the area, the surrounding land uses (particularly the Cemetery to the south), the use of a uniform two storey design and materials that are generally in keeping with the area and the proposed hard and soft landscaping in and around the site, especially the landscaped buffer between the proposed dwellings and the properties along Ael-y-Bryn to the northern end of the site.

Future Expansion of Cemetery - It is highlighted that land allocated by Policy COM15 of the Bridgend Local Development Plan is safeguarded on the western side of the existing cemetery. The development proposals do not affect this allocation.

Flooding Potential - The Land Drainage Engineers consider that an appropriately worded condition will ensure that a comprehensive and integrated drainage system can be provided to serve the development.

Individual Consultation - One objector who resides in Ffordd Yr Eglwys and significantly to the south of the application site is disappointed at not being individually consulted. 73 residents living closest to the application site were individually notified of the receipt of the application and the application was advertised on site and in the local press. The publicity undertaken in respect of this application more than satisfies the requirements of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended).

## **APPRAISAL**

The application is referred to Committee to consider the objections received from local residents and the Ward Member.

The application seeks consent for the construction of 23 dwellings with associated access and works on land to the south (rear) of Ael Y Bryn and west (rear) of Ffordd Yr Eglwys, North Cornelly.

The development site lies within the main settlement of Pyle/Kenfig Hill/North Cornelly as defined by Policy PLA1 of the Bridgend Local Development Plan (LDP). Policy COM3 of the LDP states that residential developments within settlement boundaries on windfall and small scale sites for the conversion of existing buildings, or the re-use of vacant or under-utilised land, will be permitted where no other policy protects the building or land for an existing or alternative use.

The site was identified as recreation space in the Council's Open Space Audit, 2010



and is therefore afforded protection by LDP Policies SP13 and COM7. Policy SP13 states that in order to maintain and improve the quality of life of residents, outdoor recreation space (inter alia) will be retained or enhanced. Policy COM 7 seeks to prevent the loss of existing social and community facilities which will not be permitted unless justified on one of the following grounds:-

1. A suitable alternative location is available and a facility of equivalent community benefit is provided by the developer on or off the site; or
2. In the view of the local planning authority, the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.

Whilst, the Council's Open Space Audit 2010 identified that there is a surplus of children's play space and outdoor sport facilities in North Cornelly, there was initially concern that insufficient information had been provided to justify the loss of this open space. It is highlighted, however, that the proposed development will not occupy all of the existing informal open space. In addition, the applicant has provided an aerial photograph of this part of North Cornelly, which demonstrates that there are areas of open space and sporting facilities within easy walking distance from the application site and there are safe linkages to these other areas.

The proposal relates to a housing development. Policy COM11 requires provision of, or the equivalent value of a satisfactory standard of outdoor recreation space, for all new housing developments. The policy states that the provision is subject to negotiation, and, despite the fact that the Head of Parks & Playing Fields has only suggested that it may be determined that a financial contribution for off-site provision is appropriate, could take the form of a financial contribution to improve existing provision. In this instance where the site is relatively constrained and is in close proximity to existing outdoor recreation spaces, in order to comply with this policy it is considered that a contribution of the equivalent of £470 per unit should be sought to improve existing facilities.

It is also considered that, due to the sloping nature of the land, the application site does not provide high quality open space and therefore it would be more beneficial for the wider community to upgrade facilities on land adjacent to Gibbons Way and Heol Y Parc. The applicant has agreed to this approach. On this basis, it is considered that there are suitable alternatives in the surrounding area and given that the development retains a proportion of the informal open space and its accessibility by the public (approximately 40% of the site made up of open space to the east of the cemetery and land allocated and safeguarded for the provision of an extended cemetery under Policy COM15 to the west of the cemetery), the proposed development is compatible with the aims of COM7, COM11 and COM15 of the LDP subject to the applicant entering into a Section 106 Agreement to secure contributions to upgrade facilities on the public open space at Gibbons Way and Heol y Parc to the west of the site.

The total number of dwellings triggers Policy COM5 requiring 15% affordable housing in this location. It is noted that the development proposes 100% affordable housing but the provision of 3 of the units as affordable housing in perpetuity should be secured through a Section 106 Agreement.

In terms of design, Policy SP2 of the LDP requires that all development should contribute to creating high quality, attractive, sustainable places, which enhance the community in which they are located, whilst having full regard to the natural, historic

and built environment and establishes fifteen criteria against which development proposals should be assessed. In respect of this application, criteria 1, 2, 3, 4, 6, 7, 10, 12 & 13 are relevant.

In view of the foregoing, it is considered that the submitted proposals will respect the character and distinctiveness of the local area, be of an appropriate scale and prominence and will be an efficient use of the land in terms of maximising the potential of the land whilst respecting the surrounding development and therefore meet criteria 1,2,3 & 4 attached to the Policy. The Highways Officer considers that subject to appropriately worded conditions satisfactory access and linkages can be provided to meet the requirements of criterion 6. Similarly the implementation of the advice provided by the Designing Out Crime Officer can ensure that criterion 7 will be met. The development proposals will not result in any unreasonable domination, overshadowing or loss of privacy to existing neighbouring properties thereby satisfying criterion 12. Also, an appropriately worded condition requiring a comprehensive and integrated drainage scheme for the development can ensure that satisfactory drainage, water and waste facilities are provided.

Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21<sup>st</sup> March, 2016.

Section 6 (1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires LPAs to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are:

1. That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment".
2. That there is "no satisfactory alternative"
3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"

Given the nature of the application site, it is considered that the land has the potential to provide a habitat for birds and reptiles, which are protected species. A preliminary Ecological Appraisal recommended that further survey work be undertaken to ascertain the presence of reptiles on the land. The report also required any clearance works be

carried out outside the breeding season for birds. In the event that this were not possible, the Clerk of Works on Site would be responsible for searching the area immediately prior to the works being commenced. Subsequently, an ecological survey report for reptiles was received and this confirmed the presence of a population of slow worms. A relocation strategy together with avoidance measures have been recommended to mitigate potential adverse impact and a condition requiring adherence to these recommendation will be included to ensure compliance with the requirements of the Habitats Regulations 1994 (as amended), Section 6 of the Environment (Wales) Act 2016, guidance contained within TAN 5: Nature Conservation and Planning (2009) and Policy ENV6 of the LDP.

Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5).

The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

Earlier in the appraisal, consideration has been given to the impact of the loss of the open space on the community. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development having regard to the informal nature of the space and the retention of some land for dog walking etc.

During the processing of the application, Policies PLA1, COM3, SP13, COM7, COM5, SP2, ENV6 and Notes 1,2 & 6 of Supplementary Planning Guidance 02 Householder Development and Supplementary Planning Guidance 17 : Parking Guidelines.

## **CONCLUSION**

On balance, having regard to the above, it is considered that the loss of a local community facility in the form of an informal area of open space and hardstanding between existing housing and a cemetery is mitigated by the provision of affordable housing in an area that is well served by easily accessible formal and informal areas of public open space, the retention of part of the site for informal open space and a financial contribution towards improving existing formal areas of play in the immediate vicinity of the site. Therefore, this application is recommended for approval as it accords with the policies of the Bridgend Local Development Plan 2013, particularly policies COM7 (Protection of Social and Community Facilities) and COM11 (Provision of Outdoor Recreation Facilities), and will not adversely affect the residential amenities of existing and future occupiers, pedestrian and highway safety in and around the site or the visual amenities of the area as to warrant refusal.

## RECOMMENDATION

(R34) (A) The applicant enter into a Section 106 Agreement to:-

Provide a minimum of (15%) 3 of the units as affordable housing units in accordance with Supplementary Planning Guidance 13 in perpetuity.

Provide a contribution of £10,810.00 to fund the upgrading of facilities on the public open space in Gibbons Way and Heol Y Parc, North Cornelly.

Provide £7,000.00 to fund the necessary Road Traffic Order and signage to achieve the 20mph speed restriction.

(B) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans and documents: plan numbers 3464/PA/003 Rev A, 3464/PA/004, 3464/PA/005, 3464/PA/006, 3464/PA/007, 3464/PA/008, 3464/PA/009 and 3464/PA/010.

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

2. Notwithstanding condition 1, no development shall take place until a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings including door and window frames, fascias, soffits and bargeboards and rainwater goods, hereby permitted, have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason : To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

3. No development shall commence on site until a comprehensive traffic calming scheme has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include traffic calming measures restricting 85% tile traffic speeds to 20mph. The traffic calming facilities shall be implemented in accordance with the agreed scheme prior to any of the dwellings being brought into beneficial use or in accordance with a timetable to be agreed in writing by the Local Planning Authority.

Reason : In the interests of highway safety.

4. No development shall commence on site until a Construction Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Construction Management Plan shall include:-

1. Provision of a temporary compound for construction materials and plant and parking for contractor's vehicles during the construction phase of the development;
2. Details of a wheel washing scheme to prevent mud and debris from the construction traffic being carried out onto the existing maintainable highways;
3. A scheme of temporary traffic management to facilitate the construction of the proposed junction onto Ael Y Bryn and any other element of the road construction where such traffic management is necessary;

The construction of the development shall be undertaken in accordance with the agreed Construction Management Plan.

Reason : In the interests of highway safety to ensure that the Local Planning Authority retains effective control over the development in the interests of general amenity.

5. No dwelling shall be occupied until the individual drive and parking bays serving the dwelling have been laid out in accordance with the approved layout and completed in permanent materials at gradients that do not exceed 8.33% (1 in 12) and thereafter retained for parking purposes in perpetuity.

Reason : To ensure the provision and retention of off street parking facilities in the interests of highway safety.

6. No development shall commence on site until there has been deposited with the Local Planning Authority a Certificate from a Consulting Engineer certifying that any retaining wall including those adjacent to any highway or access road will be designed and constructed so as to prevent subsequent ground movement. The retaining walls shall be constructed in accordance with the design and constructional details so certified.

Reason: In the interests of safety.

7. No development shall commence until a scheme has been submitted to and agreed in writing by the Local Planning Authority for the provision of an access road affording access to the existing highway surface water attenuation tank located to the south of the site. Thereafter the agreed scheme shall be implemented in permanent materials prior to any of the dwellings hereby approved being brought into beneficial occupation or in accordance with a timetable to be agreed in writing by the Local Planning Authority.

Reason : In the interests of highway safety.

8. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site showing how foul drainage, road and roof/yard water will be dealt with, including any future maintenance requirements, has been submitted to and agreed in writing by the Local Planning Authority. The drainage system shall thereafter be implemented in accordance with the agreed scheme prior to any of the dwellings being brought into beneficial use.

Reason : To ensure that effective drainage facilities are provided to serve the development and ensure that flood risk is not increased.

9. No development including any site clearance works shall be commenced until a detailed Ecological Method Statement and timeline conforming with the Section 9 Recommendations of Just Mammals Ecological Survey Report for Reptiles received on 8th June, 2016, for the relocation of the slow worms present on the site and including a reptile barrier to ensure the animals are not harmed during the construction phase of the development and identification of an Ecological Clerk of Works (ECW) to be responsible for the implementation of the agreed Method Statement, have been submitted to and agreed in writing by the Local Planning Authority. The site clearance works shall thereafter be managed by the ECW in accordance with the agreed Method Statement throughout the clearance and construction phases of the development.

Reason : in the interests of protecting a reptile species protected under Schedule 9 of the Natural Environment and Rural Communities Act, 2006 and the biodiversity of the

area.

10. Notwithstanding the approved layout plan, no development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected and a timetable for its implementation. Development shall be carried out in accordance with the agreed plan and timetable.

Reason : To ensure that the general amenities of the area are protected.

11. Notwithstanding Condition 1 no development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a landscaping scheme which shall include, proposals for surface treatment, indications of all existing trees and hedgerows on land, and details of any to be retained, together with measures for their protection in the course of development. The agreed landscaping works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority prior to any development commencing on site.

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

12. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority prior to any development commencing on site.

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

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

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

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

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

15. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any Order revoking and re-enacting that Order with or without modification), no buildings shall be erected other than those expressly authorised by this permission on Plots 1-12 inclusive.

Reason : In the interests of visual and residential amenities.

16. The developer shall ensure that a suitably qualified archaeologist is present during the undertaking of any ground works in the development area, so that an archaeological watching brief can be conducted. The archaeological watching brief will be undertaken to the standards laid down by the Institute of Field Archaeologists. The Local Planning Authority shall be informed in writing, at least two weeks prior to the commencement of the development, of the name of the said archaeologist.

Reason: To ensure that any non replaceable archaeological assets are investigated and noted, as the site lies in an area of potential archaeological interest.

17. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

(a) This application is recommended for approval because the development complies with Council's policy and guidelines and does not adversely affect privacy or visual amenities nor so significantly harms neighbours' amenities as to warrant refusal.

(b) In order to satisfy the drainage condition (9) the following supplementary information would be required:-

\*Ground investigation report to confirm acceptability of any proposed infiltration system;

\*Provide infiltration tests to confirm acceptability of any proposed infiltration system;

\*Provide information about the design calculations, storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface water system;

\*Timetable for its implementations; and

\*Management and maintenance plan for the lifetime of the development and any other arrangements to secure the operation of the scheme throughout its lifetime.

(c) The observations received from Dwr Cymru/Welsh Water, the Designing Out Crime Officer and Wales & West Utilities are attached for the developer's information and consideration.

(d) Rainwater run off from driveways should not discharge into the highway surface water drainage system. Failure to ensure this may result in action being taken under Section 163 of the Highways Act, 1980.

(e) It is a requirement of Section 153 of the Highways Act that any gates must be located and fitted so as not to open out over the highway.

(f) The Highway Authority will require the developer to enter into a Section 38 Road Agreement and a Section 104 Sewer Agreement, including appropriate bonds to secure the implementation of the proposed highway and sewer works.

(g) The Highway Authority reserves the right to invoke the powers contained in Section 59 of the Highways Act, 1980 to recover additional expenses incurred in maintaining certain lengths of the highway network.

(h) The development should be designed and constructed in accordance with the January, 1003 Mid Glamorgan County Council Design Guide for Residential and Industrial Estate Roads, which has been adopted by this Council. In accordance with the Design Guide, road gradients shall be such that a maximum gradient of 1:12 is not

exceeded. A 10m near level platform shall apply at junctions. Access roads shall have a minimum gradient of 1:125.

(j) The developer should make every effort to ensure surface water from any permanent surface drains onto adjacent porous surfaces, thereby reducing the demand on the drainage system. Alternatively the developer may wish to explore the use of permeable materials for the access and parking areas although compacted chippings would not be acceptable. As a result of the above, surfaces such as concrete or tarmacadam should not be considered as a first option.

(k) Commuted sums to cover the extraordinary long term maintenance costs of any highway structures will be a prerequisite of the adoption of the road works as highways maintainable at public expense.

(l) Street nameplates reflecting the official street name allocated by the Council should be erected by the developer at locations and to a specified standard.

(m) There shall be no deposit or storage of building materials on the highway without the express prior consent of the Highway Authority.

(n) The developer is encouraged to provide an information pack containing public transport information including timetables to the occupiers of each residential unit.

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

**Background Papers**

None



**REFERENCE:** P/16/472/FUL

**APPLICANT:** Ward Jones Bridgend Ltd c/o John Matthews, 47 Anglesey Way, Porthcawl, CF36 3qp

**LOCATION:** Land off Horsefair Road Waterton Ind Estate CF31 3YN

**PROPOSAL:** Private car park area and outside storage compounds comprising the provision of hard surfacing (SUDS) & substantial boundary landscaping

**RECEIVED:** 23 June 2016

**SITE INSPECTED:** 17th July 2016

## **APPLICATION/SITE DESCRIPTION**

The application site lies to the rear of Units 11-13 Horsefair Road on Waterton Industrial Estate. Its southern boundary immediately adjoins the Vale of Glamorgan with the village of Treoes beyond to the south and south east. Nant Ganna, a small stream lies just beyond the eastern boundary, with the Royal Mail depot and an existing container storage operation forming the western boundary of the site.

In 2015, planning permission was granted to change the use of what was at the time, an undeveloped area of land to uses falling within Classes B1, B2 and B8 of the Use Class Order 1987- the land has long been identified for employment development and is specifically allocated and protected for such purposes under Policy REG1 (8) of the Bridgend Local Development Plan. Planning permission P/15/132/FUL was subject to a number of pre-commencement planning conditions that sought to control future development, in the interests of visual amenities, to promote nature conservation, to prevent flooding and to safeguard the amenities of residents.

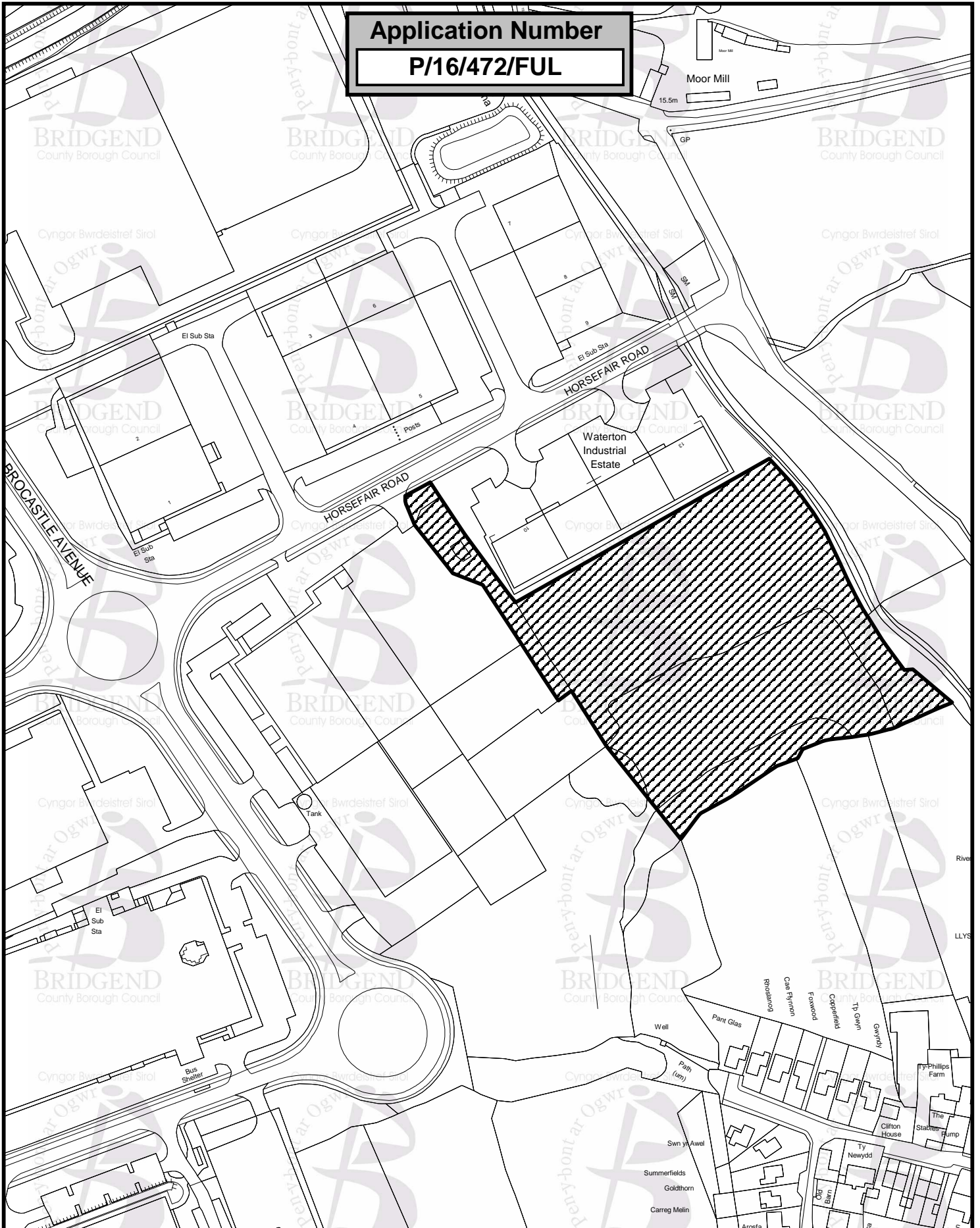
Approximately 12 months ago, the new landowner commenced site works which principally related to the clearance of site vegetation but also involved the removal of a number of mature trees on the southern and eastern boundaries. The developer's actions resulted in significant representation being made by the residents of Treoes and investigations followed. The applicant maintained that the site clearance works did not constitute development and had been carried out in a manner agreed by the ecologist who had submitted the ecology report that has accompanied the 2015 application. The applicant's agent contended that the tree works had been undertaken on the advice of a consultant arboriculturist and that only trees that were wind damaged, decayed or dying had been removed. Whilst the actions of the applicant transformed the appearance of the land, they did not constitute a planning breach that warranted enforcement action, at that time.

In June of this year, Ward Jones (Bridgend) Ltd submitted this application to develop a private car parking area and outside storage compounds, comprising the provision of hard surfacing and landscaping on the southern and eastern site boundaries of the site. The application form acknowledges that works had commenced in May 2016.

A Planning, Design and Access Statement accompanied the application and confirmed that the private parking area was "to serve some of the substantial car parking needs of the nearby CGI operational premises". The submitted plans show the car parking area occupying the northern part of the site, immediately to the rear of the existing units. A total of 150 spaces are proposed in a series of bays with internal access roads,

Application Number

P/16/472/FUL



Scale 1:2500

Date Issued:  
20/10/2016

Development-Mapping  
Tel: 01656 643176

Mark Shephard

Corporate Director-Communities

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

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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connecting to the existing site access. Improvements to the existing arrangements are proposed with the provision of a 1.5m wide, hard surfaced footway linking the car park to the public highway. Lockable gates to the highway and footway are also proposed.

The car park element of this application is in part retrospective as works have already commenced in the forming of the parking area which has comprised the laying of a 200mm depth of compacted crushed stone with the surface topped with 100mm of road planings. The parking area has been enclosed by 2m high fencing and a series of floodlighting columns (18 no.) on the northern and southern boundaries of the car park. The angled floodlights are approximately 4.5m above ground level and will be operational during all reasonable working hours.

The remainder of the site will be used for outside storage and the provision of landscaping, in the form of localised earth bunds with new native whip planting. A number of the remaining mature trees form part of the landscaping scheme.

The outside storage areas are defined on the revised 'Proposed Site Layout' plan submitted on 9<sup>th</sup> September and will include three areas. An area of land immediately to the east of the car park is being used for the storage of old locomotive cabs with the plan indicating a maximum of 13 cabs on site. The restoration works are undertaken by a local group as a hobby more than a commercial operation - the use has previously taken place on a small area of land to the rear of TBD UK Ltd to the west of the site. A recent visit confirmed that storage buildings have also been introduced to this part of the site which the applicant indicates are used to store equipment and parts associated with the restoration works.

The central part of the site is to be used for the siting of steel storage containers, approximately 222 units, each measuring 6m x 2.5m with a flat roof reaching an approximate height of 2.2m. The containers will be permanently stored and used as a self-storage facility. The planning statement indicates that the storage containers will need to be available for client/customer access between 07:00 hours and 23:00 hours during weekdays, weekends and Bank Holidays.

The site layout plan confirms that the southern section of the site will be used for the storage of caravans, campervans and similar storage vehicles up to a maximum of 108 vehicles. The plan indicates a series of parking bays accessed through the proposed containerised storage units. The outside storage areas will also be surfaced as per the car park and enclosed by 2m high security fencing.

## **RELEVANT HISTORY**

P/15/132/FUL - Change of Use Of Land To B1/B2/B8 - Land Adj Ward Jones (Bridgend) Limited Horsefair Road Waterton Industrial Estate Bridgend - Conditional Consent - 18th June 2015.

## **PUBLICITY**

The application has been advertised in the press and on site.

Neighbours have been notified of the receipt of the application.

The period allowed for responses to the publicity undertaken expires on 20<sup>th</sup> October 2016.

## **NEGOTIATIONS**

Commenced on 20<sup>th</sup> July 2016 and requested additional information to enable the Council to fully assess the impacts of the proposed uses against all the policies of the adopted development plan for the area.

## **CONSULTATION RESPONSES**

**VALE OF GLAMORGAN BOROUGH COUNCIL:** An objection is raised to the proposed change of use due to the lack of information on the proposed parking and storage use to fully assess the proposal. No transport assessment has been provided to clearly demonstrate the need for the parking provision, while no noise assessment has been submitted to demonstrate that the use would have no harmful impact upon nearby residential amenity by way of potential noise and disturbance at unsociable times of the day/night. Moreover, no drainage strategy has been provided to clearly demonstrate that the development would not result in an increased risk of flooding to the adjacent residential sites.

**DESTINATION & COUNTRYSIDE MANAGEMENT** Any further tree felling should be preceded by an assessment of their bat potential. The use of ash in any landscaping scheme is no longer appropriate

**NATURAL RESOURCES WALES:** We recommend that planning permission should only be granted if you attach planning conditions in relation to the following:

- Biodiversity - A condition to protect a 5m wide vegetated buffer to include the remaining tree line of the southern and eastern boundaries. The zone should remain free from built development. A bat survey of the trees should also be submitted.
- Japanese Knotweed - a condition requiring a method statement to be agreed to put appropriate measures in place to avoid the spread of these invasive species.
- Landscaping - we support the retention of any mature trees/landscape features on site - this should form part of a comprehensive and robust landscaping scheme.

The site is located within the C2 zone but as the proposed development is considered low vulnerability, we do not object to this proposal.

**HEAD OF STREET SCENE (DRAINAGE):** Recommend that conditions are attached to any consent in relation to site drainage.

**COYCHURCH LOWER COMMUNITY COUNCIL:** No objection but request that the bund and planting scheme are in place before any caravans or containers are moved to the site - this is to ensure that the residents of Treoes are safeguarded.

## **REPRESENTATIONS RECEIVED**

Letters of objection have been received from the following:

Treoes Action Group, The Stables, Parc Newydd Farmhouse, Malthouse, Ty Phillip Farm, Trelaun, Pant Glas, Ty-Gwyn, Bodafon, The Croft, Summerfield, , Ty Onnen, Great House, 18, Yr Efail, Ty Newydd, , Foxwood, Copperfield, Stoneybrook,

Caeffynnon, Rhoslanog, Clifton House, Gwyndy 2 Llys Ty Mawr, Ffaur Llewod, Awelon and,14 and 21 Brookside,

The following is a summary of the objections received:

1. The site has been developed contrary to previous planning conditions imposed on application P/15/132/FUL - the developer completely ignores planning conditions -
2. Lack of information (noise report, flood risk assessment, drainage details - the submission is far from comprehensive - uncertain as to nature of the proposed uses
3. The noise levels from existing uses are currently unacceptable - the development will exacerbate the situation - proposed hours of working are unreasonable.
4. Restoration works will generate noise and disturbance - this is not light industry - spraying of cabs will discharge airborne products contrary to Health and Safety Regulations.
5. Additional lighting across the car parking area will cause light pollution to properties in Treoes - floodlighting has already been installed.
6. The development will have a serious visual impact on the amenities of the village of Treoes - privacy will be compromised as a result of the developer's previous actions. There is no indication on the height of the steel storage containers which could be stacked.
7. The tree felling and removal of vegetation has devastated the site - the proposed landscape buffer is totally inadequate and will not replace the vegetation that was previously removed.
8. The development will not result in the provision of any employment so does not fully accord with the policies of the development plan.
9. Car parking facility so close to commercial operation is unsafe - the access is shared with the Post Office Depot - no proper segregation of vehicle and pedestrians.
10. Car parking area should only operate during the working hours of CGI which is daytime only and no weekends and Bank Holidays. Car park will be used for the parking of HGV vehicles overnight
11. Stoning of the area could result in drainage problems and possible flooding of adjoining land - the land is situated over an aquifer with two well heads for potable water - the introduction of highway plantings may result in contamination.
12. The site is crossed by a water main and gas line - the developer has failed to adhere to the advice on the protection of the apparatus during the recent works
13. Devaluation of property

Representations have also been received from Llangan Community Council objecting to the development on the basis of a lack of information on the proposed uses and the loss of amenity for the residents of Treoes.

Alun Cairns MP (Vale of Glamorgan), Jane Hutt (AM) and Andrew RT Davies (AM) have also written on behalf of their constituents and have reaffirmed the aforementioned concerns with a request that consideration is given to the 2002 appeal decision which considered the relationship of commercial development to the community of residents and the potential impact on the amenity of residents. Reference is made to the inadequacy of the information that has been submitted in connection with site drainage, the method of moving the steel containers, and the proposed access arrangements.

## **COMMENTS ON REPRESENTATIONS RECEIVED**

1. In granting planning permission to change the use of the land, the Council imposed a number of planning conditions that sought to prevent site clearance, the removal of trees and the subsequent management of the site's ecology, through a Construction Environment Management Plan, Landscape and Ecology Management Plan and an Ecological Design Strategy. Planning conditions however only take effect when the planning permission is implemented and in this case the applicant's agent maintained that the permission had not commenced. Site clearance works do not constitute development and on the basis that the trees and vegetation were not afforded any protection under planning legislation (Tree Preservation Orders), the Council were in the unfortunate position of not being able to prevent the developer's actions. The Council would however contend that when the developer initiated works (engineering works) in the forming of the car park, the storage of additional containers and the locomotive cabs, development had commenced and the conditions that were imposed on the 2015 permission were being breached. The applicant's agent in the planning statement suggests that the 2015 permission is not being pursued and that the new application represents a new planning chapter. Whilst the Council has a duty to determine the submitted application, which may be a means of addressing previously breached conditions, it does not however prevent the Council pursuing enforcement action if that was considered appropriate. Furthermore, as the pre-commencement conditions attached to P15/132/FUL were not properly discharged, the implementation of that planning permission may not be lawful. It is however open to the Council to impose planning conditions, even on the retrospective development regarding the provision of replacement landscaping and other control over the existing and future development of the land. On the basis of previous events, residents maintain that further conditions will only be ignored by the developer. Whilst their frustrations are noted, nothing within legislation or planning case law indicates that developer's previous failings can be given weight in the determination of an application. The developer's actions are not grounds for refusing this application.
2. The level of information that accompanied this application when originally submitted in June was sufficient in terms of the validity of the application for registration purposes but did not allow the proposal to be fully considered by both the community and the Local Planning Authority. The 'Proposed Site Layout Plan' received on 9<sup>th</sup> September provides more detail and this has been the subject of a recent re-consultation with the residents and all statutory consultees. The application has not been accompanied by a noise report but on the basis of the recent discussions with the Council Neighbourhood Services Officer (Public Protection), control over the hours of operation, revisions to the siting of the container and enhanced screening and planting along the site boundaries negate the need for such a submission. Natural Resources Wales recognise the site's location within a C2 Flood Zone but because of the nature of the use, have not required a Flood Consequence Assessment. Limited information has been provided

in terms of site drainage and it is understood that residents have met with a representative of the Land Drainage Section. It is however considered appropriate to implement a condition controlling site drainage rather than require this information upfront.

3. The Department has received numerous communications from residents of Treoes complaining about noise emanating from Waterton Industrial Estate. The alleged source of the problem has included the existing Ward Jones container storage operations, the Royal Mail Depot, TBD UK Ltd and SAS. Of these operators, only TBD UK Ltd has a planning condition that controls hours of use and this has been the subject of a recent application which was considered by the August Development Control Committee meeting. The Vale of Glamorgan Council are the investigating department on the noise specific complaints but on the basis of the information provided with this application and following a recent visit to site, the Council's Neighbourhood Services Officer has indicated that the 'proposed uses' should not result in unacceptable levels of noise that would normally be associated with activities on an industrial estate.
4. The Neighbourhood Services Officer in the initial observations, sought clarification on the type of equipment that would be used in the restoration of the locomotive cabs. The applicant has indicated that no power tools, angle grinders are used on site. If such work is necessary, it is understood that the cabs are taken from site. In such circumstances, a condition preventing the use of equipment that may generate noise could be imposed on any permission granted. It is assumed that paint will be applied to the cabs as part of the restoration process but there is no evidence submitted to suggest that the fumes would impact on the living conditions of residents given the specific distances separating the site from existing houses. Other legislation regulates the use of airborne product.
5. Downward facing LED floodlights were proposed on the submitted layout and have recently been erected in the manner described in the introduction to this report. Photographs submitted by residents indicate that floodlighting shines towards existing houses in the nearby village but examination of the lighting units indicates that the floodlights could be adjusted to ensure that the light is directed on the car park this minimising light spillage. A condition can be imposed preventing the use until adjustments to the lighting has been made. In addition, the use of the floodlighting will be tied to the operation of the car park.
6. Although the developer's actions have transformed the appearance of this site, in allocating the land for industrial development, it was inevitable that its character, which was defined by semi-improved grassland with broad leafed trees and hedgerows on the boundaries, would change. The scale of the clearance works may reasonably be questioned by residents and the views into the site are now more open. This application represents an opportunity to repair some of the previous damage and to establish a new landscaped belt along the critical site boundaries. It is acknowledged that a number of the trees that were felled were done so on arboricultural grounds, as described in the earlier section of this report. The visual amenities that were enjoyed by the residents have been significantly changed and viewing steel containers and locomotive cabs does not compare favourably to the trees and hedgerows that framed the previous views. Again, however consideration has to be given to the site's allocation in the Bridgend Local Development Plan and

the reasonable expectation that the site would be developed for industry which could involve the construction of new buildings, with service yards and storage compounds. The Council will seek to control the replacement landscaping to ensure that it is provided prior to any additional outside storage taking place on site. On this objection, the Council concedes that the amenity of residents has been affected but opportunities do exist to limit the impacts in the medium to long term.

7. Tree felling has been considered in the previous section but residents have also referenced the layout plan that accompanied the 2015 application which included the 'retention' of landscaping belts on the southern and eastern boundaries at depths varying from 5-10m. The 'Landscape Area Protected Zone' on the latest site layout plan proposes depths from a minimum of 5m to a maximum of 10m which do not differ significantly from the previous application. Subject to the design of the landscape feature, incorporating the existing mature trees, localised earth bunding, where necessary and dense tree planting, it can achieve an appropriate replacement to the trees, improving the appearance of the area and in the longer term promoting nature conservation. A condition will be imposed requiring the agreement of a revised landscaping scheme to address the comments received from the Council's Ecologist and Natural Resources Wales.
8. Question 18 on the application form provides information on the number of employees resulting from the development. 'Not Yet Known' is the response. The objectors have identified that the site is allocated and safeguarded for employment uses but have questioned the value of the development in the context of the policy if it does not provide employment. The agent has indicated that only the car park will be completed and become operation at this time, with the remaining uses being dependent on market interest. Storage type uses are often not labour intensive but nonetheless they constitute an economic activity that may generate wealth, jobs and income. Furthermore, the provision of the car park will not only remove vehicles from the public highway but will also provide improved facilities for CGI employees which may assist in sustaining existing and creating new jobs. With the requirement to give weight to the broader economic benefits of development, as set out in national policy, sustaining an objection on the number of jobs that will be created would be difficult.
9. The Head of Street Scene (Highways) accepts that the existing access arrangements are not able to accommodate the additional vehicle movements that will be generated by the proposed uses and as such improvements will be required to allow the safe movement of vehicles and pedestrians - this will be secured through planning conditions.
10. Conditions will be imposed to ensure that the car park will operate in conjunction with the CGI business and will not be used for the storage of Heavy Goods Vehicles.
11. On matters such as site drainage the Department is in part, reliant on the advice of the statutory consultees and although it will be necessary to impose conditions requiring the agreement of site drainage works, there has been no indication that an acceptable scheme cannot be achieved on this site. Natural Resources Wales have not identified an aquifer or the potential for site contamination in their consultation response.



12. Referencing the responses received from Dwr Cymru Welsh Water and Wales and West Utilities on the previous application, confirms the existence of a water and gas main beneath the car park. The protection of such apparatus is the responsibility of the developer and the relevant statutory undertaker. Their existence has previously been brought to the attention of the developer and any conflict with the operational conditions for works in the proximity of the mains would be enforced by the relevant organisation and not this Council.

13. Devaluation of property is not a material planning consideration.

## **APPRAISAL**

The application is referred to committee for determination in view of the objections received from the residents of Treoes and Llangan Community Council.

The application seeks retrospective consent, in part, for the car park and locomotive storage and permission for the various open storage uses and new landscaping along the site boundaries on Waterton Industrial Estate. The site is allocated and protected for employment development falling within uses B1, B2 and B8 (as defined by the schedule to the Town and Country Use Classes 1987), Policy REG1 (8) of the Bridgend Local Development Plan (2013) refers.

Whilst the storage and repair of locomotive cabs and 'open storage' uses fall within Classes B2 (General Industry) and B8 (Storage or Distribution) respectively, the car park use is not so clearly defined in terms of the Use Class Order. Parking areas associated with factories or offices would fall within the single planning unit and therefore either a B1 or B2 use. In this case, the car park would serve a different site and planning unit and therefore would possibly be considered as a sui generis use. Policy REG 2 of the Bridgend Local Development Plan does recognise that sui-generis uses may be appropriate on allocated sites and as the car park will serve an established and expanding business, it is considered an appropriate use of land in the context of the Development Plan. The supporting text in the Development Plan indicates that a variety of sites suitable for all types of employment uses of varying size and type have been identified. National policy requires Local Authorities to place a greater emphasis on the likely economic benefits of a development with the numbers and types of jobs expected to be created or retained on a site, in the determination of any planning application for economic development.

All development is required to create high quality, attractive, sustainable places and Policy SP2 of the Bridgend Local Development Plan identifies 15 criteria which are the starting point for the assessment of all applications. Having good road connections within and outside the site, to ensure efficient use; avoiding or minimising noise, soil and water pollution, safeguarding and enhancing biodiversity and green infrastructure, safeguarding the amenity of neighbouring uses/occupiers and incorporating appropriate arrangements for the disposal of foul sewage and surface water are the relevant criteria for the purposes of this application. Policies SP3 (Transport), PLA11, (Car Parking), ENV6 (Nature Conservation) and ENV7 (Natural Resource Protection and Public Health) are also part of the policy framework against which this application must be assessed, in the context of the significant local objection and the responses received from our consultees.

There has been a longstanding commitment to develop Waterton Industrial Estate for a range of commercial and industrial uses in various iterations of the development plan

over a number of years. The 2015 permission recognised the site's allocation and consent was issued for the land to be developed for B1, B2 and B8 uses. The previous section has considered the former permission, the planning breaches and the level of information submitted with this application. The key impacts in the context of the policies are discussed as follows:

#### SAFEGUARDING THE AMENITY OF NEIGHBOURING USES/OCCUPIERS (POLICIES SP2/ENV7)

This is undoubtedly the key issue in the determination of the application with the village of Treoes being due south/south east of the application site boundary and the nearest property, 4 River Court, being 44m from the site. This is a relatively recent development with the more established properties on Parc Newydd being some 130m from the southern boundary of the application site.

Protecting the living conditions of residents covers a range of issues in the context of this application and the previous section considered the visual impact of open storage on the land, noise from the respective uses and light pollution.

Introducing commercial development to this site was likely to have an impact on the levels of amenity that have been enjoyed by the residents but the critical issue is the significance and whether, under the current planning legislation, adequate controls can be imposed on the existing and future use of land. On the basis of the responses received from consultees and a review of the site circumstances, the impact on the residents in terms of noise, air quality, light pollution does not demand a refusal of permission. They are matters that can be addressed by conditions and can be enforced should the developer fail to comply. Whilst the provision of landscaping along the site boundaries does not provide the immediate impact and screening value of the mature trees and hedgerows that were removed, it can be designed to provide an acceptable level of screening that in time will mature to provide a significant landscape feature that increasingly will become of value in biodiversity terms. Despite the significant level of objection, it is considered that a controlled development can safeguard the living conditions and well-being of the immediate residents, and the wider community of Treoes.

Section 3 of the Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5). The well-being goals identified in the Act are: \* a prosperous Wales, \* a resilient Wales, \* a healthier Wales, \* a more equal Wales, \* a Wales of cohesive communities, \* a Wales of vibrant culture and thriving Welsh language and \* a globally responsible Wales.

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development.

#### SAFEGUARDING AND ENHANCING BIODIVERSITY AND GREEN INFRASTRUCTURE (POLICIES SP2/ENV6)

The Ecological Survey that accompanied the previous application indicated that the main features of nature conservation interest were around the site margins. The report stated that it would be possible to retain much of the site's value for biodiversity by

leaving a belt of trees around the boundaries which would also have been consistent with general landscape and amenity considerations relating to the adjacent countryside and nearby village of Treoes. All other site clearance works should have been timed to avoid birds and small mammals and reptiles. As referred to in an earlier section of the report, the trees were not formally protected and the site clearance works did not constitute development and therefore fell outside of the controls of the 2015 permission. The applicant's agent maintains that the only trees felled were done so on arboricultural grounds and that the timing of the site clearance works would have avoided conflict with any protected species. The Council recognises that such actions have transformed the appearance of the site, particularly when viewed from the adjacent village but there is scope through any future permission to introduce new native tree planting which will contribute to the Council's Green Infrastructure objectives.

Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21st March, 2016.

Section 6 (1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires Local Planning Authorities to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. In this case, the retained trees offer potential habitat for protected species and although the majority will form part of the 'Landscaping Area Protected Zone', a number of trees identified in the tree consultant report will be felled. Prior to such works being undertaken, a competent ecologist will have to undertake a detailed check for bat roosts and active birds' nests immediately before the trees are cleared and provide written confirmation that no bats or birds will be harmed and/or that there are appropriate measures in place to protect bats and nesting birds on site - this will be secured by a planning condition.

#### INCORPORATING APPROPRIATE ARRANGEMENTS FOR THE DISPOSAL OF FOUL SEWAGE AND SURFACE WATER (POLICIES SP2/ENV7)

Although the level of information submitted concerning site drainage is limited, the Council's Land Drainage Engineers have not opposed the development but have recommended the imposition of a pre-commencement planning condition requiring the agreement of a comprehensive drainage scheme dealing with both the disposal of foul and surface water. It is, however, noted from the submitted plans that a permeable rather than an impermeable surface is proposed on site, contrary to the view expressed by a number of objectors. Any drainage scheme agreed for this site should ensure no adverse effect on third party land.

## HAVING GOOD ROAD CONNECTIONS WITHIN AND OUTSIDE THE SITE, TO ENSURE EFFICIENT USE (POLICIES SP2/SP3/PLA11)

The Head of Street Scene (Highways) believes the highway network in the industrial estate can accommodate the additional traffic generated by the proposed development and it has not been necessary for the application to be accompanied by a Transport Assessment. The current layout of the shared access into the site is not able to accommodate the additional vehicle movements generated by the proposed use. The access to the site also currently serves a neighbouring facility which is considered to generate a significant amount of HGV movements. Therefore in order to ensure that there is no conflict between the existing HGV uses and the proposed car parking and caravan storage movements, the Council will require a scheme to provide a substantial physical barrier between the accesses to the two sites.

Furthermore it is considered that the car park element of this scheme will generate a significant increase in both vehicular and pedestrian movements in an around the access junction to the proposal site. It is therefore essential that the improvements to the junction are undertaken before beneficial use of the site commences. It is acknowledged that the provision and construction of the carpark element of this proposal is well advanced so accordingly the conditions will be worded so as to prevent any further development. Therefore the required conditions seek the implementation of these works before any further development on the site is undertaken or before the car park is brought into beneficial usage in the interests of highway and pedestrian safety.

The Council acknowledges that the substance of local views must be considered in the determination of an application and, in this case, significant amount of opposition has been received from neighbouring occupiers, the community council and local politicians. It is, however, considered that the development accords with Council policy which seeks to deliver a range of sites for the whole spectrum of B Classes, sui generis uses and other uses that require an industrial location. The development also accords with all the other relevant policies in the Development Plan but, to ensure that the living conditions of adjacent residents are safeguarded, any loss in biodiversity interest is compensated for and that appropriate drainage arrangements are provided on site, a number of planning conditions will need to be imposed on any permission that is granted.

## CONCLUSION

Having regard to the above, this application is recommended for approval because on the balance of all the policy objectives, it is considered that the development complies with Council and national policy, is in a location that is allocated for the uses as proposed and offers an opportunity to retain control over the future development of the site.

## RECOMMENDATION

(R64) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans and documents: Proposed Site Layout received on 19th October 2016. The site shall only be used for the following:

a) An overspill car parking area to be used in association with CGI Business and Management Consultants, Waterton Industrial Estate, Moor Road Bridgend and not for

the parking of any other vehicles or the storage of any containers or equipment, (Area shaded red on the 'Proposed Site Layout' received on 19th October 2016).

b) The restoration of Locomotive Cabs (a maximum of 17) without the use of any power tools and for no other purposes including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification (Area marked with a blue circle on the 'Proposed Site Layout' received on 19th October 2016).

c) The storage of steel containers (a maximum of 234 containers). The back row of containers on the south eastern boundary of this part of the site shall be sited such that their doors face towards the car park area. (Area shaded orange on the 'Proposed Site Layout' received on 19th October 2016).

d) The storage of Caravans, Campervans and Motor Home (a maximum of 108) and for no other purpose including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that class in any statutory instrument revoking and re-enacting that order with or without modification (Area shaded yellow on the 'Proposed Site Layout' received on 19th October 2016)

Reason: To ensure the affective control over the future use of the site in the interests of highway safety and the amenities of residents

2. Notwithstanding the submitted plans no further development shall be undertaken until a scheme detailing the layout of 150 off street parking spaces and associated vehicle circulation has been submitted to and agreed in writing by the Local Planning Authority. The parking area shall be completed in permanent materials with the individual spaces clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety

3. Notwithstanding the submitted plans no further development shall be undertaken until a scheme for the provision of junction improvements from the proposed access road onto Horsefair Road, in the form of substantial physical barriers to separate the two access points and give way white line markings, has been submitted to and approved in writing by the Local Planning Authority. The approved junction improvement scheme shall be implemented before any part of the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of highway safety.

4. Notwithstanding the submitted plans no further development shall be undertaken until a scheme for the provision of safe pedestrian access from the footways along Horsefair Road into the proposed development site, including dropped kerbs at the site entrance and segregated pedestrian footway through the site into the proposed car park. The agreed pedestrian access scheme shall be implemented in permanent materials before the any part of the development is brought into beneficial use and retained as such thereafter.

Reason: In the interests of highway safety

5. The overspill CGI car parking area hereby permitted shall not be used outside the following times: 07.00-20.00 hours Mondays- Fridays. At all other times, the car park shall be secured to prevent access outside the permitted hours.

The restoration of Locomotive Cabs hereby permitted shall not take place outside the following times: - 09:00-18:00 hours on any day.

Access to the steel container site shall not be permitted outside the following times: 07.00-23.00 hours on any day. At all other times, this part of the site shall be secured to prevent access outside the permitted hours.

Reasons: In the interests of safeguarding residential amenities.

6. No steel storage containers shall be stacked/stored on top of one another and no container lifting gear shall be stored or operated on site.

Reason: This consent relates solely to permanent sited storage containers in the position indicated on the area shaded orange on the 'Proposed Site Layout' received on 19th October 2016.

7. Within three months of the date of this permission a scheme to provide sound attenuation measures on the opening mechanisms of the steel containers on site shall be submitted to the Local Planning Authority. The agreed sound attenuation measures shall be installed prior to any individual steel container being used and shall be maintained as such in perpetuity.

Reason: In the interests of safeguarding the living conditions and well-being of the residents.

8. Notwithstanding the submitted plans and within one month of the date of this permission, a landscaping scheme on the area defined as 'Landscaping Area Protected Zone' on the Proposed Site Layout plan received on 19th October 2016 shall be submitted to the Local Planning Authority. The scheme shall include all trees to be removed and retained, earth bunding to a minimum height of 1.5m, planting plans, schedule of trees and shrubs, noting species, plant sizes and proposed numbers and densities. All landscaping works shall be carried out in accordance with the approved details and in next planting season (November 2016 – March 2017).

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

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

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

10. No further trees shall be felled on site, until a competent ecologist has undertaken a detailed assessment for their potential to accommodate bat roost sites.

The results of such an assessment shall be submitted to and agreed in writing by the Local Planning Authority prior to any further tree works being undertaken.

Reason: In the interests of promoting nature conservation

11. In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved landscaping plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of this consent

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written agreement of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard [3998 (Tree Work)].

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

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

12. Within three months of the date of this decision, an invasive non-native species protocol shall be submitted and approved in writing by the Local Planning Authority detailing the containment, control and removal of any Japanese Knotweed or other invasive species on site. The measures shall be carried out strictly in accordance with the approved scheme.

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

13. Within two months of the date of this permission a scheme for the comprehensive and integrated drainage of the site showing how road and yard water will be disposed of, including future maintenance requirements, shall be submitted to the Local Planning Authority. The scheme agreed in writing by the Local Planning Authority shall be implemented within six months of the date of the permission and prior to any other storage activities taking place on site.

Reason: To ensure safe drainage of the site.

14. Within one month of the date of this permission a revised lighting scheme for the car park area shall be submitted to the Local Planning Authority. The scheme shall demonstrate that the area to be lit will not result in light spillage affecting the residents of Treoes. The scheme agreed in writing by the Local Planning Authority shall be implemented within three months of the date of this permission

The CGI car parking area shall not be lit outside the following times: - 07.00-20.00 hours Mondays- Fridays and shall be maintained as such in perpetuity.

Reason: In the interests of residential amenities.

15. No external lighting shall be installed on any of the outside storage areas unless details of such lighting, including the intensity of illumination and predicted lighting contours, so that it can be demonstrated that areas to be lit will not disturb residents or prevent bats using their territory or having access to their breeding sites and resting places have been first submitted to, and approved in writing by, the Local Planning Authority prior to first use of the site. Any external lighting that is installed shall accord with the details so approved.

Reason: In the interests of residential amenities and to maintain the favourable conservation status of any protected species on site.

16. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

This application is recommended for approval because on the balance of all the policy objectives, it is considered that the development complies with Council and national policy.

**MARK SHEPHARD  
CORPORATE DIRECTOR COMMUNITIES**

**Background Papers**

None



**REFERENCE:** P/16/328/FUL

**APPLICANT:** Mr Simon Caudle Arwerydd, Porthcawl Road, South Cornelly, CF33 4RW

**LOCATION:** Plot 1 rear of Arwerydd Porthcawl Road South Cornelly CF33 4RW

**PROPOSAL:** Proposed three bed house on already constructed slab with minor elevational changes

**RECEIVED:** 15 June 2016

**SITE INSPECTED:** 22 June 2016

## **APPLICATION/SITE DESCRIPTION**

The application site consists of a section of a large rear garden of the property known as 'Arwerydd' which is located on the eastern side of Porthcawl Road in the village of South Cornelly. The planning history confirms that a series of applications have been made on the land, with the principle of the site being developed for housing first being established in 1999. In the intervening period, permission has been refused for a detached dwelling and pair of semi-detached units on the plot but, in 2010, consents were issued for two plots to the rear of the host dwelling which included a conditional consent on this current application site for a detached 3 bed dwelling. Although the slab was laid, conditions were not formally discharged and permission P/09/625/FUL has now lapsed.

This application seeks consent to erect a detached dwelling on the site of the existing slab, having maximum dimensions of 8.5m x 10.7m with a pitched roof reaching a height of 7.7m measured from the slab level. Accommodation will comprise living room/dining room, kitchen, hall, utility room and integral garage on the ground floor with three bedrooms and two bathrooms above. The dwelling will be positioned so as to front the adjacent un-developed plot and the host dwelling beyond and side on to the rear gardens of properties on Clevis Court. The forecourt will be hard landscaped to provide parking and turning facilities with the land to the rear graded to form a rear garden. The vegetated limestone tiers of the Cornelly Quarry form the backdrop to the development and form part of a Site of Importance for Nature Conservation.

Access to the dwelling will be from Porthcawl Road via a private drive that will serve the adjacent plot, (plot 2 which is also the subject of a current application - (P/15/761/FUL refers)

## **RELEVANT HISTORY**

P/99/944/OUT - Detached three bedroom dwelling - CC - 21-12-1999

P/04/1089/FUL - Pair of semi-detached three storey dwellings - REFUSED - 5-10-2004

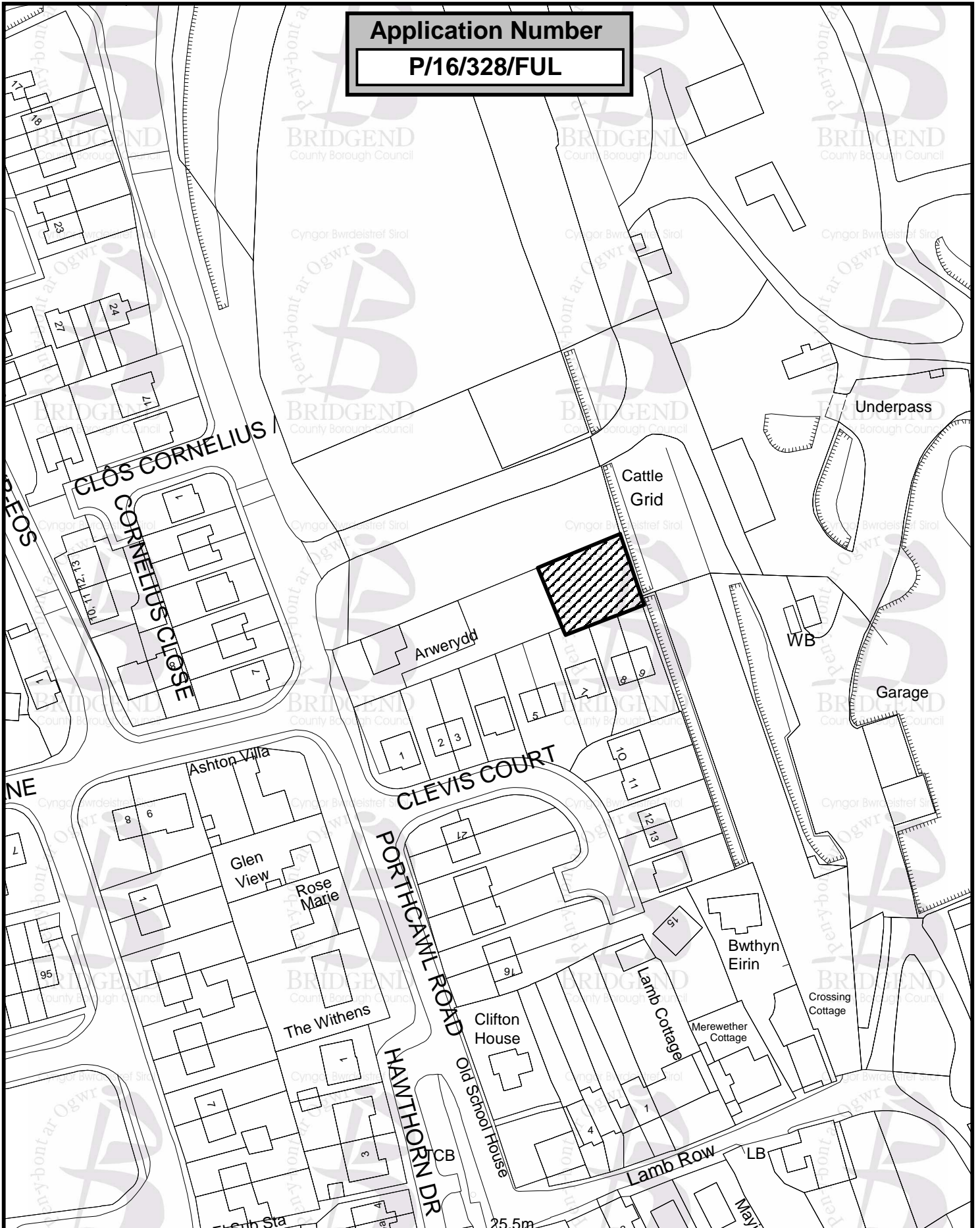
P/05/162/FUL - Construction of a detached dwelling - REFUSED - 14-7-2005

P/08/852/FUL - Proposed detached dwelling - REFUSED - 06-01-2009

P/08/853/FUL - Proposed detached dwelling - REFUSED - 06-01-2009

**Application Number**

**P/16/328/FUL**



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**Date Issued:**  
20/10/2016

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**Development-Mapping**  
Tel: 01656 643176

**Mark Shephard**  
Corporate Director-Communities

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

O/Drive/Plandraw/new MI layouts/  
Committee DC Plan

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Cyngor Bwrdeistref Sirol  
Fenny-bont ar Ogwr

**BRIDGEND**  
County Borough Council

## **PUBLICITY**

Neighbours have been notified of the receipt of the application.  
The period allowed for responses to consultations/publicity has expired.

## **NEGOTIATIONS**

The Department has requested the submission of an accurate site location plan.

## **CONSULTATION RESPONSES**

Welsh Water Developer Services          No objection subject to conditions.

## **REPRESENTATIONS RECEIVED**

Letters of objection have been received from the occupiers of the following properties:

Mrs B Evans - 6 Clevis Court - South Cornelly

Teresa Kennedy - 7 Clevis Court - South Cornelly

Jon Cockel - 9 Clevis Court - South Cornelly

The following is a summary of the objections received:

1. Loss of privacy due to the new property overlooking the garden and house
2. Loss of light due to proximity of dwelling dominating outlook.
3. Loss of view to the size and position of the proposed property - the dwelling will be overbearing and larger than the houses in Clevis Court
4. Ground level is lower and the fence line/back of the garden have already subsided due to the clearance work carried out.
5. Concerns over the ground drainage.
6. Additional congestion to an already busy road.
7. Risk of additional noise and air pollution.
8. Devaluation of property.

## **COMMENTS ON REPRESENTATIONS RECEIVED**

1. The proposed dwelling will be orientated so that the front elevation faces south-west toward Porthcawl Road. The nearest habitable room window to the properties on Clevis Court (serving bedroom 1) is on the front elevation which would only allow limited indirect views into the rear gardens of properties alongside. Side facing windows have been included in the house design but they will only serve the integral garage and loft space. Conditions will be imposed requiring the windows to be fitted with obscure glazing and preventing the insertion of any additional windows on the south-eastern elevation.

The privacy afforded to the occupiers of the adjacent plot will not change as a result of this amended house design.

2. The submitted plans indicate that the proposed dwelling will be sited some 3m from the shared boundary with the rear garden of properties on Clevis Court and

approximately 1.3m below the garden level. Overall the side elevation of the new dwelling will be 11.8m from the rear of 8/9 Clevis Court. In applying the guidance on domination and overshadowing from the Council's Design Guide, the development compares favourably with a 10.5m minimum separating distance being achieved and the 25 degree daylight protection zone over-sailing the pitched roof of the dwelling. Subject to the development being carried out in accordance with the submitted site levels and proposed siting, the development will not over dominate or overshadow the rear amenity space or the ground floor windows of nos 8 and 9 to an unacceptable degree.

3. The open aspect that is currently enjoyed by the adjoining neighbours will be affected by the development. The right to a view cannot generally be safeguarded through the planning system. The degree to which the development will dominate outlook has been considered above.

4. In laying the slab as part of the last permission on site, ground levels were lowered which an objector suggests has de-stabilised the boundary fence. Whilst, in part, this may be a private matter, a condition will be imposed requiring any retaining works to be certified by a structural engineer.

5. Dwr Cymru Welsh Water has not opposed the development. A condition will however be imposed requiring the agreement of a comprehensive drainage scheme for the dwelling prior to development commencing.

6. Previous applications for dwellings on the site were refused on highway safety grounds being that the proposed additional use of the access onto Porthcawl Road would generate additional movements to and from the roundabout controlled junction to the detriment of highway safety. That junction has now been removed and it is understood that the proposed access arrangements are now acceptable from a highway safety perspective.

7. The noise associated with the construction on the application site and adjoining land will be short term in nature and controlled under the Environmental Protection Act i.e. noise nuisance. Again, air quality would only be compromised during construction and is not a reason for refusing planning permission.

8. Devaluation of property is not a material planning consideration.

## **APPRAISAL**

The application is referred to the Development Control Committee for determination given the number of objections that have been received from local residents.

The application site is located in the settlement of South Cornelly and, under the terms of Policy COM3 of the Bridgend Local Development Plan (2013), small scale residential development on vacant or underutilised sites is permitted, where no other LDP policy protects the land or buildings. The site does lie adjacent to the boundary of South Cornelly Quarry and within a Mineral Protection Buffer Zones as defined by Policy ENV10. The policy requires that development does not sterilise the mineral resource and would not be adversely affected by mineral operations. The policy pre-dates the LDP and, to date, the Council has not resisted infill within the existing settlement, much of which is covered by the buffer zone. Access to the quarry is from a lane which runs along the northern boundary of the site at a distance of approximately 20m and, although the lane is well used, in granting the previous permission it was considered

that the noise generated would not reach levels which would be detrimental to residential amenities and would not be significantly worse than a dwelling adjacent to a busy main road, such is the case with the host dwelling, Arwerydd. In summary, the principle of the land being developed for one residential unit accords with planning policy.

All development should, however, contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located and Policy SP2 establishes 15 criteria against which this application has been assessed.

The proposed two storey dwelling has a simple design akin to any unit on a modern housing estate. Its scale is proportionate to the plot and the wider setting and, whilst the level of private garden space is modest in area, it follows that previously granted. Subject to conditions that will require the use of appropriate materials of construction, the development should not detract from the visual amenities of the area.

Although South Cornelly is a small settlement, it is well served by public transport and the new dwelling will benefit from a safe and efficient road system.

There is no evidence that the site is contaminated but it would be incumbent upon the developer to provide a remediation strategy should any form of contamination be encountered during development. It is noted, however, that some ground works have already taken place with the new dwelling being constructed on the existing base. In these circumstances, a planning condition dealing with contamination is not considered necessary.

Section 40 of the Natural Environment and Rural Communities Act 2006 states that 'every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. This "duty to conserve biodiversity" has been replaced by a "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016 which came into force on 21<sup>st</sup> March, 2016.

Section 6 (1) states that "a public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions." Section 6(2) goes on to state that "In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular (a) diversity between and within ecosystems; (b) the connections between and within ecosystems; (c) the scale of ecosystems; (d) the condition of ecosystems (including their structure and functioning); and, (e) the adaptability of ecosystems."

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 requires LPAs to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application. The three tests that must be satisfied are:

1. That the development is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment".
2. That there is "no satisfactory alternative"
3. That the derogation is "not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"

Given the nature of the application site, it is considered that, overall, there will be no significant adverse residual impacts on biodiversity. Therefore, the proposal is considered to comply with the requirements of the Habitats Regulations 1994 (as amended), Section 6 of the Environment (Wales) Act 2016, guidance contained within TAN 5: Nature Conservation and Planning (2009) and relevant LDP policies.

Whilst biodiversity interest on site would be at best of local importance, the rising land to the rear is part of a SINC (Site of Importance for Nature Conservation). Despite the proximity, there is no indication that the development will impact significantly on this locally designated area.

Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5).

The well-being goals identified in the Act are:

- A prosperous Wales
- A resilient Wales
- A healthier Wales
- A more equal Wales
- A Wales of cohesive communities
- A Wales of vibrant culture and thriving Welsh language
- A globally responsible Wales

The duty has been considered in the assessment of this application. It is considered that there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development.

The critical factor in the determination of this and previous applications has been the relationship of the site to the adjacent plots in Clevis Court. Objections have been received to this application and have been considered in the previous section. Inevitably, the introduction of development close to the rear of the objectors properties will have an impact but overall, the siting of the dwelling and its 'finished slab' level below the gardens and level of the neighbouring properties should ensure that the living conditions and well-being of the neighbours will not be adversely affected. The design does represent a modest improvement on what was previously granted.

All other matters such as site drainage will be the subject of pre-commencement planning conditions.

## **CONCLUSION**

This application is recommended for approval because the development complies with Council policy and guidelines and does not adversely affect highway safety, privacy or visual amenities nor so significantly harms neighbours as to warrant refusal.

Furthermore, other than the removal of the roundabout as described above, there has been no significant change in circumstances since the previous consent was approved in 2010 and the principle of development has been established.

**RECOMMENDATION** (R02) That permission be GRANTED subject to the following condition(s):-

1. The development shall be carried out in accordance with the following approved plans: Ground Floor Plan, First Floor Plan, Front and Rear Elevations and Side Elevations received on 27th April 2016.

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

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

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenity of the area.

3. No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected and a timetable for its implementation. Development shall be carried out in accordance with the agreed plan and timetable.

Reason: To ensure that the general amenities of the area are protected.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 1995 (or any Order revoking and re-enacting that Order with or without modifications), no development which would be permitted under Article 3 and Classes A, B, C, E, F, G, H and I of Part 1 to Schedule 2 of the Order shall be carried out within the curtilage of the dwelling without the prior written consent of the Local Planning Authority.

Reason: In the interests of visual and residential amenities.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modifications) no windows, other than those shown on the approved plans shall be placed in the south eastern elevation, of the building, facing Clevis Court.

Reason: In the interests of safeguarding the living conditions and well-being of occupiers of the adjoining neighbours.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modifications) the proposed garage window on the south-eastern elevation shall be non-opening and glazed with obscure glass to a specification to be submitted to and agreed with the Local Planning Authority prior to any development commencing and shall be permanently maintained thereafter as non-opening and obscurely glazed.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

7. No development shall commence on site until there has been deposited with the Local Planning Authority a Certificate from a Consulting Engineer certifying that any retaining wall to be constructed will be designed and constructed so as to prevent subsequent ground movement. Any retaining wall shall be constructed in accordance with the design and constructional details so certified.

Reason: In the interests of safety and to ensure an appropriate form of development.

8. No development shall commence until a scheme providing three replacement off street parking spaces to serve the host dwelling 'Arwerydd', has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall include the means of surfacing with the individual spaces clearly demarcated in permanent materials and shall be implemented prior to works commencing on the approved dwelling and kept available for the parking of motor vehicles at all times.

Reason: In the interests of highway safety.

9. The proposed parking spaces, shared driveway and turning area serving the development shall be completed in permanent materials prior to the dwelling being brought into beneficial use and shall be kept available for the movement and parking of motor vehicles at all times.

Reason: In the interests of highway safety.

10. The proposed means of access shall be laid out with vision splays of 2.4m x site frontage before the development is brought into beneficial use. No structure or erection exceeding 1 metre in height shall be placed within required vision splay areas.

Reason: In the interests of highway safety.

11. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a. This application is recommended for approval because the development generally complies with Council policy and guidelines and does not adversely affect highway safety, privacy or visual amenities nor so significantly harms neighbours as to warrant refusal.

b. Foul water and surface water discharges shall be drained separately from the site.

c. No surface water shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.

d. Land drainage run-off shall not be permitted to discharge, either directly or indirectly, into the public sewerage system.

e. The developer should make every effort to ensure surface water from any permanent surface drains onto adjacent porous surfaces, thereby reducing the demand on the drainage system. Alternatively, the developer may wish to explore the use of permeable materials for the shared private drive, turning facility, 3 replacement off street parking spaces for 'Arwerydd' and driveway serving Plot 1, although compacted chippings would not be considered acceptable as they are likely to be dragged onto the highway to the detriment of highway and pedestrian safety. As a result of the above,



impermeable surfacing such as concrete or tarmacadam extending across the full width of these facilities should not be considered as a first option.

f. Rainwater run-off shall not discharge into the highway surface-water drainage system. Failure to ensure this may result in action being taken under section 163 of the Highways Act 1980.

g. Before creating, altering or reinstating any vehicular crossover, constructional details must be agreed with the Highway Maintenance Manager. .

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

**Background Papers**  
None

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## APPEALS

*The following appeals have been received since my last report to Committee:-*

<b>CODE NO.</b>	A/16/3158271 (1782)
<b>APPLICATION NO.</b>	P/16/324/FUL
<b>APPELLANT</b>	MR ROBERT ROBERTSON
<b>SUBJECT OF APPEAL</b>	SINGLE RESIDENTIAL DWELLING ON FORMER STORAGE SITE: THE YARD, LALESTON ROAD, CEFN CRIBBWR
<b>PROCEDURE</b>	WRITTEN REPRESENTATIONS
<b>DECISION LEVEL</b>	DELEGATED OFFICER

The application was refused for the following reasons:-

1. The site lies in a rural area and the proposal which constitutes an undesirable sporadic and inappropriate form of development outside any existing settlement boundary would be prejudicial to the character of the area in which it is intended that the existing uses of land shall remain for the most part undisturbed, would be contrary to established national and local planning policies and would set an undesirable precedent for further applications for similar development in this area, contrary to Policies PLA1 and ENV1 of the Bridgend Local Development Plan 2016.
2. The proposed development is situated in a remote, unsustainable location that is not accessible by a range of different transport modes and will rely on the use of private motor vehicles. The proposal is therefore contrary to policy SP2 of the Bridgend Local Development Plan (2013) and advice contained within Planning Policy Wales 2016.
3. The proposed development would generate pedestrian movements along Laleston Road towards Cefn Cross where there is no pedestrian footway generating a risk of pedestrian / vehicular conflict to the detriment of highway safety.

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<b>CODE NO.</b>	A/16/3158287 (1783)
<b>APPLICATION NO.</b>	P/15/844/FUL
<b>APPELLANT</b>	VALLEYS TO COAST HOUSING
<b>SUBJECT OF APPEAL</b>	TEN DWELLINGS, ACCESS, PARKING, LANDSCAPING AND ASSOCIATED WORKS: LAND SOUTH OF ST ILLTYDS ROAD, BRIDGEND
<b>PROCEDURE</b>	WRITTEN REPRESENTATIONS
<b>DECISION LEVEL</b>	DELEGATED OFFICER

The application was refused for the following reasons:-

1. The proposed development, by reason of its siting, layout and design, would constitute an insensitive and unsympathetic form of residential development that is not in-keeping with the existing settlement pattern and the established layout of properties in the locality. The development would be detrimental to the existing character and general levels of visual amenity currently enjoyed in the locality, and is therefore contrary to policy SP2 of the Bridgend Local Development Plan (2013) and advice contained within Technical Advice Note (TAN) 12: Design 2016) and Planning Policy Wales (2016).

2. The proposed development would result in the loss of an identified recreational space that forms an integral part of the design and character of the existing housing estate. The development would therefore be detrimental to the residential amenities currently enjoyed in the locality and is, therefore, contrary to Policies COM7 and SP3 of the Bridgend Local Development Plan 2013.

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**CODE NO.** A/16/3158287 (1784)  
**APPLICATION NO.** P/15/846/FUL  
**APPELLANT** VALLEYS TO COAST HOUSING  
**SUBJECT OF APPEAL** THREE DWELLINGS, ACCESS, PARKING, LANDSCAPING AND ASSOCIATED WORKS:  
LAND SOUTH OF ST ILLTYDS ROAD BRIDGEND  
**PROCEDURE** WRITTEN REPRESENTATIONS  
**DECISION LEVEL** DELEGATED OFFICER

The application was refused for the following reasons:-

1. The proposed development, by reason of its siting, layout and design, would constitute an insensitive and unsympathetic form of residential development that is not in-keeping with the existing settlement pattern and the established layout of properties in the locality. The development would be detrimental to the existing character and general levels of visual amenity currently enjoyed in the locality, and is therefore contrary to policy SP2 of the Bridgend Local Development Plan (2013) and advice contained within Technical Advice Note (TAN) 12: Design (2016) and Planning Policy Wales (2016).
2. The proposed development would result in the loss of an identified recreational space that forms an integral part of the design and character of the existing housing estate. The development would therefore be detrimental to the residential amenities currently enjoyed in the locality and is, therefore, contrary to Policies COM7 and SP3 of the Bridgend Local Development Plan 2013.

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**CODE NO.** C/16/3159263 (1785)  
**ENFORCEMENT NO.** ENF/296/14/C  
**APPELLANT** MR ADRIAN LEAN  
**SUBJECT OF APPEAL** UNAUTHORISED LOG CABIN  
**PROCEDURE** WRITTEN REPRESENTATIONS  
**DECISION LEVEL** ENFORCEMENT NOTICE

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**RECOMMENDATION:**

That the report of the Corporate Director Communities be noted.

**MARK SHEPHARD - CORPORATE DIRECTOR COMMUNITIES**

**Background Papers**

(see relevant application reference number).

## REPORT TO DEVELOPMENT CONTROL COMMITTEE

27 October 2016

### REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

#### BRIDGEND CBC LOCAL PLANNING AUTHORITY – ANNUAL PERFORMANCE REPORT 2015-2016

#### 1. Purpose of Report

- 1.1 As reported to the 29<sup>th</sup> September 2016 DC Committee, the 2016 Annual Performance Report (APR) has been completed and is brought before Members to note its content before submission to the Welsh Government.

#### 2. Connection to Corporate Improvement Plan/Other Corporate Priorities

- 2.1 The delivery of the County Borough's statutory planning function has links to the Council's corporate priorities in particular number 1 – supporting a successful economy.

#### 3. Background

- 3.1 In line with Welsh Government requirements, Bridgend County Borough Council submitted its first APR in October 2015. The APR was proposed by the Welsh Government as a result of the "Positive Planning" consultation in December, 2013.
- 3.2 This report provides members with an update on the direction of travel in terms of performance since last year and is attached at Appendix 1. The APR, which is part narrative and part statistical, outlines the performance of Bridgend as a local planning authority over the period 2015-16 against a number of key national indicators and benchmarks and also includes the results of a customer satisfaction survey.
- 3.3 The data is derived from information supplied to Welsh Government and the Wales Data Unit, which in turn forms part of the national planning performance framework. Despite having one of the smallest planning teams in Wales, Bridgend has been one of the top performing planning authorities in Wales providing an excellent service and value for money to its customers.
- 3.4 Whilst the number of planning staff has reduced by almost half in recent times the number of planning applications particularly major schemes has slightly increased. Some of the key points arising from it are:-
- Increase in planning applications from 785 in 2015 to 801 in 2016.
  - Increase in determination times for all applications from an average of 58 days in 2015 to 60 days in 2016, which is still below the Welsh average of 77 days.
  - A decrease in the percentage of applications determined within the required timescales from 84% to 77% although this is in line with the Welsh average.
  - Decrease in determination performance with regard to major applications from an average of 203 days in 2015 to 270 days in 2016 which is below the Welsh average of 250 days. 30% of these applications were determined within required timescales compared to a Welsh average of 35%.
  - The number of major applications has almost doubled to 30 over the last year.

- The appeal success rate has increased from 60% to 80%.
- Slight increase in enforcement performance.
- Continuous and up to date development Plan coverage.
- A 5.4 year supply of housing land as at 2015/2016 (Members will note that this figure has recently been revised to 5.1 years).

3.5 However, there has been a change in customer satisfaction. In 2015, 74% of survey respondents thought that Bridgend gave good planning advice against a Welsh average of 57%. This year that figure has reduced to 48% with a Welsh average of 58%. This can be attributed to a number of factors such as the introduction of new Development Management Procedures following the Planning (Wales) Act 2015 and the reduction in the number of respondents.

3.6 The APR provides a more detailed commentary on the figures highlighted above.

#### **4. Next Steps**

4.1 The LPAs APR for 2015/2016 will be formally submitted to the WG before the deadline of 31<sup>st</sup> October, 2016.

#### **5. Recommendation**

- (1) That Members note the content of this report and the LPAs Annual Performance Report for 2015/2016 (Appendix 1).

**Mark Shephard**  
**Corporate Director Communities**

#### **Contact Officer**

Mr. Jonathan Parsons

Group Manager - Development

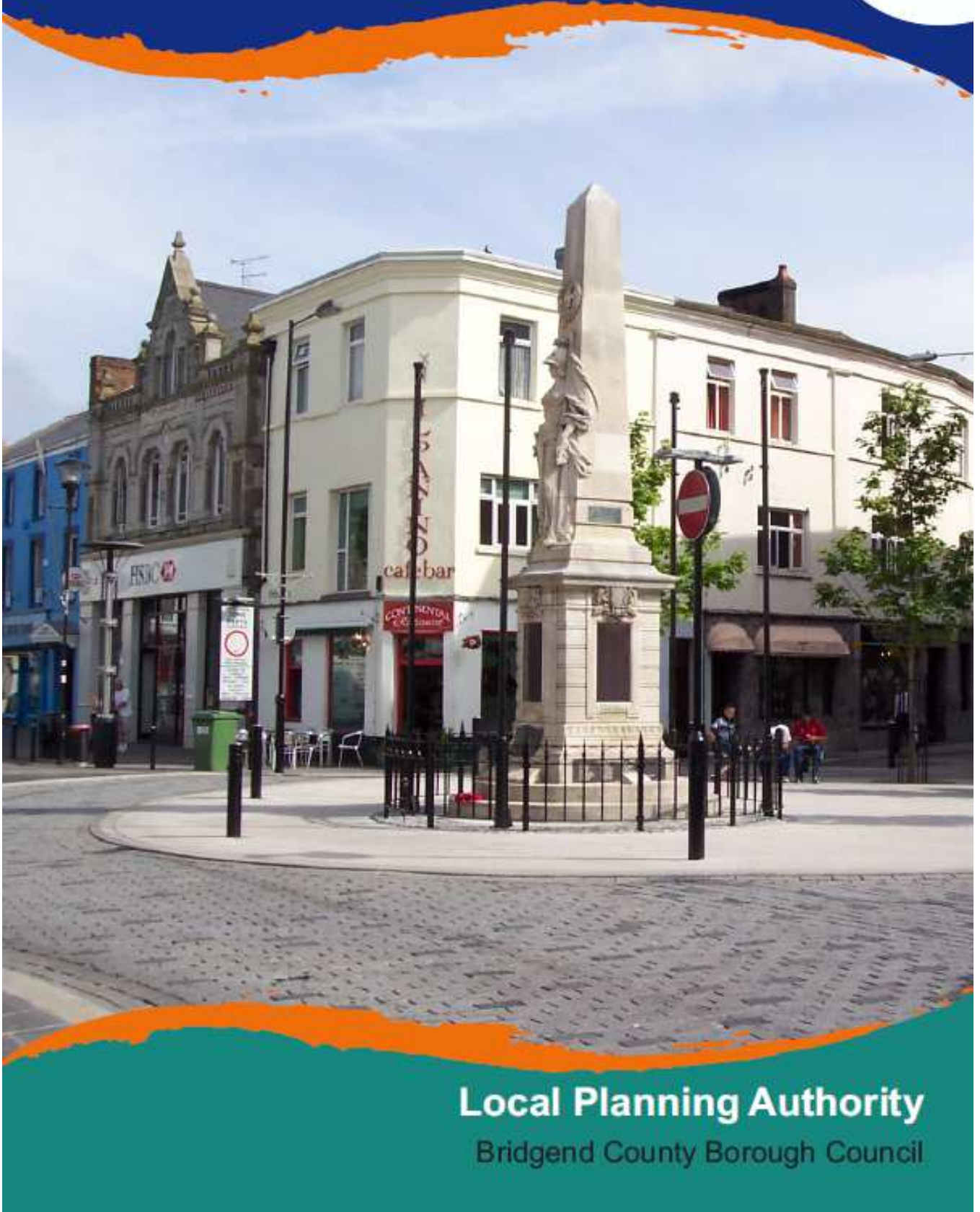
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#### **Background documents**

**Appendix 1: BCBCs APR 2015/2016**

# Annual Performance Report 2016



**Local Planning Authority**  
Bridgend County Borough Council

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## 1. PREFACE

*I am pleased to introduce the second Annual Performance Report for Bridgend County Borough Council's Planning Service for the period 2015/2016. In line with our Corporate Plan 2016-2020, our vision as a Council is to work together to improve lives across the County Borough by taking a balanced approach to improving the wellbeing of communities through social, physical, cultural and economic improvements, in order to achieve a safe, pleasant and sustainable environment for residents of, and visitors to, Bridgend County Borough.*

*The Planning Function lies at the very heart of this vision. It is my privilege to serve as the Cabinet Member for Communities and Planning has a key role to play in my portfolio. Bridgend has always been at the forefront of delivering an innovative and responsive planning service and I hope this report will highlight the achievements as well as the challenges for the future.*

***Councillor Ceri Reeves, Cabinet Member for Communities***



## 2. CONTEXT

Bridgend County Borough Council is one of the smallest and most diverse Authorities in Wales covering an area of approximately 28,500 hectares. It is characterised by a coastline onto the Bristol Channel and a mix of urban and rural communities within the Llynfi, Garw and Ogmere Valleys at the heart of South Wales.

The County Borough is a Unitary Authority and is bordered by Neath Port Talbot County Borough to the west and north, Rhondda Cynon Taf County Borough to the north and north east and by the Vale of Glamorgan Council to the east. The main administrative centre, Bridgend, lies approximately 18 miles to the west of Cardiff and 20 miles to the east of Swansea. The largest town is Bridgend (pop: 39,773) followed by Maesteg (pop: 20,700) and the seaside resort of Porthcawl (pop: 19,238).

The County Borough is home to the Ford Bridgend Engine Plant, a manufacturing facility of Ford of Europe, the Sony UK Technology Centre, a division of Sony Europe Limited, which is the manufacturing and customer service centre for Sony in the UK, and the World renowned Royal Porthcawl Golf Club. The Bridgend sub-area is the home of the Princess of Wales Hospital, a district general hospital within the Abertawe Bro Morgannwg NHS Trust.

### **Planning background**

The Bridgend County Borough Council Local Development Plan (LDP) was adopted on 18<sup>th</sup> September 2013 and will guide development in the County Borough up to 2021. The LDP replaced the Bridgend County Borough Council Unitary Development Plan which was adopted in May 2005 and covered the period up to 2016. Bridgend CBC has always had an adopted Development Plan in place to guide development.

### **Place and fit within the Single Integrated Partnership Plan/Corporate Plan**

Bridgend County Together (April 2013 – March 2018) is the overarching single integrated partnership plan for the county and is prepared by the Local Service Board (LSB) made up of senior representatives across a range of organisations working in Bridgend County. The Vision set out in the plan by the LSB is:-

Bridgend County is a healthy, prosperous and safe county where people can reach their full potential.

The 4 priority areas that make up the Vision are: -

- People in Bridgend are healthier
- People in Bridgend are engaged and empowered to achieve their full potential.
- People in Bridgend benefit from a stronger and more prosperous economy.
- Bridgend County is a great place to live, work and visit.

The plan sits above the Corporate Plan for the Council and sets out the Local Service Board's priorities up to 2018 and has been developed through a Comprehensive Strategic Needs Assessment and public consultation. The plan was formally agreed by the LSB on 30<sup>th</sup> April 2013.

The priorities and actions of the single integrated partnership plan has implications for the corporate plans of the Council and the LSB member organisations.

The plan is a long term plan and changes over its lifetime and there is a requirement to formally review and report annually on its progress to the public, Welsh Government, elected members and LSB member organisations.

As a result of the Wellbeing of Future Generations Act there is now a statutory requirement in Wales to publish a new type of partnership plan – the Local Wellbeing Plan.

In response to this requirement Bridgend’s Local Service Board (LSB) has become the Public Service Board (PSB). This new partnership organisation will undertake an Assessment of Local Wellbeing which will be published in 2017, followed by the Wellbeing Plan which is required to be in place by April 2018.

Bridgend’s Corporate Plan (2016-2020) Working Together to Improve Lives which sits under the single integrated partnership plan has 3 key priorities. These are:-

*1. Supporting a successful economy*

Taking steps to make the County Borough a good place to do business and ensuring that our schools are focused on raising the skills, qualifications and ambitions of all young people in the county.

*2. Helping people to be more self-reliant*

Taking early steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services.

*3. Smarter use of resources*

Ensuring that all resources (financial, physical, human and technological) are used as effectively and as efficiently as possible and supporting the development of resources throughout the community that can help deliver our aims.

The Planning function has an important role in implementing the Corporate Plan and the wellbeing goals set out in the Wellbeing of Future Generations Act. The challenge facing the service is to align with the new wider and corporate aims.

The Bridgend Local Development Plan was developed in the context of a Strategic Environmental Assessment incorporating a Sustainability Appraisal, and as such it broadly aligns with the Wellbeing goals of the Wellbeing of Future Generations Act.

The Vision of the Bridgend Local Development Plan is:-

*By 2021, Bridgend County Borough will be transformed to become a sustainable, safe, healthy and inclusive network of communities comprising strong, interdependent and connected settlements*

*with improved quality of life and opportunities for all people living, working, visiting and relaxing in the area.*

*The catalysts for this transformation will be: a successful regional employment, commercial and service centre in Bridgend; a vibrant waterfront and tourist destination in Porthcawl; a revitalised Maesteg; and thriving Valley communities.*

The LDP Vision will be delivered through four strategic LDP objectives which seek to address the national, regional and local issues facing the County Borough. These four strategic objectives are at the centre of the LDP and form the basis for its policy development. They are:

1. To produce high quality sustainable **Places** where people want to live.
2. To protect and enhance the **Environment**.
3. To spread prosperity and opportunity through **Regeneration**.
4. To create safe, healthy and inclusive **Communities**.

The Bridgend LDP is scheduled for a full review in 2017 and the new plan will be developed to express in land-use terms the priorities of the forthcoming Local Wellbeing Plan for Bridgend and will also be the subject of SEA and SA.

#### **Existing and previous major influences on land use (e.g. heavy industrial, agricultural, energy, transport)**

Bridgend owes its origin to its strategic location at the lowest bridging point on the River Ogmore, where east to west and north to south traditional trade routes met.

It was originally a small market town serving the western agricultural community of the Vale of Glamorgan which grew when the coal mining industry flourished to the north. The local road and railway network was developed to provide access to communities from the rest of South East Wales, taking advantage of Bridgend's strategic location. With further planned post-War urban growth based on local manufacturing, it became the administrative centre for the area. From the late 1970s to date it has grown once more in response to commuter housing pressures generated from its proximity to Cardiff and general economic growth westwards along the M4 Motorway corridor.

The wider settlement structure of the County Borough still reflects its agricultural and industrial heritage. The coal mining industry fostered the growth of Maesteg in the upper Llynfi Valley and many smaller towns and villages, such as Blaengarw, Pontycymer, Nantymoel, Ogmore Vale and Evanstown in the Garw and Ogmore Valleys and Pyle, Kenfig Hill, Cefn Cribwr, Tondu, Aberkenfig, Ynysawdre, Sarn, Bryncethin, Brynmenyn, Heol-y-Cyw and Pencoed in the more southerly coalfield fringe.

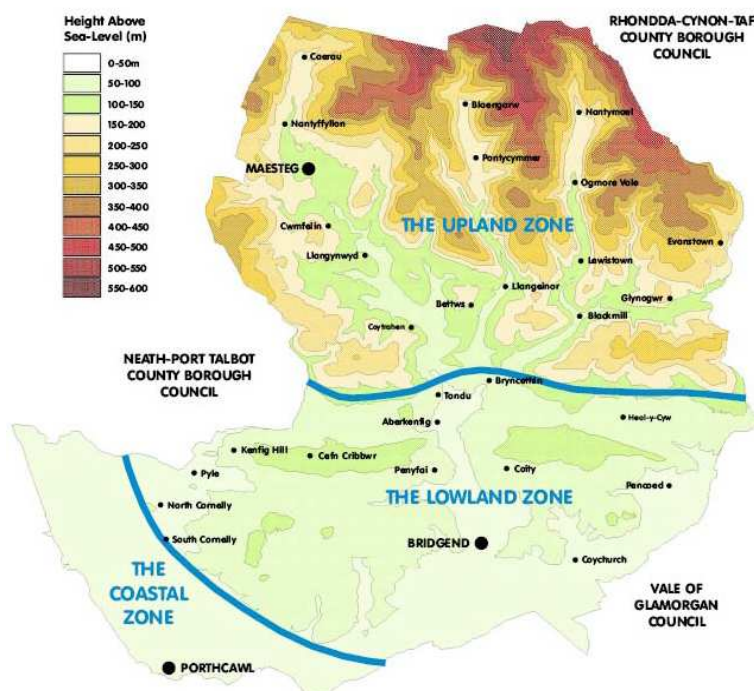
Porthcawl grew initially as a small port with rail links to the valleys and the coal mining industry. Later, in the inter-War period, it prospered as a popular coastal tourist resort. During the post-World War II period it expanded significantly, along with the village of North Cornelly and the town of Pyle, to provide housing for workers in the growing iron and steel industry in nearby Port Talbot.

## Historic/landscape setting of the area, including AONBs, conservation areas etc.

The County Borough extends from the Afon Cynffig in the west to the Afon Ewenni Fach in the east, taking in the Llynfi, Garw and Ogmores valleys from their sources in the north to the Bristol Channel in the south. From north to south the area can be broken down into zones which reflect the area's physical character, i.e. its upland, lowland, and coastal zones.

### *The Upland Zone*

This zone is characteristic of the wider South Wales Coalfield which is dominated by the pennant sandstone plateau, its moor land and hill pastures. It is cut through by a number of rivers running generally south or south westwards to form a series of deep valleys. The ridges between these valleys rise steeply to heights exceeding 550m in the northern part of the County Borough.



### *The Lowland Zone*

This zone is characterised by a series of east-west ridges generally not exceeding about 130m in height south of the Coalfield Plateau. Its undulating terrain, of generally higher quality agricultural land, forms a swathe through the central and south eastern parts of the County Borough.

### *The Coastal Zone*

This zone constitutes a generally flat plain which extends from 3.0 km to 1.5 km inland from the Bristol Channel where it meets the higher lowland zone. It includes the sand dune systems of Kenfig Burrows, in the west, and Merthyr Mawr Warren, in the south, and terminates in the south east at the River Ogmores estuary, which is the County Borough boundary.

Landscape assessments identified nationally and regionally important landscapes in the County Borough. These include the western part of the nationally important Glamorgan Heritage Coast, one of the most scenically beautiful stretches of undeveloped coast in England and Wales.

Also, Merthyr Mawr, Kenfig and Margam Burrows and Margam Mountain are recognised by Cadw/CCW/ICOMOS as being of 'Outstanding' and 'Special Historic Interest' in their Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales.

The 'Strategic Coalfield Plateau and its Associated Valley Sides' is designated as a sub-regionally important Special Landscape Area. Several 'Landscape Conservation Areas' are also designated as being of local significance.

Agricultural land makes an important contribution to the County Borough's landscape, even though only 44% of the area (excluding Common Land) was in agricultural production in 2004. This is much less than the 80% average figure for Wales. Some 90% (over 10,000ha) is grassland, mainly used for sheep farming, whereas about 4% (506ha) is used for arable crops, mainly barley.

There are 3,033 Ha of registered common land in the County Borough which represents 12% of its area.

The County Borough has a wide range of biodiversity and nature conservation interests including:

- Three sites of International/European nature conservation importance at Kenfig Burrows and Merthyr Mawr Warren coastal dune systems, Cefn Cribbwr grasslands and Blackmill woodlands, each of which is a designated 'Special Area of Conservation' (SAC);
- Twelve nationally designated 'Sites of Special Scientific Interest' (SSSIs), including Kenfig SSSI and Merthyr Mawr SSSI which form the Kenfig SAC and which are also 'National Nature Reserves' (NNRs);
- Three existing, and four proposed, Local Nature Reserves (LNRs) and one Regionally Important Geological or Geomorphological Site (RIGS);
- Over 160 non-statutory 'Sites of Nature Conservation Importance' (SINCs); and
- A wide range of species due to the area's geographical variation and a considerable range of habitats. Especially its internationally important sand dune systems, which include European and UK protected and rare flora and fauna.

The statutory sites cover 1,215ha, or 4.8% of the area, 974ha of which comprises the Kenfig SAC.

The County Borough also has a rich Built Heritage and Historic Environment including:

- 62 Scheduled Ancient Monuments of national importance and a considerable and varied archaeological resource including known archaeological monuments which are not currently scheduled but which are, nonetheless, included in the County Sites and Monuments Record maintained by the Glamorgan-Gwent Archaeological Trust;
- 361 Listed Buildings of Special Architectural or Historic Interest;
- 15 designated Conservation Areas; and
- 6 Historic Parks and Gardens, in addition to those Historic Landscapes noted above, which are also included in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales prepared by Cadw/CCW/ICOMOS.

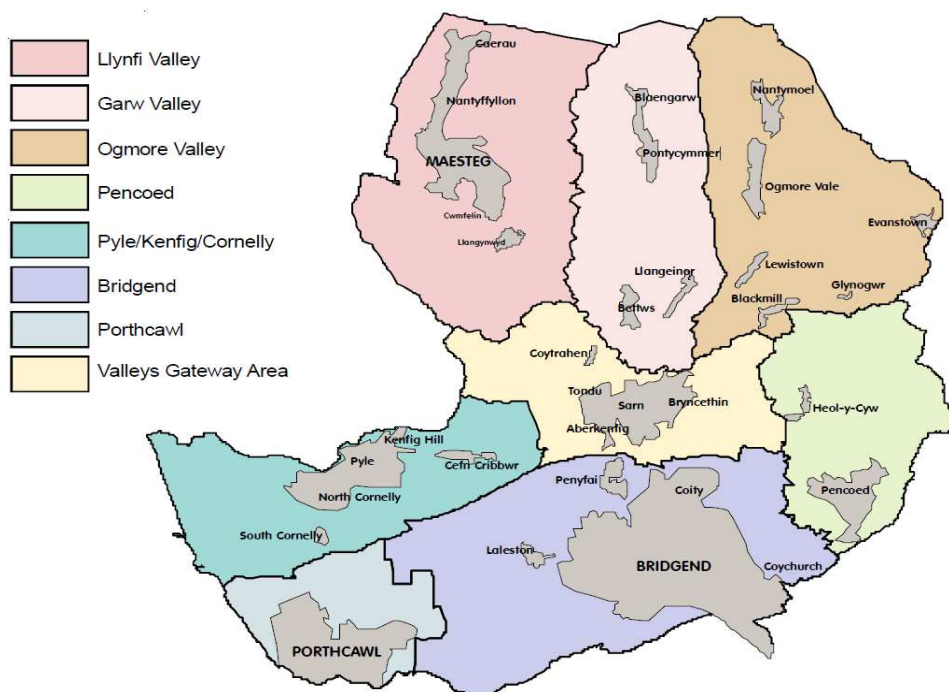
A Conservation Area Appraisal and Draft Management Plan for the Porthcawl Conservation Area were prepared and a consultation exercise was undertaken on the proposal to extend the Porthcawl Conservation Area with a view to adopting the extension in early 2016/2017.

## Urban rural mix and major settlements

The County Borough is divided into eight sub-areas which are defined by the geography of the area, the transport network, existing settlements and the linkages between them.

The identified sub areas are:-

- Bridgend (the main administrative centre)
- The Llynfi Valley (including the main settlement of Maesteg)
- Porthcawl
- The Garw Valley
- The Ogmore Valley
- Pencoed
- The Valleys Gateway
- Pyle/Kenfig/Cornelly Area



Bridgend is a major employment centre serving the whole of the County Borough and the wider sub-region, largely because of its strategic location immediately south of the M4. There are a number of well-established large-scale industrial estates at Bridgend, Waterton and Brackla. In terms of the development of further additional employment sites 3 priority projects for funding under the Convergence Programme are identified at Brocastle, Island Farm and Waterton.

Bridgend acts as a sub-regional hub for retailing, representing the most significant retail centre between Swansea and Cardiff. The town is undergoing substantial physical regeneration with improvements to the public realm and to the fabric of the buildings, through various regeneration initiatives.

Maesteg and Porthcawl/Pyle are identified as 'hub settlements' in addition to Bridgend which is designated as a cross-border settlement.

In terms of their development, the hub settlements have a similar role to their counterparts in South East Wales. Their success will benefit the surrounding smaller settlements, rural and valley communities by offering increased access to employment and amenities whilst stimulating employment, housing and retail development.

The area's coastline is recognised as a key asset in creating a thriving retail, leisure and business environment. A Waterfront Masterplan has been developed to bring together existing proposals and identify new opportunities that cover development based on land and water to create a vibrant waterfront.

### **Population change and influence on LDP/forthcoming revisions**

Bridgend County Borough is one of the smaller Unitary Authorities in Wales. However, it is the 10th largest in terms of its total population.

The population of the County Borough has, in general, grown continuously over the past 40 years, although it has not been uniform, as the level of growth recorded in the 1960s exceeded any subsequent growth rates. Overall, the population has grown approximately 22% between 1961 and 2006, from 108,950 to 132,584 respectively.

At present there are just over 142,000 citizens and it is predicted that this will reach 151,023 by 2036 although the rate of population growth in the County Borough is slowing and projections show a decrease in the birth rate in the coming years. The same projections show an increase in life expectancy forecast to rise from the 2011 average of 79.7 years to 82.9 years by 2036. This means that the area is likely to see an increase in the proportion of older people, whilst the size of the working age population falls.

The LDP's population projection for the County Borough for 2021 is 144,643. This compares to the latest 2011 based Welsh Government projection of 143,700. Therefore, the variance of only 943 in terms of population is not significant and should not be a deciding factor in any forthcoming early LDP review.





**Population Projection for Bridgend County Borough**

The LDP plan period covers the years 2006 to 2021 and the Plan sets out to provide a housing requirement of 9,690 homes. However, 1537 units were built between 2006 and 2009 which equates to 3 years of the plan period leaving a residual requirement of 8,153 over the remaining 12 years.

In terms of housing provision, the LDP's (Cambridge Econometrics) 2021 household projection was 66,402 households for Bridgend. The latest Welsh Government Household Projection predicts that there will be 63,000 by 2021.

As such, by 2021 there is a substantial variance built into the LDP household and dwelling projection of 3402 additional households, that the LDP is theoretically catering for in terms of accommodating its LDP housing requirement.

In terms of housing delivery between 1<sup>st</sup> April 2015 and 31<sup>st</sup> March 2016, 520 new dwellings were completed on large and small sites.

The Local Planning Authority is able to demonstrate that it has a 2016 five year housing land supply of 5.1 years. The housing land supply of 5.1 years is in excess of the 5 year minimum required by TAN1. This compares to the 2015 Joint Housing Land Availability Study five year housing land supply of 5.4 years.

### 3. PLANNING SERVICE

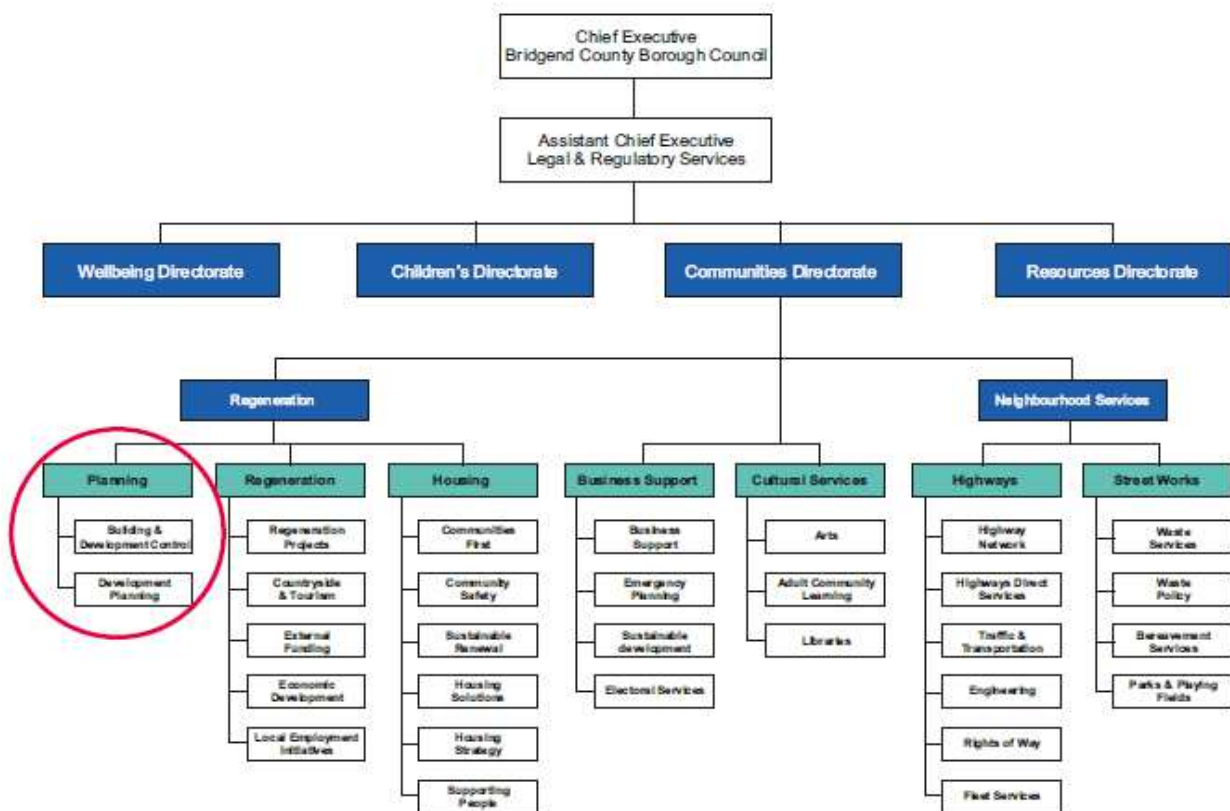
#### Overview

Bridgend’s Planning Service sits within the Communities Directorate and forms part of the Development and Regeneration service area. Planning functions are grouped under the Development section and covers Development & Building Control, Development Planning and Technical Support. The Group Manager Development is the Lead Planning Officer and reports to the Head of Development & Regeneration who, in turn, reports to the Corporate Director Communities and the Chief Executive Officer. The Planning Service is able to draw considerable support from other service areas within the Directorate including highways, land drainage, ecology and building conservation.

Bridgend was one of the first authorities in Wales to introduce public speaking at Planning Committee in 2005 as well as forming a smaller more specialist Development Control Committee in 2008, which coincided with the adoption of comprehensive delegated powers. A paid preliminary enquiry service became operational in 2011 and a digital document management system has been in operation since 2006, with the back scanning of historical files secured through a Planning Improvement Fund (PIF) grant.

Bridgend has a long standing association with Planning excellence. There has been continuous and consistent Development Plan coverage and top quartile performance in speed of determining planning applications.

**BCBC Structure Chart**



The Development section underwent a major re-structure in 2013 and a number of posts were lost through retirement. The Building Control and Development Control Sections were amalgamated and the Technical Support Team was incorporated in the Development Planning Section. A subsequent cost-saving re-structure in 2015 resulted in further staff reductions facilitated through a combination of early retirement and voluntary redundancy. The LPA has remained relatively stable since the re-structure and recruitment of a Development and Building Control Manager and a Development Planning Team Leader in 2015.

The Development & Building Control and Development Planning Sections are respectively headed by 2 managers who between them have responsibility for 11 professional planners, 1 enforcement officer, 4 professional building control officers and associated technical officers (who cover finance, administration, GIS, graphic design, data capture and planning appeals). Planning also has responsibility for the Council wide digital mapping service. As well as providing critical technical and administrative support, technical staff also undertake preliminary enquiries, householder planning applications and plan vetting.

Going forward, it is likely that the LPA will need to increase staff resources in the Development Planning section to cope with the extra work required to carry out a review of the LDP in 2017. It is also likely that there will be a requirement to resource the Enforcement section in the near future (currently 1 officer) to administer the new WG regulations, to process an increased number of complaints and to cope with an increased number of Enforcement Notices, appeals and prosecutions.

There is also the opportunity of regional working brought about by City Deal and the possibility of a Strategic Development Plan (SDP), which will require considerable individual input. It is hoped that an SDP will result in a 'light touch LDP going forward. Bridgend is already discussion with its neighbours with regard to potential collaborative working initiatives and sharing resources.

In terms of Building Control, it is acknowledged that this important fee earning and statutory service will shortly be under pressure to seek a trainee or graduate Building Control Officer and train them up "on the job" to ensure a degree of resilience at a time when the average age of the team is circa 55. The section has also had to take on additional duties in the wake of the introduction of shared regulatory service with Cardiff and the Vale of Glamorgan, whereby some functions were not transferred across such as implementing safety at sports grounds and public event legislation. It is apparent that most Welsh Unitary Authorities are finding it difficult to recruit qualified and experienced BC Officers in the face of growing competition from Approved Inspectors and this may be influencing the resilience of teams. The significant fee earning potential for a building control service is important to offset the other non fee-earning work such as dangerous structures. If competition is lost to approved inspectors due to a lack of capacity to take on work then it will result in a loss of fee income and inevitability lead to budget pressures on other service areas. In light of this Bridgend is also considering the possibility of a shared service for building control and is discussing this potential with neighbouring authorities.

### **Links with other Departments**

The Planning Service has a vital role as a contributor to a number of key cross-directorate projects, including grant funded regeneration and land reclamation projects in Bridgend (Vibrant and Viable Places) and Maesteg as well as the ongoing Porthcawl Regeneration Strategy in terms of bringing

forward master plans and development briefs. Other inputs include potential tourism related and Visit Wales projects.

There is also a major officer input to the Schools Modernisation Programme and the land disposal agenda, many of which include key development sites in the Local Development Plan (LDP). A development team approach is adopted for these projects with the Planning Service providing professional support and guidance in the form of development briefs, planning statements and pre-application advice.

The Development Planning Section also works jointly with the Council's Housing Section in the preparation of the Housing Strategy, Local Housing Market Assessments and Gypsy and Traveller Accommodation Assessments.

The planning service also acts as a driver in promoting other regeneration schemes and developments by providing expert advice on development matters. Recent examples of this include work on a masterplan for the first phase of the Porthcawl regeneration and updating flood risk assessments and investigation potential mitigation measures for Bridgend Town Centre.

The continued input into these projects may be affected by staffing and other resource issues, although it is recognised that planning advice is a key factor in successful development. This must also be balanced against the need to deliver sites in accordance with the aims of the LDP and in the wider corporate interest.

## Budget

The Planning Service operational budget, i.e. what it costs the Council to fund, has reduced from £565,000 to around £300,000 over the last three years. Planning fee income is retained and forms part of the overall budget. As estimated, Planning fee income fell during 2015-16. Notwithstanding the increase in Planning fees from 1<sup>st</sup> October, 2015, which was offered as part of the medium term financial settlement, it is expected that fee income will rise again from mid-2016 onwards due to the implementation of a national statutory pre-application advice service and an updated set of charges for a non-statutory comprehensive pre-application advice service. It was also expected that a number of major applications would be submitted prior to the 1<sup>st</sup> August, 2016 to avoid having to complete a pre-application consultation exercise. As it stands it is expected that fee income will exceed targets for this year, which whilst not resulting in any significant investment in the resilience of the service, will it is hoped bolster the impacts of further corporate cuts.

Bridgend Planning Fee income 2012-2016					Bridgend Preliminary Enquiry Fee income 2012-2016			
	2012- 2013	2013- 2014	2014- 2015	2015- 2016	2012- 2013	2013- 2014	2014- 2015	2015- 2016
<b>Projected</b>	683350	640775	495780	495780	15000	20000	20000	20000
<b>Actual</b>	510162	414456	596245	522234	18775	15030	23061	17240

Preliminary enquiry fee income also fell in 2015-2016 although the income achieved in 2014-2015 was an exception rather than the rule and was the result of a number of LDP allocated sites and renewable energy schemes coming forward. The pre-application process has been the subject of a

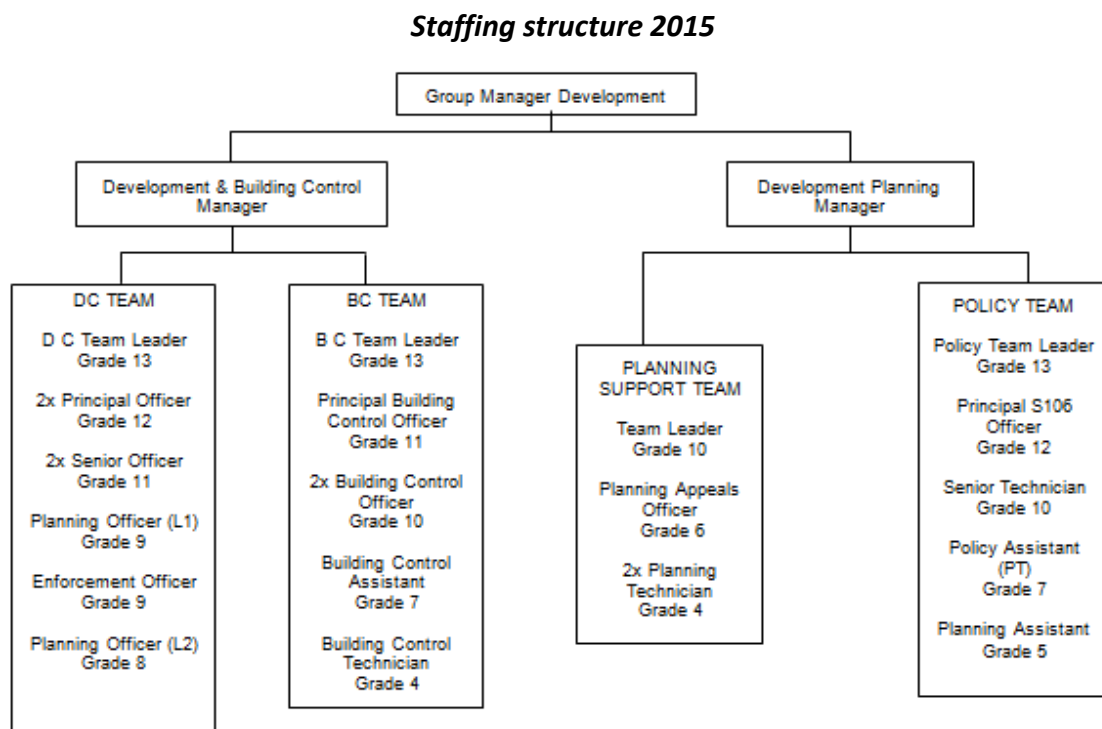
review and, together with a statutory pre-app service from 16<sup>th</sup> March, 2016, an updated charging regime will be in place from the Summer of 2016. It is envisaged that fees will increase from there on in.

The LDP was adopted in 2013 and, if the SDP process is not at an advanced stage before then, it will need be reviewed in 2017. There also remains considerable work in the ongoing review and adoption of supplementary planning guidance (SPG) such as Affordable Housing, Retail Frontages and Open Space and the production of Development Briefs such as Porthcawl Harbourside Regeneration Area. This has been identified as a work pressure and alternative methods of delivering the service will be considered.

The impact of further financial constraints will be influenced by the corporate spending plans for the next 4 year period, which will aim to take £49m out of the overall Council budget up to 2020. It is not anticipated that there will be any further reductions in the planning service in the short term as the rise in fee income, which could be as much as £79000 per year will at least help maintain the *status quo*. Nevertheless, as with any other Council service, much will depend upon future corporate spending priorities.

### **Staffing**

The Service is proud of the commitment and professionalism of its officers, which is considered as an important asset. As of April 2015, the planning service is the second smallest section in the Directorate ahead of Business Support. The Development Section now comprises 26 members of staff including the Group Manager, which is around half the size it was in 2010. There has been a corresponding loss of expertise particularly with regard to development planning, minerals, GIS and trees. The current staffing structure chart is illustrated below:



The Planning Service had a stable and complete establishment in 2015/2016 and there were no vacancies to back fill.

Historically, Bridgend has encouraged advancement/promotion amongst its planning staff and many of its senior officers started out in more junior positions. The Council has recently implemented a comprehensive job evaluation scheme, which has replaced the national local government pay and grading structure. Staff are mentored and actively supported to undertake and experience more diverse tasks. This is also borne out of necessity as the reduction in overall staffing levels has resulted in some officers having to take on additional duties. Nevertheless the aim remains to develop a well-trained, knowledgeable staff base, capable of multiple tasks and able to operate in an agile capacity. There is also an imperative to move towards a different model of service provision and a review is currently being undertaken as to the level of service that can realistically be provided in the future and what impact there will be on staffing structures.

The Planning Service will continue to look outside for assistance on more specialist types of applications such as mineral schemes and renewable energy projects including the alternative Margam Mine restoration plans.

In terms of succession planning, the age demographic of the section suggests that more members of staff will retire up to 2020 although, given the financial situation currently faced by the Council, it is difficult to accurately predict the size and nature of the service in the coming years and to effectively plan for change or to train officers accordingly.

## 4. YOUR LOCAL STORY

Bridgend has a long standing association with Planning excellence. There has been continuous and consistent Development Plan coverage and top quartile performance in speed of determining planning applications. As referred to previously, Bridgend was one of the first authorities in Wales to introduce public speaking at their Planning Committees in 2005 as well as forming a smaller more specialist Development Control Committee in 2008. A paid preliminary enquiry service became operational in 2011.

Planning applications may be submitted electronically and are available to view on line as are all planning documents and reports. The vast majority of communication is now carried out electronically.

Performance as measured against the Welsh Government's (WG) development control performance indicators was maintained at a consistently high level during the financial year 2015-2016. For example, the four quarterly returns for the LPA's 8 week performance produced an average of 77% across the year as follows:

<b>Q1 (Apr-June 2015)</b>	–	<b>73%</b>
<b>Q2 (July-Sept 2015)</b>	–	<b>64%</b>
<b>Q3 (Oct-Dec 2015)</b>	–	<b>82%</b>
<b>Q4 (Jan-Mar 2016)</b>	–	<b>87%</b>

The BCBC Local Development Plan was adopted on 18<sup>th</sup> September 2013. The second Annual Monitoring Report has been issued to Welsh Government and can be found online at – <http://www.bridgend.gov.uk/services/planning/ldp-adoption-page.aspx>

During 2015/16 Development Control Officers each held an average caseload of approximately 45 planning applications at any one time. In addition to the standard application caseload, officers also process a range of preliminary enquiries as part of the formal and charged for pre-application advice service. The loss of an Enforcement Officer has also placed greater pressure on officers' workloads, as they are now required to contribute to enforcement work.

Bridgend has a comprehensive scheme of delegation, which results in around 90% of applications being determined by Officers. The Development Control Committee comprises 18 elected members and has delegated powers to determine all planning applications other than those which depart from the development plan. Site visits are carried out the day before the committee meeting and officers identify, which applications are most likely to be of concern to members. This reduces the number of deferrals at committee where members call for a site visit. Site visits may be in the form of a 'Panel' which is made up of the Chair, Vice Chair and two other members or a 'Full', where all committee members attend. The Committee Protocol dictates that where members are minded to refuse planning permission contrary to officer advice then the application is automatically deferred to the next meeting. This 'cooling off' period allows for refusal reasons to be drafted and for the applicant to consider amendments or provide additional information that may overcome the concerns. Members very rarely vote against an officer recommendation and this is attributable at least in part to the continuous Member training programme and providing comprehensive and relevant planning advice.

The standardisation of Planning Committee Protocols and a National Scheme of Delegation will be brought forward as part of the Wales Planning Act, the full consequences of which are not yet known. It is however, hoped that any national requirement will at least match the schemes already in operation in Bridgend. Any attempt to restrict the flexibility of the Authority to determine planning applications will have a detrimental impact on performance and the ability to bring forward development.

In 2015 the committee moved from a 4 week to a 6 weekly cycle. However, this has resulted in longer agendas and increased determination times and has not proved popular with members or developers and it is proposed to return to a 4 weekly cycle. This move brings with it cost and resource issues and a wider cross directorate review of the scheme of delegation and protocols is required to inform a decision on the most effective committee arrangements. However, it is not likely that this will take place until early 2017 prior to the local government elections.

Webcasting of Council meetings including the Development Control Committee commenced in early 2016. Whilst there was some initial concern over webcasting it has not presented any significant technical issues and has proved popular with developers and agents who now no longer need to make the journey to the Council Chamber to observe meetings. The Development Control Committee enjoys the highest 'watched' figures for the authority.

Bridgend has also implemented a series of ongoing interactive member training sessions on relevant subjects in 2015/2016. Sessions included Basic Planning Principles, Enforcement, Development Control Procedures and Protocols, CIL, the Future of the Planning Service and a workshop of Pre-application advice charging. Occasionally outside speakers are used. For 2016-2017 it is planned that Members will receive presentations from Tony Thickett of PINS relating to Developments of National Significance, Mike Harvey the Secure by Design Officer at South Wales Police regarding Designing Out Crime and Wayne Crocker of MENCAP regarding Changing Places. Training usually consists of an hour long session immediately prior to a committee meeting.

It is considered that actively involving elected members in formulating procedures and policy promotes a greater understanding of planning and allows them to 'take ownership' of the service they represent.

An internal audit of the processing of applications including decision making, the notification of decisions, the appeals process and enforcement actions was carried out during the review period. The final report was issued in February, 2016 and it concluded that the effectiveness of the internal control environment was sound and therefore substantial assurance can be placed upon the management of risks. This overall conclusion was supported by the identification of a well-controlled system where only minor recommendations were made to enhance control and improve value for money.

A new Planning Application back office IT system has been procured for implementation in Summer 2016 which it is anticipated will contribute to improvements in service delivery. It is expected that there will be an element of disruption during the cross-over period and there is also a requirement for staff training before it becomes fully operational. The new system will incorporate an improved 'public-facing' element, which will provide a better service to users. In tandem with this the use of technology to improve service delivery will be explored as well as greater use of on-line services in accord with Corporate priorities. It is likely that the current planning web-pages will be updated, although new constraints on imposed by the national Welsh Language Standards will result in a



reduction of available information due to the cost of translation and the fragmented supply of translating companies.

The planning service holds the highest amount of public documents of all of Council functions on the website. This includes the LDP and all background as well as SPGs, development briefs and design guides. These documents are graphic intensive and highly technical. It is yet not clear as to whether the standards apply to these documents (legal advice is being sought), if so then the potential cost of translation is likely to exceed the funds available and they may have to be removed from the website or risk a fine. Similarly with regard to new SPG and LDP documents the cost of translation will need to be factored into any preparation costs and this could be quite significant but out of proportion to the likely public benefit as there are very few recorded hits on translated versions of web published documents. The decision to remove essential SPG and development plan documents from the public website will be a retrograde step and will require careful consideration and the cost of translation must be balanced against the risk of a fine imposed by the Welsh Language Commissioner and the wider public benefit.

Following the disposal of building assets, the Council is committed, through its transformation agenda, to adopting an agile working environment. The expected rationalisation of office space in 2016 will result in the need to desk share on a 3:2 ratio and operate a formal working from home regime. This could have a negative impact on performance if the necessary IT support is not available or properly managed as planning work can be highly technical in nature and requires access to specialist software such as the back office IT system, digital mapping and archives. Managers are actively investigating how the service will be operated in conjunction with colleagues in other sections. The full impact of the Council's corporate accommodation agenda on the work of the Planning Service is yet to be fully realised although it is expected that new models of working will need to be adopted and this will be reported in the next APR.

Although the planning service does not have a specific Service Improvement Plan, the Council has a Corporate Improvement Plan and a Medium Term Financial Strategy (see documents [here](#)). The Corporate Plan sets out the vision of the Authority, the outcomes wished to achieve, improvement priorities and defines the commitments for the coming year to achieve those priorities. The commitments in the Corporate Plan are delivered through specific actions and measures that are detailed in each directorate/service business plan and performance plans for individual members of staff. This ensures improvement priorities are embedded into delivery at every level of the organisation.

The 2015-16 Communities budget was prepared against a background of further significant cuts in funding for public services, with the Directorate facing a net cash reduction over the previous year's budget. Achieving this level of savings has been a challenging undertaking, with all efforts being made to protect front line services. Further financial challenges are expected and will be compounded by the requirements of the Welsh Language Act, as described above.

Despite having one of the smallest planning teams in Wales, Bridgend has been one of the top performing planning authorities in Wales providing an excellent and value for money service to its customers. Whilst the number of planning staff has reduced by almost half in recent times the number of planning applications, particularly major schemes (over 30) has slightly increased.

For the period 2015-2016, 80% of appeals were dismissed (the Wales Average is 66%) compared to 62% for 2014/2015. 2015-2016 appeals dismissed = 11 , allowed = 4 – % dismissed = 69%

There has been a change in customer satisfaction. In 2014/2015, 74% of survey respondents thought that Bridgend gave good planning advice against a Welsh average of 57%. This year that figure has reduced to 48% with a Welsh average of 58%. This is likely to be the result of a smaller pool of respondents compared to 2014/2015 and the increase in staff workloads.

This situation has been further influenced by a reduction in technical support staff. A large volume of public telephone calls on general planning matters is having a significant impact on the ability to register and administer planning applications and consequently this is affecting performance and the ability to deliver a statutory service. To address the need to focus work on essential support roles, alternative ways of handling public calls is being investigated. Bridgend's planning service had already lost its public facing information function when a corporate customer service centre was established in 2009. This 'one stop shop' required the transfer of one full time employee equivalent from the planning budget but has been largely successful in providing face to face customer contact and the support structure of the section has evolved to reflect this corporate position although disruption caused by large volumes of telephone calls remains a concern. It is proposed to trial the use of an automated message directing members of the public calling the general number to the website for more information or to email their query, which is more manageable. This system would be used at times of heavy workload although applicants continue to have access to case officer's direct lines and urgent calls can still be directed via the call centre. It is hoped that the system will be successful in improving work flow but will require careful monitoring.

Notwithstanding previous good performance in Bridgend, there are serious concerns over maintaining a comprehensive, efficient service and improving performance in light of the wider public sector and local government budget cuts as evidenced in the recent reduction in staffing levels (particularly in the admin/technical support team). There is also increasing concern regarding the timely responses from statutory consultees such as the Highway Authority and NRW etc..

Individual workloads have increased and there are additional pressures in adapting to new secondary legislation as a result of the Planning (Wales) Act 2015, the imminent changes to Development Management procedures and the continual need to provide statistics on the performance of the LPA, the amount of time expended on responding to WG Consultations and the reliance on timely statutory consultee responses. There is also the requirement to review and adapt aspects of service delivery as necessary to reflect current staff and resources. This in turn deflects efforts that would otherwise be directed to operational areas of work.

The introduction of a requirement to refund planning application fees, under Regulation 9 of the updated fees Regulations, is likely to place further pressure on the LPA to determine substandard applications within set time frames. Due to having only one Enforcement Officer in the Section, the scope for the LPA to investigate proactive methods of monitoring development and permissions is severely restricted, which inevitably leads to a greater number of unauthorised developments and complaints to investigate and resolve. This usually involves intensive monitoring often at unsocial hours, collation of evidence and court appearances. It is becoming increasingly apparent that there is difficulty in managing the expectations of the public and elected officials where breaches of consent or conditions occur. The planning service is expected to be able to act quickly or to immediately intervene to stop operations, whereas the reality is that the enforcement process can be slow, heavily evidence based, open to challenge and does not always result in significant

penalty. This tends to garner a public perception that the authority is ineffective. And this places greater pressure on the service to deliver results

In 2016 the planning service updated its paid pre-application service first introduced in 2011 to coincide with the implementation of the Welsh Government national statutory scheme. For the first time a charge is now levied for householder enquires and the scale of charges was amended to reflect the WG scheme. Under the new scheme, Bridgend offers a free scoping meeting for major development, where a potential developer can present their scheme to officers. No formal opinion is offered at this stage, but a developer will be provided with quote for a detailed pre-application response tailored to suit the proposal with full costing and timescale. The developer may either chose to take up the Council service or instead use the statutory scheme. So far the response from developers has been positive. The service will continue to be promoted and reviewed later in the year.

As described above, the priorities for the planning service in the coming year will be :-

- To continue to investigate the rationalisation and streamlining of the services provided to the public as a result of restructuring and ongoing budget constraints.
- To continue to investigate alternative means of service delivery including the greater use of technology and collaborative working.
- To continue to review, update and implement Supplementary Planning Guidance.
- To promote and review the non-statutory paid pre-application advice service
- To meet the challenge of adapting to an agile working environment.
- To implement the changes to DM Procedures from March 2016 onwards.
- To successfully implement a new back office Planning Applications system.
- To meet challenges imposed by other legislation that may have an impact on service delivery.

## 5. WHAT SERVICE USERS THINK

In 2015-16 we conducted a customer satisfaction survey aimed at assessing the views of people that had received a planning application decision during the year.

The survey was sent to 393 people, 9% of whom submitted a whole or partial response. The majority of responses (53%) were from members of the public. 9% of respondents had their most recent planning application refused.

We asked respondents whether they agreed or disagreed with a series of statements about the planning service. They were given the following answer options:

- Strongly agree;
- Tend to agree;
- Neither agree nor disagree;
- Tend to disagree; and
- Strongly disagree.

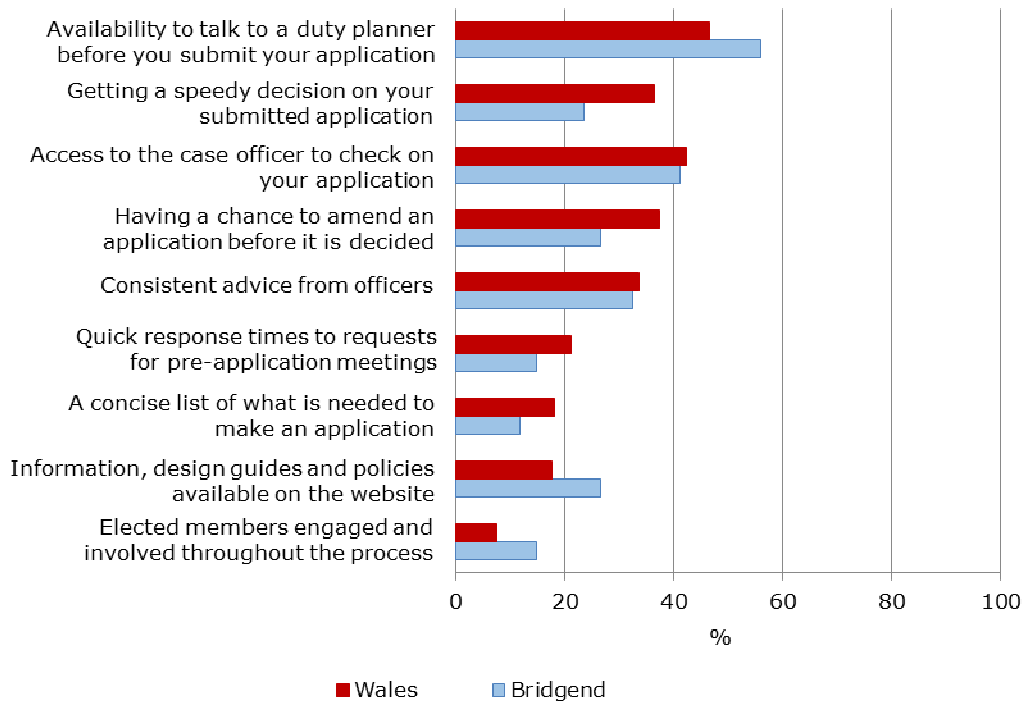
Table 1 shows the percentage of respondents that selected either 'tend to agree' or 'strongly agree' for each statement for both our planning authority and Wales.

**Table 1: Percentage of respondents who agreed with each statement, 2015-16**

Percentage of respondents who agreed that:	%	
	Bridgend LPA	Wales
The LPA enforces its planning rules fairly and consistently	50	47
The LPA gave good advice to help them make a successful application	48	58
The LPA gives help throughout, including with conditions	42	49
The LPA responded promptly when they had questions	48	58
They were listened to about their application	54	57
They were kept informed about their application	47	49
They were satisfied overall with how the LPA handled their application	55	61

We also asked respondents to select three planning service characteristics from a list that they thought would most help them achieve successful developments. Figure 1 shows how often each characteristic was selected as a percentage of the total number of selections. For us, 'the availability to talk to a duty planner before submitting an application' was the most popular choice.

**Figure 1: Characteristics of a good planning service, Bridgend LPA, 2015-16**



Comments received include:

“Very good”

“I found the whole process easy and my officer very helpful with advice and the guidelines”

“The terminology used by some planning officers was complicated and ambiguous for the lay public. The process needs to be much clearer and should be incremental in its application.”

## 6. OUR PERFORMANCE 2015-16

This section details our performance in 2015-16. It considers both the Planning Performance Framework indicators and other available data to help paint a comprehensive picture of performance. Where appropriate we make comparisons between our performance and the all Wales picture.

Performance is analysed across the five key aspects of planning service delivery as set out in the Planning Performance Framework:

- Plan making;
- Efficiency;
- Quality;
- Engagement; and
- Enforcement.

### Plan making

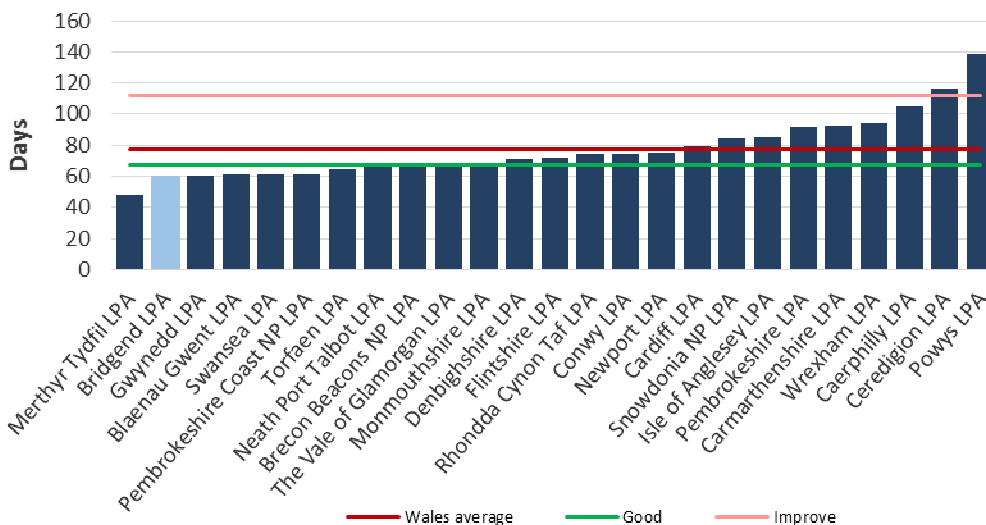
As at 31 March 2016, we were one of 22 LPAs that had a current development plan in place. We are required to submit an Annual Monitoring Report in October 2016. This document has been prepared.

During the APR period we had 5.4 years of housing land supply identified, making us one of 8 Welsh LPAs with the required 5 years supply.

### Efficiency

In 2015-16 we determined 801 planning applications, each taking, on average, 60 days (9 weeks) to determine. This compares to an average of 77 days (11 weeks) across Wales. Figure 2 shows the average time taken by each LPA to determine an application during the year.

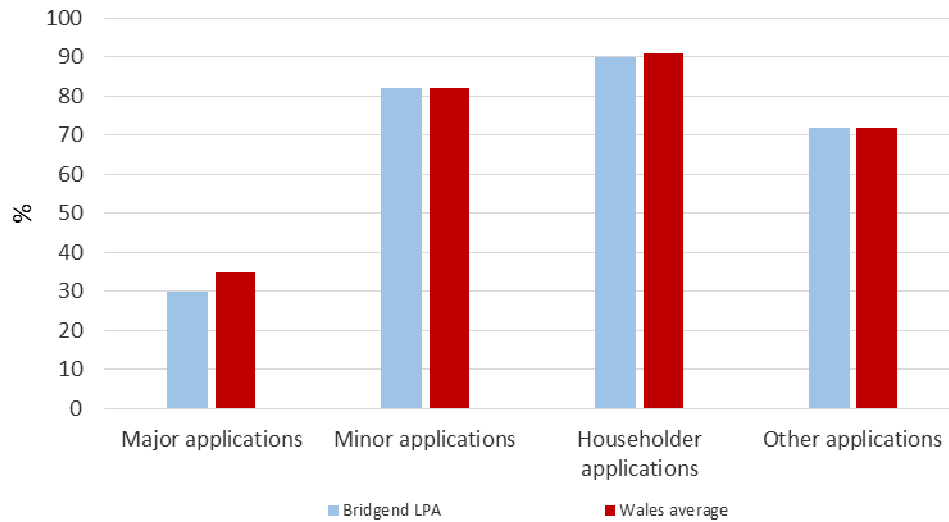
**Figure 2: Average time taken (days) to determine applications, 2015-16**



77% of all planning applications were determined within the required timescales. This compared to 77% across Wales, but was below the 80% target. Only 8 out of 25 LPAs met the 80% target.

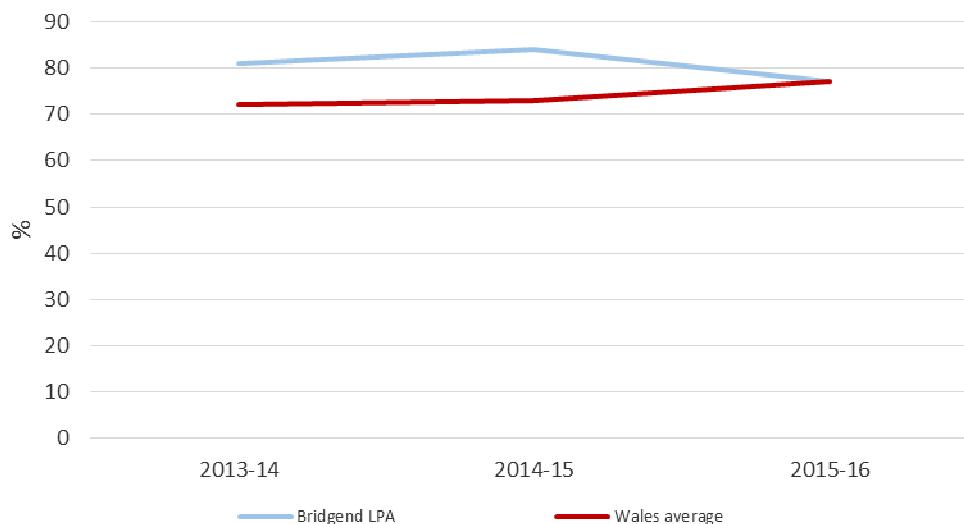
Figure 3 shows the percentage of planning applications determined within the required timescales across the four main types of application for our LPA and Wales. It shows that we determined 90% of householder applications within the required timescales.

**Figure 3: Percentage of planning applications determined within the required timescales, by type, 2015-16**



Between 2014-15 and 2015-16, as Figure 4 shows, the percentage of planning applications we determined within the required timescales decreased from 84%. Wales saw an increase this year.

**Figure 4: Percentage of planning applications determined within the required timescales**



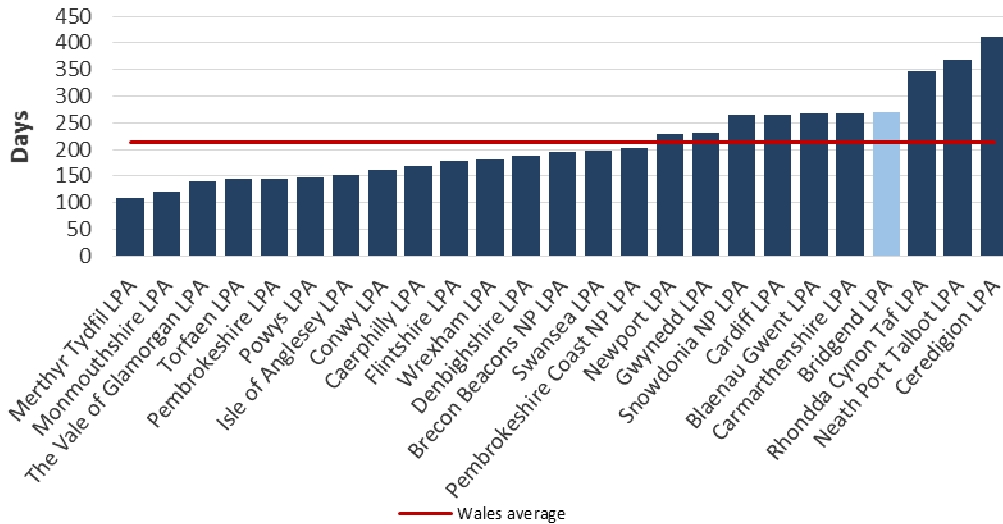
Over the same period:

- The number of applications we received increased;
- The number of applications we determined increased; and
- The number of applications we approved decreased.

## Major applications

We determined 30 major planning applications in 2015-16, none of which were subject to an EIA. Each application took, on average, 270 days (39 weeks) to determine. As Figure 5 shows, this was the fourth longest average time taken of all Welsh LPAs

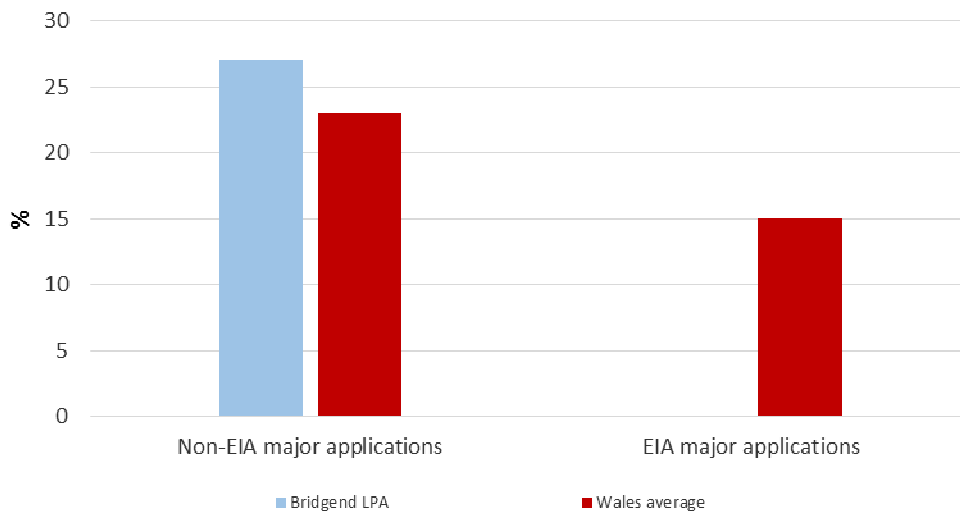
**Figure 5: Average time (days) taken to determine a major application, 2015-16**



30% of these major applications were determined within the required timescales, compared to 35% across Wales.

Figure 6 shows the percentage of major applications determined within the required timescales by the type of major application. 27% of our ‘standard’ major applications i.e. those not requiring an EIA, were determined within the required timescales during the year.

**Figure 6: Percentage of Major applications determined within the required timescales during the year, by type, 2015-16**

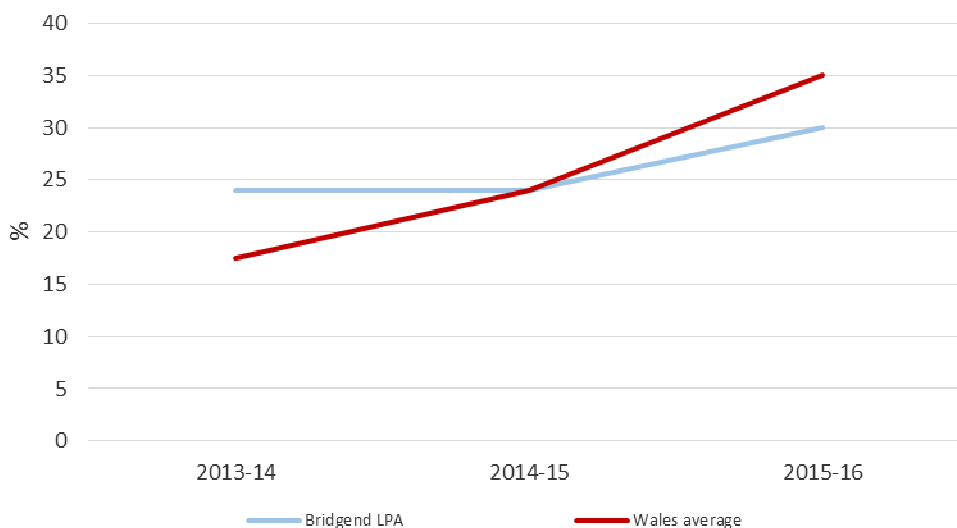




Since 2014-15 the percentage of major applications determined within the required timescales had increased from 24%. Similarly, the number of major applications determined increased while the number of applications subject to an EIA determined during the year stayed the same.

Figure 7 shows the trend in the percentage of major planning applications determined within the required timescales in recent years and how this compares to Wales.

**Figure 7: Percentage of major planning applications determined within the required timescales**



Over the same period:

- The percentage of minor applications determined within the required timescales decreased from 87% to 82%;
- The percentage of householder applications determined within the required timescales decreased from 94% to 90%; and
- The percentage of other applications determined within required timescales decreased from 78% to 72%.

## Quality

In 2015-16, our Planning Committee made 69 planning application decisions during the year, which equated to 9% of all planning applications determined. Across Wales 7% of all planning application decisions were made by planning committee.

1% of these member-made decisions went against officer advice. This compared to 9% of member-made decisions across Wales. This equated to 0.1% of all planning application decisions going against officer advice; 0.6% across Wales.

In 2015-16 we received 12 appeals against our planning decisions, which equated to 1.3 appeals for every 100 applications received. This was the fourth lowest ratio of appeals to applications in Wales. Figure 8 shows how the volume of appeals received has changed since 2014-15 and how this compares to Wales.



## Engagement

We are:

- one of 24 LPAs that allowed members of the public to address the Planning Committee; and
- one of 20 LPAs that had an online register of planning applications.

As Table 2 shows, 48% of respondents to our 2015-16 customer satisfaction survey agreed that the LPA gave good advice to help them make a successful application.

**Table 2: Feedback from our 2015-16 customer satisfaction survey**

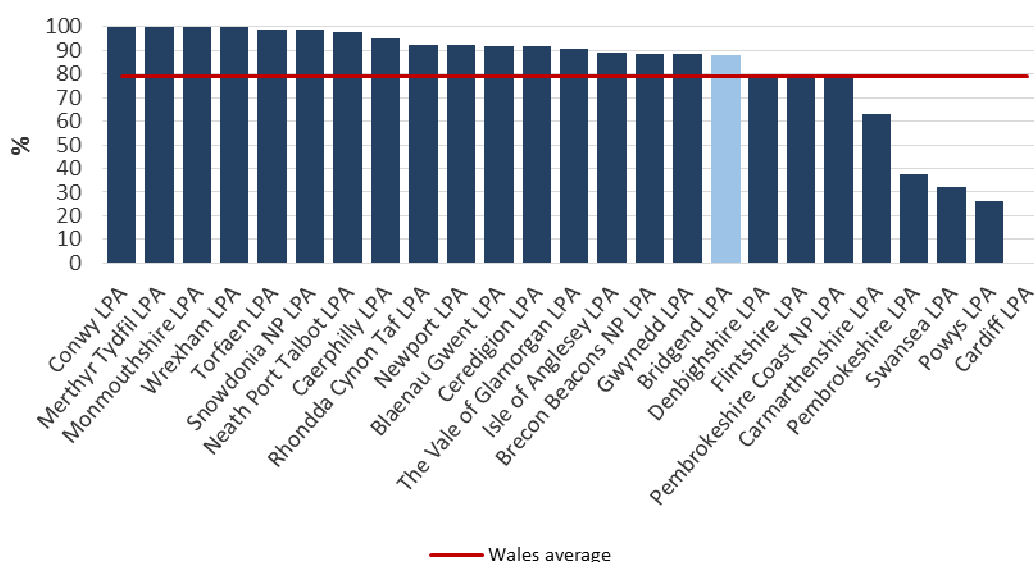
	%	
Percentage of respondents who agreed that:	Bridgend LPA	Wales
The LPA gave good advice to help them make a successful application	48	58
They were listened to about their application	54	57

## Enforcement

In 2015-16 we investigated 247 enforcement cases, which equated to 1.7 per 1,000 population. This compared to 1.9 enforcement cases investigated per 1,000 population across Wales. We took, on average, 36 days to investigate each enforcement case.

We investigated 88% of these enforcement cases within 84 days. Across Wales 79% were investigated within 84 days. Figure 10 shows the percentage of enforcement cases that were investigated within 84 days across all Welsh LPAs.

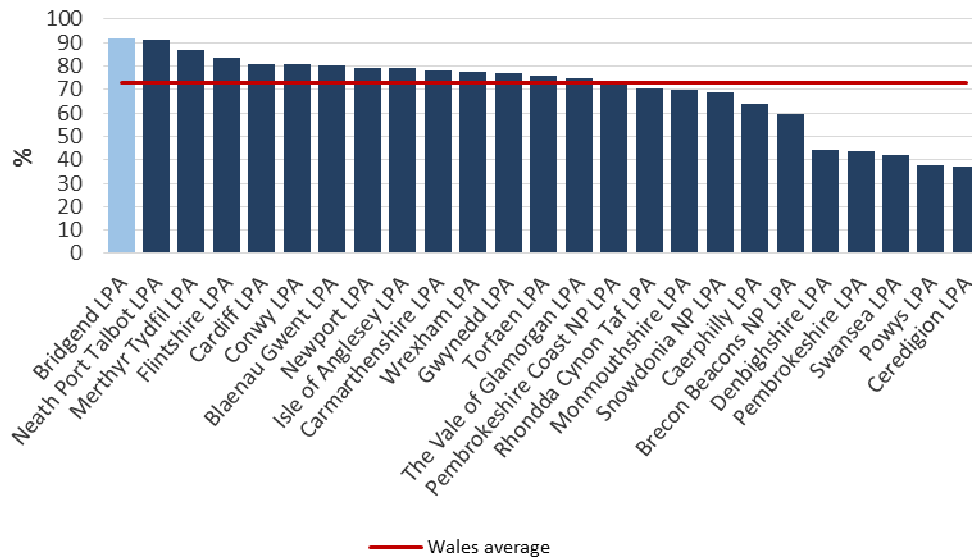
**Figure 10: Percentage of enforcement cases investigated within 84 days, 2015-16**



Over the same period, we resolved 302 enforcement cases, taking, on average, 68 days to resolve each case.

92% of this enforcement action was taken within 180 days from the start of the case. As Figure 11 shows this was the highest percentage in Wales

**Figure 11: Percentage of enforcement cases resolved in 180 days, 2015-16**



## ANNEX A - PERFORMANCE FRAMEWORK

## OVERVIEW

MEASURE	GOOD	FAIR	IMPROVE	WALES AVERAGE	Bridgend LPA LAST YEAR	Bridgend LPA THIS YEAR
<b>Plan making</b>						
Is there a current Development Plan in place that is within the plan period?	Yes		No	Yes	Yes	Yes
LDP preparation deviation from the dates specified in the original Delivery Agreement, in months	<12	13-17	18+	47	N/A	N/A
Annual Monitoring Reports produced following LDP adoption	Yes		No	Yes	N/A	Yes
The local planning authority's current housing land supply in years	>5		<5	3.9	6	5.4
<b>Efficiency</b>						
Percentage of "major" applications determined within time periods required	Not set	Not set	Not set	35	24	30
Average time taken to determine "major" applications in days	Not set	Not set	Not set	213	89	270
Percentage of all applications determined within time periods required	>80	60.1-79.9	<60	77	84	77
Average time taken to determine all applications in days	<67	67-111	112+	77	30	60
<b>Quality</b>						
Percentage of Member made decisions against officer advice	<5	4.9-8.9	9+	9	0	1
Percentage of appeals dismissed	>66	55.1-65.9	<55	66	62	80
Applications for costs at Section 78 appeal upheld in the reporting period	0	1	2	0	0	0
<b>Engagement</b>						
Does the local planning authority allow members of the public to address the Planning Committee?	Yes		No	Yes	Yes	Yes

MEASURE	GOOD	FAIR	IMPROVE
Does the local planning authority have an officer on duty to provide advice to members of the public?	Yes		No
Does the local planning authority's web site have an online register of planning applications, which members of the public can access, track their progress (and view their content)?	Yes	Partial	No
<b>Enforcement</b>			
Percentage of enforcement cases investigated (determined whether a breach of planning control has occurred and, if so, resolved whether or not enforcement action is expedient) within 84 days	Not set	Not set	Not set
Average time taken to investigate enforcement cases	Not set	Not set	Not set
Percentage of enforcement cases where enforcement action is taken or a retrospective application granted within 180 days from the start of the case (in those cases where it was expedient to enforce)?	Not set	Not set	Not set
Average time taken to take enforcement action	Not set	Not set	Not set

WALES AVERAGE	Bridgend LPA LAST YEAR	Bridgend LPA THIS YEAR
Yes	-	No
Yes	Yes	Yes
<b>Enforcement</b>		
79	85	88
88	24	36
73	94	92
210	43	68

## SECTION 1 – PLAN MAKING

Indicator	01. Is there a current Development Plan in place that is within the plan period?	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
A development plan (LDP or UDP) is in place and within the plan period	N/A	No development plan is in place (including where the plan has expired)

Authority’s performance	Yes
The Bridgend Local Development Plan was adopted on 18 September 2013	

Indicator	02. LDP preparation deviation from the dates specified in the original Delivery Agreement, in months	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
The LDP is being progressed within 12 months of the dates specified in the original Delivery Agreement	The LDP is being progressed within between 12 and 18 months of the dates specified in the original Delivery Agreement	The LDP is being progressed more than 18 months later than the dates specified in the original Delivery Agreement

Authority’s performance	N/A

Indicator	03. Annual Monitoring Reports produced following LDP adoption	
<b>“Good”</b>		<b>“Improvement needed”</b>
An AMR is due, and has been prepared		An AMR is due, and has not been prepared

Authority’s performance	Yes
AMR has been prepared and submitted.	

<b>Indicator</b>	<b>04. The local planning authority's current housing land supply in years</b>	
<b>"Good"</b>		<b>"Improvement needed"</b>
The authority has a housing land supply of more than 5 years		The authority has a housing land supply of less than 5 years

<b>Authority's performance</b>	5.4

## SECTION 2 - EFFICIENCY

<b>Indicator</b>	<b>05. Percentage of "major" applications determined within time periods required</b>	
<b>"Good"</b>	<b>"Fair"</b>	<b>"Improvement needed"</b>
Target to be benchmarked	Target to be benchmarked	Target to be benchmarked

<b>Authority's performance</b>	30
Several of the major applications were subject to Section 106 agreements and improvements to schemes were negotiated.	

<b>Indicator</b>	<b>06. Average time taken to determine "major" applications in days</b>	
<b>"Good"</b>	<b>"Fair"</b>	<b>"Improvement needed"</b>
Target to be benchmarked	Target to be benchmarked	Target to be benchmarked

<b>Authority's performance</b>	270
Several of the major applications were subject to Section 106 agreements and improvements to schemes were negotiated.	



Indicator	07. Percentage of all applications determined within time periods required	
"Good"	"Fair"	"Improvement needed"
More than 80% of applications are determined within the statutory time period	Between 60% and 80% of applications are determined within the statutory time period	Less than 60% of applications are determined within the statutory time period

Authority's performance	77

Indicator	08. Average time taken to determine all applications in days	
"Good"	"Fair"	"Improvement needed"
Less than 67 days	Between 67 and 111 days	112 days or more

Authority's performance	60

### SECTION 3 - QUALITY

Indicator	09. Percentage of Member made decisions against officer advice	
"Good"	"Fair"	"Improvement needed"
Less than 5% of decisions	Between 5% and 9% of decisions	9% or more of decisions

Authority's performance	1

Indicator	10. Percentage of appeals dismissed	
<b>"Good"</b>	<b>"Fair"</b>	<b>"Improvement needed"</b>
More than 66% (two thirds) of planning decisions are successfully defended at appeal	Between 55% and 66% of planning decisions are successfully defended at appeal	Less than 55% of planning decisions are successfully defended at appeal

<b>Authority's performance</b>	69

Indicator	11. Applications for costs at Section 78 appeal upheld in the reporting period	
<b>"Good"</b>	<b>"Fair"</b>	<b>"Improvement needed"</b>
The authority has not had costs awarded against it at appeal	The authority has had costs awarded against it in one appeal case	The authority has had costs awarded against it in two or more appeal cases

<b>Authority's performance</b>	0

#### SECTION 4 – ENGAGEMENT

Indicator	12. Does the local planning authority allow members of the public to address the Planning Committee?	
<b>"Good"</b>		<b>"Improvement needed"</b>
Members of the public are able to address the Planning Committee		Members of the public are not able to address the Planning Committee

<b>Authority's performance</b>	Yes

<b>Indicator</b>	<b>13. Does the local planning authority have an officer on duty to provide advice to members of the public?</b>	
<b>“Good”</b>		<b>“Improvement needed”</b>
Members of the public can seek advice from a duty planning officer		There is no duty planning officer available

<b>Authority’s performance</b>	<b>No</b>
<p>The Planning Service Public Enquiry desk was incorporated into the Corporate Customer Services Centre in 2010 along with the budget for a full time member of staff. Members of the Public visiting the office will be seen by a Customer Service Representative who is trained to provide general planning advice. The Customer Service Centre operates normal officer hours. Queries relating to specific applications or projects will require prior arrangement with the relevant case officer. A telephone messaging service is also available. The ongoing provision of a ‘duty officer’ system is subject to review given reductions in staff and financial resources.</p>	

<b>Indicator</b>	<b>14. Does the local planning authority’s web site have an online register of planning applications, which members of the public can access track their progress (and view their content)?</b>	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
All documents are available online	Only the planning application details are available online, and access to other documents must be sought directly	No planning application information is published online

<b>Authority’s performance</b>	<b>Yes</b>

**SECTION 5 – ENFORCEMENT**

<b>Indicator</b>	<b>15. Percentage of enforcement cases investigated (determined whether a breach of planning control has occurred and, if so, resolved whether or not enforcement action is expedient) within 84 days</b>	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
Target to be benchmarked	Target to be benchmarked	Target to be benchmarked

<b>Authority’s performance</b>	88

<b>Indicator</b>	<b>16. Average time taken to investigate enforcement cases</b>	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
Target to be benchmarked	Target to be benchmarked	Target to be benchmarked

<b>Authority’s performance</b>	36

<b>Indicator</b>	<b>17. Percentage of enforcement cases where enforcement action is taken or a retrospective application granted within 180 days from the start of the case (in those cases where it was expedient to enforce)</b>	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
Target to be benchmarked	Target to be benchmarked	Target to be benchmarked

<b>Authority’s performance</b>	92

<b>Indicator</b>	<b>18. Average time taken to take enforcement action</b>	
<b>“Good”</b>	<b>“Fair”</b>	<b>“Improvement needed”</b>
Target to be benchmarked	Target to be benchmarked	Target to be benchmarked

<b>Authority’s performance</b>	68

## SECTION 6 – SUSTAINABLE DEVELOPMENT INDICATORS

The purpose of the Sustainable Development Indicators is to measure the contribution the planning system makes to sustainable development in Wales.

The Sustainable Development Indicators will be used to measure the progress against national planning sustainability objectives, set out in Planning Policy Wales, and can be used to demonstrate to our stakeholders the role and scope of the planning system in delivering wider objectives. The information will also be useful to local planning authorities to understand more about the outcomes of the planning system and help inform future decisions.

<b>Authority’s returns</b>	We consistently provide a full response to the SD Indicators

<b>Indicator</b>	<b>SD1. The floorspace (square metres) granted and refused planning permission for new economic development on allocated employment sites during the year.</b>
------------------	--

<b>Granted (square metres)</b>	
<b>Authority’s data</b>	53,245

<b>Refused (square metres)</b>	
<b>Authority’s data</b>	0

<b>Indicator</b>	<b>SD2. Planning permission granted for renewable and low carbon energy development during the year.</b>
------------------	--

<b>Granted permission (number of applications)</b>	
<b>Authority's data</b>	5

<b>Granted permission (MW energy generation)</b>	
<b>Authority's data</b>	78

<b>Indicator</b>	<b>SD3. The number of dwellings granted planning permission during the year.</b>
------------------	--

<b>Market housing (number of units)</b>	
<b>Authority's data</b>	417

<b>Affordable housing (number of units)</b>	
<b>Authority's data</b>	118

<b>Indicator</b>	<b>SD4. Planning permission granted and refused for development in C1 and C2 floodplain areas during the year.</b>
------------------	--

<b>Number of residential units (and also hectares of non-residential units) that DID NOT meet all TAN 15 tests which were GRANTED permission</b>	
<b>Authority's data</b>	0

<b>Number of residential units (and also hectares of non-residential units) that did not meet all TAN 15 tests which were REFUSED permission on flood risk grounds</b>	
<b>Authority's data</b>	0

<b>Number of residential units (and also hectares of non-residential units) that MET all TAN 15 tests which were GRANTED permission</b>	
<b>Authority's data</b>	37

<b>Indicator</b>	<b>SD5. The area of land (ha) granted planning permission for new development on previously developed land and greenfield land during the year.</b>
------------------	---

<b>Previously developed land (hectares)</b>	
<b>Authority's data</b>	15

<b>Greenfield land (hectares)</b>	
<b>Authority's data</b>	15

<b>Indicator</b>	<b>SD6. The area of public open space (ha) that would be lost and gained as a result of development granted planning permission during the quarter.</b>
------------------	---

<b>Open space lost (hectares)</b>	
<b>Authority's data</b>	0

<b>Open space gained (hectares)</b>	
<b>Authority's data</b>	0

<b>Indicator</b>	<b>SD7. The total financial contributions (£) agreed from new development granted planning permission during the quarter for the provision of community infrastructure.</b>
------------------	---

<b>Gained via Section 106 agreements (£)</b>	
<b>Authority's data</b>	2,224,796

<b>Gained via Community Infrastructure Levy (£)</b>	
<b>Authority's data</b>	0

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## REPORT TO DEVELOPMENT CONTROL COMMITTEE

27 OCTOBER 2016

### INFORMATION REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

#### 2016 ANNUAL MONITORING REPORT (AMR) FOR THE BRIDGEND LOCAL DEVELOPMENT PLAN (LDP) 2006 - 2021

#### **1. Purpose of Report**

1.1 To report to Development Control Committee the findings of the Bridgend County Borough Local Development Plan 2016 Annual Monitoring Report (attached as Appendix 1).

#### **2. Connection to Corporate Improvement Objectives/Other Corporate Priorities**

2.1 The Bridgend Local Plan (LDP) is one of the high level strategies which must be prepared by the Council. The LDP sets out in land use terms those priorities in the Corporate Plan that relate to the development and use of land provided they are in conformity with national and international policy. The AMR monitors whether the LDP and therefore the Council's land use and regeneration objectives are being successfully implemented.

#### **3. Background**

3.1 Following the adoption of the Bridgend Local Development Plan in September 2013, the Council has a statutory obligation under section 76 of the Planning and Compulsory Purchase Act 2004 to produce an Annual Monitoring Report (AMR).

3.2 The 2016 Annual Monitoring Report (AMR) will be submitted to the Welsh Government prior to the 31 October 2016.

3.3 The main aim of the AMR is to assess the extent to which the LDP Strategy and Policies are being achieved. Therefore, the AMR has two primary roles; firstly to consider whether the policies identified in the monitoring process are being implemented successfully; and secondly to consider the plan as a whole against all of the information gathered to determine whether a complete or partial review of the plan is necessary.

#### The Requirement for Monitoring

3.4 In order to monitor the Local Development Plans performance, it needs to be considered against a set of monitoring aims and indicators. Chapter 7 of the LDP sets out the Monitoring Framework that forms the basis of the AMR and provides information that is required to be included by LDP Regulation 37.

3.5 In this context the AMR is required to identify policies that are not being implemented and for each such policy:

- Outline the reasons why the policy is not being implemented;
- Indicate steps that can be taken to enable the policy to be implemented;
- Identify whether a revision to the plan is required;
- Specify the housing land supply from the Housing Land Availability Report for that year, and for the full period since the adoption of the plan; and
- Specify the number of net additional affordable and general market dwellings built in the LPA area for that year, and for the full period since the adoption of the plan.

3.6 The LDP Manual supplements this requirement by setting out additional factors that should be assessed in the AMR:

- Whether the basic strategy remains sound (if not, a full plan review may be needed);
- What impact the policies are having globally, nationally, regionally and locally;
- Whether the policies need changing to reflect changes in national policy;
- Whether policies and related targets in the LDP have been met or progress is being made towards meeting them, including publication of relevant supplementary planning guidance (SPG);
- Where progress has not been made, the reasons for this and what knock on effects it may have;
- What aspects, if any, of the LDP need adjusting or replacing because they are not working as intended or are not achieving the objectives of the strategy and/or sustainable development objectives; and
- If policies or proposals need changing, the suggested actions that is required to achieve them.

3.7 Monitoring the Plan also accords with the requirements for monitoring the sustainability performance of the plan through the Strategic Environmental Assessment / Sustainability Appraisal (SEA/ SA).

#### **4. Current Situation**

4.1 The Council has a statutory obligation under section 61 of the Planning and Compulsory Purchase Act 2004 to keep all matters under review that are expected to affect the development of its area. In addition, section 76 of the Act requires the Council to produce information on these matters in the form of an 'Annual Monitoring Report' for submission to the Welsh Government. This is the second AMR to be prepared since the adoption of the Bridgend LDP and is based on the period from 1st April 2015 to 31st March 2016 and is required to be submitted to Welsh Government by the end of October 2016.

4.2 There have been many changes since 2013 that will impact on the successful implementation of the LDP; the most notable are the changes in the Welsh Economy and the changes in the regional context. The AMR therefore considers whether the development strategy that underpins the LDP remains valid; and assesses whether or not the Strategy Policies contained in the LDP are being effective in delivering the Development Strategy and meeting the objectives of the plan.

4.3 The LDP Regulations and the LDP Manual specify what the AMR is required to include:

- An Executive Summary;
- A review of changes to national and regional policy and guidance and their implications for the LDP;
- SEA/SA Monitoring based on the SEA/SA Monitoring Framework;
- LDP Monitoring based on the LDP Monitoring Framework;
- Statutory Indicators; and
- Recommendations on the course of action in respect of policies and the LDP as a whole.

### **Key findings of the Annual Monitoring Process**

4.4 An overview of the LDP Monitoring Data for the 2nd AMR period provides an interesting insight into the implementation of the LDP over the past 12 months. The key findings are set out below:

- The 2016 Joint Housing Land Availability Study (JHLAS) indicates that 520 new homes were completed during the monitoring period 1 April 2015 to 31 March 2016 and that 4,640 dwellings have been completed in total, during the LDP period;
- The 2016 JHLAS indicates that the Council has a housing land supply, assessed against the housing requirement of the Bridgend LDP of 5.1 years;

- Since 2009 1014 affordable units have been delivered;
- During the monitoring period 1 April 2015 to 31 March 2016 only 0.45 hectares of vacant employment land was developed. During the preceding year 1.63 ha of employment land was developed;
- Within Bridgend Town Centre of the 384 commercial properties surveyed 66 were vacant – representing a vacancy rate of 17.19%;
- Within Porthcawl Town Centre of the 207 commercial properties surveyed 16 were vacant – representing a vacancy rate of 7.73%;
- Within Maesteg Town Centre of the 166 commercial properties surveyed 12 were vacant – representing a vacancy rate of 7.2%;
- The requirement as to whether the Council will need to identify a Gypsy and Traveller Site is now however determined by the new requirements of the Housing (Wales) Act 2014. The Housing (Wales) Act 2014 requires each local authority in Wales to undertake a Gypsy and Traveller Accommodation Assessment to ensure that needs are properly assessed and planned for. An assessment was required to be submitted to Welsh Government by February 2016 with a statutory duty placed on local authorities to make provision for site(s) where an assessment identifies an unmet need. The GTAA covers the period 2016-2031 and estimates the additional pitch provision needed for Gypsies and Travellers in Bridgend. For the first 5 years of the GTAA plan period, there is no requirement for **additional pitches**, and for the remainder of the GTAA plan period, **a further 1 additional pitch is required**. This gives a total need for the whole GTAA plan period of 1 additional pitch.
- The County Borough is making a significant contribution to national renewable energy targets. The generating capacity within and immediately adjacent the refined SSA (north of Evanstown) is 65 MW (megawatts) which is considerably higher than the estimated capacity within the SSA of 31 MW.

4.5 Chapter 5 of the AMR provides a detailed analysis of the success of the plan to date against the monitoring indicators and factors in terms of delivering sustainable development.

## Conclusions

4.6 There is no evidence to suggest there is a need for a full or partial review of the LDP at this time. Whilst the level of growth in some areas is slower than anticipated, evidence collected through the monitoring process clearly suggests that good progress is being made in the delivery of the majority of LDP targets, which must be seen as a positive. This may be attributed in part to the proactive approach the Council has taken to bringing forward its own land for development, accompanied by detailed development briefs, which considerably de-risks development for potential investors. Continued investment into the

local economy is required to stimulate the delivery of new employment land and mixed-use regeneration sites by taking a proactive approach with landowners and developers especially where development sites are in the Councils ownership and bring forward new schemes, masterplans and development briefs to facilitate development. The development which has taken place in the County Borough of Bridgend since the adoption of the LDP, together with the projected future investment from the public and private sector will ensure that the LDP is successfully delivered.

4.7 The findings of the Annual Monitoring Report for 2016 suggest that:

1. No full or partial review of the LDP is required at this time; and
2. The actions set out in the AMR will seek to address underperformance are implemented.

## **5. Effect upon Policy Framework & Procedure Rules**

5.1 Following the adoption of the Bridgend LDP, the Council has a statutory obligation under section 76 of the Planning and Compulsory Purchase Act 2004 to produce an Annual Monitoring Report (AMR) to identify whether the policies identified in the monitoring process are being implemented successfully; and to consider the plan as a whole against all of the information gathered to determine whether a complete or partial review of the plan is necessary.

## **6. Equality Impact Assessment**

6.1 There are no direct implications associated with this report. However, any future review of the policies and proposals contained within the Bridgend County Borough Local Development Plan will require an equalities impact assessment to be carried out.

## **7. Financial Implications**

7.1 There are no immediate financial implications as a consequence of this report.

## **8. Recommendations**

8.1 That Development Control Committee notes the report.

**Mark Shephard**  
**Corporate Director Communities**

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Communities Directorate

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BRIDGEND CF31 4WB

**Background documents**

None.



Appendix 1

# Bridgend Local Development Plan

AMR 2016



## Annual Monitoring Report 2016

October 2016

## 1. INTRODUCTION

- 1.1 The Bridgend County Borough Local Development Plan (2006 – 2021) was formally adopted by the Council on the 18th September 2013. Following the adoption of the Bridgend LDP, the Council has a statutory obligation under section 76 of the Planning and Compulsory Purchase Act 2004 to produce an Annual Monitoring Report (AMR). This is the second AMR to be prepared since the adoption of the Bridgend LDP and is based on the period from 1st April 2015 to 31st March 2016 and is required to be submitted to Welsh Government by the 31<sup>st</sup> October 2016.
- 1.2 The main aim of the AMR is to assess the extent to which the LDP Strategy and Policies are being achieved. Therefore, the AMR has two primary roles; firstly to consider whether the policies identified in the monitoring process are being implemented successfully; and secondly to consider the plan as a whole against all of the information gathered to determine whether a complete or partial review of the plan is necessary.

### The Requirement for Monitoring

- 1.3 In order to monitor the Local Development Plans performance, it needs to be considered against a set of monitoring aims and indicators. Chapter 7 of the LDP sets out the Monitoring Framework that forms the basis of the AMR and provides information that is required to be included by LDP Regulation 37.
- 1.4 In this context the AMR is required to identify policies that are not being implemented and for each such policy:
- Outline the reasons why the policy is not being implemented;
  - Indicate steps that can be taken to enable the policy to be implemented;
  - Identify whether a revision to the plan is required;
  - Specify the housing land supply from the Housing Land Availability Report for that year, and for the full period since the adoption of the plan; and
  - Specify the number of net additional affordable and general market dwellings built in the LPA area for that year, and for the full period since the adoption of the plan.
- 1.5 The LDP Manual supplements this requirement by setting out additional factors that should be assessed in the AMR:
- Whether the basic strategy remains sound (if not, a full plan review may be needed);
  - What impact the policies are having globally, nationally, regionally and locally;



- Whether the policies need changing to reflect changes in national policy;
- Whether policies and related targets in the LDP have been met or progress is being made towards meeting them, including publication of relevant supplementary planning guidance (SPG);
- Where progress has not been made, the reasons for this and what knock on effects it may have;
- What aspects, if any, of the LDP need adjusting or replacing because they are not working as intended or are not achieving the objectives of the strategy and/or sustainable development objectives; and
- If policies or proposals need changing, the suggested actions that is required to achieve them.

1.6 Monitoring the Plan also accords with the requirements for monitoring the sustainability performance of the plan through the Strategic Environmental Assessment / Sustainability Appraisal (SEA/ SA).

## Format and Content

1.7 The structure of the AMR is as follows:

**Chapter 2: Executive Summary (pages 4-9);**

**Chapter 3: Monitoring Framework (pages 10-13)** – explains the process of monitoring the LDP, how to quantify the resulting data and if necessary, determine whether a review of the LDP and Sustainability Appraisal (SA) is required;

**Chapter 4: Contextual Change (pages 14-28)** – analyses the potential impact of factors such as changes to national planning policy, the economic climate and local issues on the implementation of the LDP;

**Chapter 5: Local Development Plan Monitoring (pages 29-72)** – provides an analysis of the effectiveness of the LDP policy framework in delivering the plans targets;

**Chapter 6: Sustainability Appraisal Monitoring (pages 73-78)** – analyses the impact the LDP is having on the social, economic and environmental well-being of Bridgend and;

**Chapter 7: Conclusions and Recommendations (pages 79-84)** – provide an overview of the findings of the AMR and makes recommendations about issues that require further consideration.

## 2. EXECUTIVE SUMMARY

2.1 Section 76 of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to monitor the implementation of their adopted LDPs by preparing an Annual Monitoring Report (AMR). This is the first AMR to be prepared since the adoption of the Bridgend LDP and is based on the period from 1st April 2015 to 31st March 2016 and is required to be submitted to Welsh Government by 31<sup>st</sup> October 2016.

### Background

2.2 The Council formally adopted the Bridgend County Borough Local Development Plan (LDP) on the 18<sup>th</sup> September 2013. Following the adoption of its LDP, the Council has a statutory obligation under section 61 of the Planning and Compulsory Purchase Act 2004 to keep all matters under review that are expected to affect the development of its area. In addition, section 76 of the Act requires the Council to produce information on these matters in the form of an Annual Monitoring Report for submission to the Welsh Government. This is the second AMR to be prepared since the adoption of the Bridgend LDP and is based on the period from 1st April 2015 to 31st March 2016 and is required to be submitted to Welsh Government by the end of October 2016.

2.3 There have been many changes since 2013 that will impact on the successful implementation of the LDP; the most notable are the changes in the Welsh Economy and the changes in the regional context. The AMR will therefore consider whether the development strategy that underpins the LDP remains valid; and will assess whether or not the Strategy Policies contained in the LDP are being effective in delivering the Development Strategy and meeting the objectives of the plan.

2.4 The LDP Regulations and the LDP Manual specify what the AMR is required to include:

- An Executive Summary;
- A review of changes to national and regional policy and guidance and their implications for the LDP;
- SEA/SA Monitoring based on the SEA/SA Monitoring Framework;
- LDP Monitoring based on the LDP Monitoring Framework;
- Statutory Indicators; and
- Recommendations on the course of action in respect of policies and the LDP as a whole.

## Key findings of the Annual Monitoring Process

### External Influences

2.5 The AMR considers the external factors that have had, or could have, an influence on the implementation of the plan and thus on development in the County Borough. These include changes in:

- Policy and legislation;
- National statistics;
- External conditions; and
- Local development context.

### Policy and Legislation

2.6 The AMR is required to identify documents, at national and regional level, that may have implications for the policies in the LDP and to assess them to identify their implications. The following key policy documents have been issued by the Welsh Government since the LDP's adoption::

- Planning Policy Wales Edition 7 (2014);
- The Housing (Wales) Act (2014);
- The Active Travel (Wales) Act (2013);
- Practice Guidance: Buildings an Economic Development Evidence Base to Support a Local Development Plan – (2015);
- Technical Advice Note 21: Waste (February 2014);
- TAN 23: Planning for Economic Development (2014);
- TAN 20 – The Welsh Language Act (2013);
- The Town and Country (General Permitted Development) (Amendment) (Wales) Order 2014; and
- The Community Infrastructure Levy Regulation Amendments (2014).

For the period 2015 / 2016 the following additional documents have been issued by the Welsh Government:

- The Planning (Wales) Act 2015
- The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015
- Well-being of Future Generations (Wales) Act 2015
- Environment (Wales) Act 2016
- Historic Environment (Wales) Act 2016
- Planning Policy Wales Edition 8 (January 2016)
- Technical Advice Note (TAN) 12: Design (2016); and
- Technical Advice Note (TAN) 1: Joint Housing Land Availability Studies (2016).

2.7 The changes in National Policy and Legislation have resulted in significant changes to policy but are not considered to have any major implications for the implementation of the LDP and do not need to be addressed until the statutory LDP review in 2017.

## **External Conditions**

### **National Context**

2.8 The UK economy has been recovering at a relatively strong rate since early 2013, although there was a slight slowdown in growth in late 2014 before the EU referendum due to slower global growth, but the vote to leave the EU is likely to lead to a significant further slowdown. PWC forecast that UK growth will slow to around 1.6% in 2016 and 0.6% in 2017, largely due to the increased political and economic uncertainty following the 'Brexit' vote. The main reason for the slowdown will be a decline in business investment, particularly from overseas in areas like commercial property. This is being driven by political instability in the short term, as well as uncertainty about the UK's future trading relationships with the EU in the longer term. In Wales, the picture for house building continues to be more positive than it previously was. Welsh Government statistics indicated for the period 2012-2015 there was a substantial increase in the number of new dwellings started in Wales. However, for the period 2015 / 2016 a total of 6,708 new dwellings were started; compared to the previous year where 6,955 new dwellings were started representing a decrease of 3.5%. The number of new dwellings completed has increased again over the last year. During 2015 /2016 there were 6,900 new dwellings completed in

Wales, which is 11% more compared to 2014 / 2015 but remains below the annual levels seen prior to the recession where in 2006 / 2007 completions totalled 9,334.

### **The Local Development Context & Economic Conditions**

- 2.9 Land Registry Statistics in relation to house building and prices in Bridgend during 2015 / 2016 show fluctuations in average prices recorded. Current data suggests that the housing market in the County Borough is beginning to show signs of recovery with average actual house sale prices for (March) 2016 for Bridgend as being £132,105 compared to £125,200 for the previous year. The Bridgend 2016 JHLAS indicates that 469 new homes were completed during the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 and that 4,589 dwellings have been completed in total, during the LDP period 2006 to 2015.
- 2.10 In the County Borough of Bridgend between April 2015 & March 2016 there were 69,700 economically active people and at 2016 there were 4,400 businesses registered in the County Borough. In terms of the proportion of jobs in each sector of the Bridgend economy:
- Manufacturing remains strong in the area, in comparison with Wales and Great Britain, despite sustained job losses in the sector. Whilst data indicates that manufacturing has shown considerable falls in employment over the past 15 years, there has been an increase of 1.2% compared to last year;
  - Wholesale and retail trade have seen an increase in full time employment of 11% since last year;
  - Full-time employment in the construction sector has risen from 2,800 to 3,000 an increase of 7.14%; and
  - Banking, finance, insurance and other service sectors are still under-represented in the county borough when compared to the UK.
- 2.12 On the ground the signs that the economy is continuing to recover are evident, with the Welsh Government submitting a planning application for a development of up to 71,441sq.m of B1, B2 and B8 employment floorspace (planning application reference P/16/549/OUT refers). In addition Ford recently announced an investment of 181 million pounds for their existing facility in Bridgend. It is accepted that some of the statistics included in this document indicate a fragile economy in particular the current low take-up of employment land. However, this is attributed to the fact that because of the considerable loss of industrial and business capacity that took place during the recession, most new employment activity is actively being taken up within existing vacant buildings and/or extensions on allocated employment sites rather than on new sites. Effectively the lost capacity as a result of recession is being regained before new take-up accelerates as the economy improves. In addition, other sectors of the economy including tourism and services, not dependent on being located on traditional employment sites are growing. The County Borough is

experiencing growth in golf tourism, outdoor activity destinations linked to cycle touring, mountain biking and other extreme sports.

### **Strategic Environmental Assessment/Sustainability Appraisal Monitoring**

- 2.13 The Strategic Environmental Assessment Directive requires local authorities to undertake Strategic Environmental Assessment (SEA) as part of the preparation of the LDP. In addition to this the LDP Regulations requires a Sustainability Appraisal (SA) to be undertaken. In preparing the LDP the council undertook joint SEA and SA and produced and published its SEA/SA Report in conjunction with the LDP.
- 2.14 The SEA Directive also requires that the council monitor the state of the environment through monitoring the sustainability objectives set out in the SEA/SA Report. This forms an integral part of the AMR and is contained in Section 6. The SEA/SA monitoring indicates a positive change to the environment thus far in the plan period.

### **LDP Policy Monitoring**

- 2.15 An overview of the LDP Monitoring Data for the 2<sup>nd</sup> AMR period provides an interesting insight into the implementation of the LDP over the past 12 months. The key findings are set out below:
- The 2016 JHLAS indicates that 469 new homes were completed during the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 and that 4,589 dwellings have been completed in total, during the LDP period 2006 to 2016;
  - The 2016 JHLAS indicates that the Council has a housing land supply, assessed against the housing requirement of the Bridgend LDP of 5.1 years;
  - To date 1014 general needs affordable new build dwellings has been completed;
  - During the monitoring period 01 April 2015 to 31 March 2016 0.45 hectares of vacant employment land was developed. During the preceding year 2014 1.63 ha of employment land was developed;
  - Within Bridgend Town Centre of the 384 commercial properties surveyed 66 were vacant – representing a vacancy rate of 17.19 %;
  - Within Porthcawl Town Centre of the 207 commercial properties surveyed 16 were vacant – representing a vacancy rate of 7.73%;
  - Within Maesteg Town Centre of the 166 commercial properties surveyed 12 were vacant – representing a vacancy rate of 7.23 %;
  - The requirement as to whether the Council will need to identify a Gypsy and Traveller Site is now however determined by the new requirements of the

Housing (Wales) Act 2014. The Housing (Wales) Act 2014 requires each local authority in Wales to undertake a Gypsy and Traveller Accommodation Assessment to ensure that needs are properly assessed and planned for. In summary, the GTAA covers the period 2016-2031 and estimates the additional pitch provision needed for Gypsies and Travellers in Bridgend. For the first 5 years of the GTAA plan period, there is no requirement for **additional pitches**, and for the remainder of the GTAA plan period, **a further 1 additional pitch is required**. This gives a total need for the whole GTAA plan period of 1 additional pitch.

- The County Borough is making a significant contribution to national renewable energy targets. The generating capacity within an immediately adjacent the refined SSA (north of Evanstown) is 65 MW which is considerably higher than the estimated capacity within the SSA of 31 MW.

2.16 Chapter 5 of the AMR provides a detailed analysis of the success of the plan to date against the monitoring indicators and factors in terms of delivering sustainable development.



### **3. MONITORING FRAMEWORK**

3.1.1 The Monitoring Framework comprises 2 key elements. These are the monitoring of:

- The LDP strategy, policies and proposals; and
- The Sustainability Appraisal (SA) which includes the Strategic Environmental Assessment (SEA).

3.2 The on-going success of these documents and the policies within them are to be measured against a set of targets identified as part of the LDP process. Indicators have been formulated to determine whether these targets have been met. Where the results conclude that the targets are not being met, and that the effectiveness of the LDP documents (or parts or policies of it), are falling significantly below the level required, then consideration will be given to the need for a review of the LDP.

#### **LDP Monitoring Aims, Indicators, Targets, Triggers and Outcomes**

3.3 The LDP monitoring framework identifies 13 monitoring aims based on the Policies which deliver the strategy of the Plan; these monitoring aims are assessed against 31 indicators. It should be noted that whilst the targets and indicators relate to each Strategic Policy, the framework has been designed to ensure that linkages are made between the Strategic Policies, relevant objectives and Development Management and Allocation policies. Monitoring the delivery of the Strategic Policies therefore provides a mechanism for monitoring the LDP as a whole.

3.4 Trigger levels have been set which identify where a policy has diverged from the monitoring target to such an extent that the policy is failing to be implemented or needs to be amended. Where this happens the analysis in the monitoring table identifies the issue and, where necessary, the actions required to address it.

#### **The Sustainability Appraisal Objectives and Indicators**

3.5 The Sustainability Appraisal (SA) of the LDP identifies a set of objectives and significant effect indicators which are intended to measure the social, economic and environmental impact of the LDP. The SA identifies 4 objectives and 15 indicators specifically designed to monitor the environmental credentials of the LDP.

#### **Monitoring Progress**

3.6 The analysis of the monitoring process will be in the form of detailed written assessment of the indicator results and a subsequent view on the success of the targets and effectiveness of the policies. This will be provided in the respective monitoring sections of this report for the LDP and SA.

3.7 As a visual aid in showing the monitoring outcomes, a simple colour coded system has been formulated and will be included in the individual tables of Strategic Policies and SA results, as shown below:

<b>Continue Monitoring</b>
Where indicators are suggesting that LDP policies are being implemented effectively and there is no cause for a review.
<b>Officer / Member Training Required</b>
Where indicators associated with planning applications suggest that policies are not being implemented as they were intended and further officer or Member training is required.
<b>Supplementary Planning Guidance (SPG) / Development Briefs Required</b>
Whilst the Council will be preparing SPG and Development Briefs throughout the Plan period, indicators may suggest that further guidance should be provided to developers on how a policy should be properly interpreted. Additionally, should sites not be coming forward as envisaged; the Council will actively engage with developers / landowners to bring forward Development Briefs on key sites to help commence the development process.
<b>Policy Research</b>
Where the indicators suggest that the LDP policies are not being effective as they should; further research and investigation, including the use of contextual indicators and comparisons with other local authorities and national statistics where appropriate may be required.
<b>Policy Review</b>
Where indicators suggest that a LDP policy is failing to implement the strategy of the Plan and a formal review of the policy is required. Further research and investigation, including comparisons with other local authorities and national statistics where appropriate will be required before a decision to formally review the policy is made.
<b>Plan / Strategy Review</b>
Where indicators suggest that the LDP strategy is failing and a formal review of the Plan is required. The decision to review the Plan will not be taken lightly, and this trigger will not apply to the majority of policy areas.

### Trigger for Review of the Plan

- 3.8 A review of the LDP in advance of the statutory 4-year review will only take place in exceptional circumstances. The monitoring framework for the LDP identifies specific trigger points where it was considered appropriate to highlight the need to consider the reasons why policies are failing to be delivered. However, these triggers are not in themselves sufficient to trigger a review of the Plan.
- 3.9 The Council will make a judgement on the need for a full or partial review based on the following factors:
- A significant change in external conditions;
  - A significant change in local context e.g. closure of major employment site;

- A significant change in development pressures or needs and investment strategies of major public and private investors;
- A significant change in national policy or legislation; and
- Significant concerns from the findings of the AMR in terms of policy effectiveness, site delivery, progress rates, and any problems with implementation.

### **Local Development Plan Wales (2005)**

3.10 Government sets out in LDP Wales paragraph 4.43 the following requirements:

- *Whether the basic strategy remains sound (if not, a full plan review may be needed);*
- *What impact the policies are having globally, nationally, regionally and locally;*
- *Whether the policies need changing to reflect changes in national policy;*
- *Whether policies and related targets in LDPs have been met or progress is being made towards meeting them, including publication of relevant Supplementary Planning Guidance (SPG);*
- *Where progress has not been made, the reasons for this and what knock on effects it may have;*
- *What aspects, if any, of the LDP need adjusting or replacing because they are not working as intended or are not achieving the objectives of the strategy and/or sustainable development objectives; and*
- *If policies or proposals need changing, what suggested actions are required to achieve this.*

3.11 *The AMR must also specify the housing land supply (from the current Housing Land Availability Study) and the number of net additional affordable and general market dwellings built in the authority's area, and report on other LDP indicators.'*

## 4. CONTEXTUAL CHANGE

- 4.1 The findings of the AMR Monitoring Framework are fundamental in determining how the implementation and delivery of the LDP is progressing. However, it is equally important to understand how the implementation of the LDP has been influenced by local, regional, national and international social and economic factors. By seeking to understand how different factors have affected the delivery of the LDP, the Council will gain a better understanding of what it can do to support the Plan's implementation. In focussing on those factors it can influence and better support delivery of its objectives and shape future strategies.
- 4.2 The following section looks specifically at the external factors that have had, or could have, an influence on the implementation of the plan and thus on development in Bridgend County Borough. These include changes in:
- Policy and legislation;
  - National statistics;
  - External conditions; and
  - Local development context.

### **Policy and legislation**

- 4.3 The Council needs to consider through its AMR whether changes to national planning policy have any implications for the LDP. If the implications are significant, the Council will need to determine how it addresses the issues. Between the adoption of the plan and 31st March 2016, the following policy documents were issued by the Welsh Government:

### **The Planning (Wales) Act 2015**

- 4.4 The Planning (Wales) Act 2015 (the "Act") received Royal Assent on the 6<sup>th</sup> July 2015. It is the first separate Planning Act for Wales since planning was devolved to Wales in 2011 and aims to address 5 objectives:
- a modernised framework for the delivery of planning services (e.g. by enabling some planning applications to be made directly to the Welsh Ministers);
  - strengthening the plan led approach (e.g. by the introduction of a National Development Framework and Strategic Development Plans);
  - improved resilience (e.g. by enabling the Welsh Ministers to direct that local planning authorities work together and be merged);

- frontloading and improvement of the development management system (e.g. by introducing a statutory pre-application procedure for certain planning applications); and
- enabling effective enforcement and appeals (e.g. by way of changes to enforcement procedures and increased transparency and efficiency in the appeal system).

National Development Framework - The Act makes provision for the preparation and revision of a National Development Framework for Wales (“NDF”). The NDF is a national land use plan which will set out Welsh Government’s policies in relation to the development and use of land in Wales. This replaces the Wales Spatial Plan.

Strategic Planning - The Act gives the Welsh Ministers a power to designate an area of Wales as a strategic planning area and establish a strategic planning panel for that area. These will be to deal with cross boundary issues, for example, waste disposal. A strategic planning panel must prepare a plan for its strategic planning area, known as a strategic development plan that must be in general conformity with the NDF. Three possible areas have been identified – Cardiff, Swansea and the A55 corridor. Not all areas of Wales will have an SDP.

Local Development Plans (LDPs) - The Act provides that an LDP must be in general conformity with the NDF and any SDP which includes all or part of the area of the authority. Following the publication of the NDF, local planning authorities will be under a duty to consider whether to carry out a review of their LDP. The same duty will exist where an SDP is adopted or approved and the area of a local planning authority is included in the strategic planning area.

Pre-application consultation and services -The Act introduces a statutory requirement for pre-application engagement with specified persons which are likely to include the public and statutory consultees where the development is of a specified type. It is thought that this will include DNS and major developments. The Welsh Ministers will be able to make regulations which cover the pre-application services to be provided by them and by local planning authorities.

Applications to the Welsh Ministers - The Act introduce two instances where direct planning applications either must or could be made. These are as follows:

1. Developments of National Significance (DNS)

The Act provides that applications for a new category of planning applications known as developments of national significance (DNS) are to be made directly to Welsh Ministers instead of to the local planning authority. Those applications which are to constitute DNS are to be specified in regulations made by the Welsh Ministers. These are likely to follow a similar procedure to that which applies in the case of Nationally Significant Infrastructure Projects.

The DNS provisions in the Act allow decisions in respect of secondary consents (i.e. connected to the DNS application) to be made by the Welsh Ministers instead of the person who would otherwise make that decision.

The determination period for an application for DNS is 36 weeks, beginning with the date on which the application was accepted by the Welsh Ministers.

## 2. Optional direct applications

The Act allows an applicant to choose to make an application to the Welsh Minister if the applicant so chooses where the local planning authority has been designated as under-performing and the application meets certain criteria (yet to be defined). There will be no right of appeal from a decision made following a direct application.

Town and Village Greens - The Act introduces new 'trigger events' to prohibit the registration of a town and village green under certain circumstances.

Enforcement -The Act seeks to prevent developers from repeatedly submitting applications or appeals where they have failed to obtain planning permission so as to delay effective enforcement action. The Act provides a power for local planning authorities to require the submission of a retrospective planning application. If a retrospective planning application is not submitted, an enforcement notice may then be served. Local planning authorities will also be given the power to refuse to determine a retrospective planning application where the development is subject to an enforcement notice.

Validation appeal procedure - A new validation appeals procedure, to the Welsh Ministers, is intended to resolve validation disputes quickly. The appeal procedure will deal solely with whether an application is valid and will be dealt with by written representations only.

Appeals process - This will be much more 'front-loaded' than currently. There may not be a choice as to how an appeal is determined but costs may be recovered for written representation appeals. There will be no ability for developers to make minor changes once an appeal is lodged. There will be an option for the Welsh Ministers to recover some of their costs.

## **The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015**

- 4.5 Amendments to The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 were carried out in response to the outcome of the LDP Refinement Exercise and aim to simplify certain aspects of the local development plan process.

The amended Regulations:

- Remove the statutory requirement to advertise consultation stages in the local press;
- Allow local planning authorities to make revisions to the local development plan where the issues involved are not of sufficient significance to warrant the full procedure, without going through the full revision process;
- Eliminate the need to call for and consult on alternative sites following the deposit consultation;
- Make minor and consequential amendments; and
- The amended LDP Regulations came into force on 28 August 2015 and together with the related policy and guidance in Planning Policy Wales (PPW) and the revised LDP Manual aim to make the LDP process more efficient and effective (i.e. enabling swifter plan preparation and revision without imposing unnecessary prescription). The amended Regulations do not have any implications for the current LDP but will need to be considered in relation to any Plan review and will be given further consideration as necessary.

#### **Well-being of Future Generations (Wales) Act 2015**

- 4.6 The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of government and public bodies. It aims to make a difference to the lives of people in Wales in relation to a number of well-being goals including improving health, culture, heritage and sustainable resource use. The Act provides the legislative framework for the preparation of Local Well-being Plans which will replace Single Integrated Plans. Given that sustainable development is the core underlying principle of the LDP (and SEA) there are clear associations between the aspirations of both the LDP and Act/Local Well-being Plans. Indeed, it is considered that the LDP evidence base, SEA/SA and AMR will inform the Council's Local Well-being Plan. Moving forward, sustainable development principles will continue to inform any review of the Plan.

#### **Environment (Wales) Act 2016**

- 4.7 This Act received Royal Assent in March 2016 and sits alongside the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015 in promoting sustainable use, management and development of Welsh resources. The Environment (Wales) Act introduces new legislation for the environment and provides an iterative framework which ensures that managing Wales' natural resources sustainably will be a core consideration in decision-making. It requires Natural Resources Wales (NRW) to prepare a State of Natural Resources Report that provides an assessment of natural resources and considers the extent to which they are being sustainably managed. The Act also requires Welsh Government to produce a National Natural Resources Policy that sets out the priorities, risks and opportunities for managing Wales' natural resources sustainably. NRW will also

produce a local evidence base (Area Statements) to help implement the priorities, risks and opportunities identified in the National Policy and set out how these will be addressed. Any subsequent implications for the LDP will be given further consideration as necessary.

### **Historic Environment (Wales) Act 2016**

- 4.8 The Historic Environment (Wales) Act 2016 received Royal Assent in March 2016. The Act makes important changes to the two main UK laws that provide the legislative framework for the protection and management of the historic environment: the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act will give more effective protection to listed buildings and scheduled ancient monuments; improve the sustainable management of the historic environment; and introduce greater transparency and accountability into decisions taken on the historic environment. While some of the Act's measures will come into force in May 2016, the majority will require further secondary legislation or other preparations before they are brought into effect later in 2016 or in 2017. Any implications for the LDP will be given further consideration as necessary.

### **Planning Policy Wales Edition 8 (January 2016)**

- 4.9 On 4 January 2016 the Welsh Government published Planning Policy Wales (Edition 8). The latest edition includes the following main amendments:
- Chapter 2 (Local Development Plans) has been revised to take into account the amended LDP Regulations and the LDP Manual that came into force on 28 August 2015. The purpose is to make the LDP process more efficient and effective.
  - Chapter 4 (Planning for Sustainability) has been updated to take into account the Well-Being of Future Generations (Wales) Act 2015. The amendments insert information on the provisions of the Act, including the seven well-being goals and the sustainable development principle that public bodies must now meet. The changes also illustrate how the Welsh Government's planning policy objectives link to the wellbeing goals.
  - Chapter 14 (Minerals) is a new chapter that integrates previous policy set out in Minerals Planning Policy (MPP) Wales (2001) into PPW. The MPP has now been cancelled.



### **Technical Advice Note 12: Design (2016)**

- 4.10 Technical Advice Note (TAN) 12: Design and guidance on site and context analysis was published in March 2016. TAN 12 has been updated to reflect amendments to the requirements for Design and Access Statements. The TAN has been updated to incorporate guidance from Welsh Office Circular 16/94: Planning Out Crime, which has now been cancelled, and refer to Building for Life 12 Wales and the Active Travel (Wales) Act 2013. The updated TAN also incorporates the Energy Hierarchy from the Energy Efficiency Strategy for Wales.

### **The Housing (Wales) Act (2014)**

- 4.11 The key elements of the act are:
- introduction of a compulsory registration and licensing scheme for private rented sector landlords and letting and management agents, which will be delivered by Rent Smart Wales;
  - reform of homelessness law, including placing a stronger duty on local authorities to prevent homelessness and allowing them to use suitable accommodation in the private sector;
  - placing a duty on local authorities to provide sites for Gypsies and Travellers where a need has been identified;
  - introduction of standards for local authorities on rents, service charges and quality of accommodation;
  - reform of the Housing Revenue Account Subsidy system;
  - giving local authorities the power to charge more than the standard rate of council tax on long-term empty properties and certain types of second homes;
  - assisting the provision of housing by Co-operative Housing Associations, and amendment of the Leasehold Reform, Housing and Urban Development Act 1993.

### **The Active Travel (Wales) Act (2013)**

- 4.12 The Active Travel (Wales) Act places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act will also require new road schemes to consider the needs of pedestrians and cyclists at design stage.

## **Practice Guidance: Buildings an Economic Development Evidence Base to Support a Local Development Plan – August 2015**

- 4.13 This practice guide provides step by step advice for LPAs on how to build an evidence base to support LDP employment land strategies and policies. The guidance promotes joint working between local planning authorities to understand, and plan for, economic issues affecting areas beyond the boundaries of a single authority. This guide gives advice to local planning authorities about undertaking employment land studies at both a local and larger than local level, and provides guidance on preparing a site inventory, reviewing the property market, forecasting future need and monitoring.

### **Technical Advice Note 21: Waste (February 2014)**

- 4.14 This document (accompanied by TAN 21 Practice Guidance note) sets out the relevant planning considerations necessary to ensure that the new European Union waste management drivers are reflected in Wales when new waste management facilities are proposed. The LDP was produced in the knowledge that the original TAN21 (2001) needed updating and therefore much of what is now contained within the new TAN was anticipated during the preparation of the LDP. Therefore, the LDP is strongly aligned to the new TAN21 (and its associated TAN 21 Practice Guidance note) and its requirements on LPAs are being met.

### **TAN 23: Planning for Economic Development (2014)**

- 4.15 The TAN contains detailed advice with regard to national planning policy as contained within Chapter 7 of PPW on economic development. The guidance is intended to assist local authorities in: developing high-level economic planning objectives; assessing the economic benefits of new development and helping to determine the employment land supply. Another key aspect of TAN 23 is to provide advice on economic development and the rural economy, as well as preparing an evidence-base and creating an economic development vision for the LDP.
- 4.16 Whilst the TAN acknowledges that economic activity can stem from the public, private or voluntary sector and include uses beyond the traditional B-class uses such as retail, tourism and leisure; it is held that the aforementioned retail, tourism and leisure uses are subject to a variety of other policies. Therefore, the TAN primarily deals with B-class uses given that they require a traditional yet sustainable method of planning. The TAN also requires careful consideration when releasing traditional employment sites to alternative uses as they often make a valid contribution to the local economy and are difficult to replace once lost. The Council currently has a sufficient level of employment land to meet the LDP's regeneration objectives distributed throughout the County Borough. Additionally, a robust site release methodology, using existing LDP policy and a recently adopted SPG21 'Safeguarding Employment Sites' is utilised to ensure due consideration when releasing employment sites to alternative uses.

## **TAN 20 – The Welsh Language**

4.17 Technical Advice Note 20 provides guidance on the consideration of the Welsh language as part of the Local Development Plan making process. This Technical Advice Note covers:

- the role of Single Integrated Plans;
- the Welsh language and Sustainability Appraisals;
- the Welsh Language Commissioner; and
- signs and advertisements.

4.18 TAN 20 states: *“Local Development Plans are intended to be focused on local issues and objectives, informed by relevant community strategies and an evidence base”*. Therefore, depending on the usage of the Welsh language within a plan area, or partial plan area; LDPs will need to address how the planning system can consider or potentially mitigate the effects of development on the Welsh language, or indeed the sustainability of Welsh language communities.

## **The Town and Country (General Permitted Development) (Amendment) (Wales) Order 2014**

4.19 The Amendment amends Parts 8 and 32 of the General Permitted Development Order and introduces new parts in the form of Part 41 and Part 42. The main effects of the Amendment and therefore the principle implications for the LDP are:

- More flexible permitted development rights (PDRs) for Part 8 (industry and warehousing) and Part 32 (schools, colleges, universities and hospitals) development;
- New PDRs for offices (new Part 41), shops, financial and professional services (new Part 42);
- An increase in the threshold - from 235qm to 500sqm - for permitted changes of use of industrial premises to and from use class B8 (storage and distribution);
- A requirement for hard standings associated with industrial and warehouse development to be made of porous or permeable materials, or to direct run-off to porous or permeable areas - in order to reduce flood risk; and
- New PDRs for cycle and refuse stores.

4.20 These amendments to the GPDO do not change the way in which the LDP's policies operate, however, certain developments will no longer be required to be determined by LDP policies. The type of development permitted by the amendments to the GPDO should have minimal impact on the delivery of the LDP's vision, aims and objectives or its strategy.

### **The Community Infrastructure Levy Regulation Amendments (February 2014)**

- 4.21 The CIL regulation amendments issued on the 23rd February 2014 brought a number of important changes into effect with regard to the way in which CIL operates. The most significant amendments are as follows, the deadline for restricting local authorities from imposing Section 106 agreements in the form of pooled contributions has been postponed a year to the 6th April 2015. Additionally, further exemptions and relief from CIL have been introduced to sit alongside social housing and charitable development; these include exemptions for self-build housing and for development comprising residential annexes and extensions. In addition, minor operational changes to CIL, include permitting local authorities to set differential rates of CIL with reference to the intended floorspace of a development, or indeed the number of dwellings/units within a said development. Also phased development will witness each phase liable for a separate CIL payment, in addition to local authorities being presented with the option to accept the provision of infrastructure as full or partial payment of CIL on a development.

### **The Regional Technical Statement for the North Wales and South Wales Regional Aggregate Working Parties - 1st Review 2014**

- 4.22 National planning guidance requires that the South Wales Regional Aggregates Working Party (SWRAWP), of which Bridgend is a member, prepares a Regional Technical Statement (RTS) for the region. The RTS sets out specific planning guidance, aimed at ensuring the sustainable supply of aggregates in Wales.
- 4.23 The Regional Technical Statement (RTS) First Review (which replaced the original RTS of 2008), was fully endorsed by the Welsh Government on the 17<sup>th</sup> July 2014. This followed the preparation of the document and endorsement by member authorities on the 1st April 2014. The document sets out detailed calculations to determine a projected demand for aggregates in the South Wales region from December 2010 until 2036. It subsequently apportions a tonnage of aggregates that each of Local Authority in the group need to provide in the form of landbanks of permissions.

### **Cardiff Capital Region City Deal and City Deal**

- 4.24 The Planning (Wales) Act 2015 has introduced a new development planning framework for Wales. The 2015 Act also gives Welsh Ministers the power to designate areas in Wales as Strategic Planning Areas and establish a Strategic Planning Panel for the area. The production of a Strategic Development Plan (SDP) for the Cardiff City Region, which integrates housing and employment with wider transport plans, is a commitment of the recently signed Cardiff Capital Region City Deal. An SDP for the south-east Wales Region will complement the City Region approach and will provide an opportunity to embrace the City Region work into the planning system. A working group, comprising of representatives of the South East Wales Directors of Environment and Regeneration Group (SEWDER) and South

East Wales Strategic Planning Group (SEWSPG), has been set up to advise the City Deal Shadow Joint Cabinet on how best to achieve this commitment.

## **Statistics**

### **Population and Household Projections**

- 4.25 On the 27<sup>th</sup> February 2014, the Welsh Government released a new set of household projections for Wales, based on the data collated during the 2011 census. A summary of the projections are set out below:
- The number of households is projected to increase by around 190,000 (15%);
  - Most of the increase is expected to come from growth in the numbers of 1-person households, and households formed of 2 persons without children;
  - Households containing 4 or 5 persons without children, and lone parent households with 1 child are projected to show large percentage increases; and
  - Lone parent households of all types are projected to increase by 20% whilst overall numbers of households containing 2 or more adults with children are expected to decrease by 4%.
- 4.26 The Household Projection identifies that for Bridgend there were 58,600 households in 2011 and there will be 63,000 in 2021.
- 4.27 The LDP's population and household / dwelling projections were undertaken by Cambridge Econometrics. The LDP's own population projection for 2016 is 140,620, compared to the latest 2011 based Welsh Government Household Projections for Bridgend in 2016 of 140,600. The LDP projections are therefore proving to be highly accurate. Up until 2021 the LDP's own projection for the County Borough is 144,643, this compares to the 2011 based Welsh Government projection of 143,700. The variance of only 943 in terms of population was not considered significant in the 2015 AMR. On the 29<sup>th</sup> September 2016, the Welsh Government released a new set of Local Authority Population Projections for Wales (2014 based). This data projects a population in 2021 for Bridgend as 144,093. This indicates an increase of 393 compared to the 2011 based Welsh Government projections of 143,700. The difference between the 2011 and 2014 based WG population projections reduces the variance between the Councils and the Welsh Government's population projections from 943 to 550, which is not considered significant.
- 4.28 In terms of household projections, the Cambridge Econometrics 2021 household projections were 66,402 households for Bridgend; this compares to the latest 2011 based Welsh Government household projection of 63,000 for 2021. As such by 2021 there is a substantial variance built into the LDP household and dwelling projection of 3402 additional households that the LDP is theoretically catering for in terms of accommodating its LDP housing requirement.

- 4.29 The household projection variance between the LDP and the 2011 based Welsh Government projections at 2016 is 1,023. Although this variance is significant it is not considered that the difference is so fundamental as to require a review of the LDP on the basis of a fundamental change in the underlying national statistics at this stage of monitoring the plan.

### **External Conditions (National Context)**

#### **Economy**

- 4.30 The UK economy has been recovering at a relatively strong rate since early 2013, although there was a slight slowdown in growth in late 2014 before the EU referendum due to slower global growth, but the vote to leave the EU is likely to lead to a significant further slowdown. PWC forecast that UK growth will slow to around 1.6% in 2016 and 0.6% in 2017, largely due to the increased political and economic uncertainty following the 'Brexit' vote.
- 4.31 The main reason for the slowdown will be a decline in business investment, particularly from overseas in areas like commercial property. This is being driven by political instability in the short term, as well as uncertainty about the UK's future trading relationships with the EU in the longer term. It is predicted that the services sector will slow but should remain positive in 2016-2017 and remain the main driver of UK growth for both output and employment. Manufacturing and construction growth have slowed recently, but should remain positive contributors to the UK economy for 2016 – 2017 with some manufacturing exporters benefiting from the weaker pound. London and the South East will remain the fastest growing region but its pace of expansion is likely to slow markedly to just over 1% in 2017 following the Brexit vote. Other UK regions are likely to see growth slow below 1% next year.
- 4.32 Whilst the picture for the UK economy is relatively positive, Wales has been one of the many countries significantly affected by the global economic downturn and this has been visible in many areas, most notably in the business, commercial and property markets. Welsh Government Statistics indicate that there were 1.5 million people in employment in Wales in May to July 2016, up 34,000 (2.4%) from the same period a year earlier. Wales is still experiencing a prolonged and gradual realignment of the economy and the levels of growth anticipated at the start of the plan period may take longer to deliver than originally envisaged. The economy in Wales has a high reliance on public sector employment and continuing government cuts and subsequent public sector job losses will significantly dampen predicted growth.
- 4.33 There are two sectors of the Welsh economy that are particularly relevant to the successful implementation of the LDP. These are the housing and commercial markets, which combined with the need for an efficient transport system, are essential to ensure that people have access to homes and jobs.

## Housing Market

- 4.34 Welsh Government statistics indicated for the period 2012-2015 there was a substantial increase in the number of new dwellings started in Wales. However, for the period 2015 / 2016 a total of 6,708 new dwellings were started; compared to the previous year where 6,955 new dwellings were started representing a decrease of 3.5%. The number of new dwellings completed has increased again over the last year. During 2015 /2016 there were 6,900 new dwellings completed in Wales, which is 11% more compared to 2014 / 2015 but remains below the annual levels seen prior to the recession where in 2006 / 2007 completions totalled 9,334.
- 4.35 A review of annual house prices for England and Wales for the period 2006 – 2016 indicates clearly the fluctuations that have taken place in house prices over the last five years, as shown in the graph below 1. The average house price in England and Wales rose by approximately 8.3% compared to the previous year.

### Average House Sales Price in England and Wales 2006 – 2016



Source: Land Registry

- 4.36 Property market forecasts for England and Wales from Savills (February 2016), anticipate a growth in house prices in Wales of up to 18.2% in the period up to 2019.

## The Local Development Context & Economic Conditions

- 4.37 In order to properly understand the local context for the LDP, it is necessary to consider a range of factors which affect implementation. These factors include changes to the local policy framework, local economic conditions (in particular the operations of the housing and commercial markets) and the investment strategies of major public and private sector organisations.
- 4.38 The following documents have been added to the LDP evidence base since the adoption of the LDP:

### Bridgend Joint Housing Land Availability Study 2016

- 4.39 The recently published 2016 JHLAS shows that the County Borough has a housing land supply, assessed against the housing requirement of the Bridgend LDP of 5.1 years. The 2015 JHLAS also demonstrated a 5.4 year supply of housing land, more

than the minimum 5 year requirement which was also assessed against the housing requirement of the adopted LDP.

### Local Economic Conditions

- 4.40 The housing and commercial property markets are two sectors of the local economy that are particularly relevant to the successful implementation of the LDP.

### Bridgend Housing Market

- 4.41 Land Registry Statistics in relation to house building and prices in Bridgend during 2015 / 2016 show fluctuations in average prices recorded. Current data suggests that the housing market in the County Borough is beginning to show signs of recovery with average actual house sale prices for (March) 2016 for Bridgend as being £132,105 compared to £125,200 for the previous year. The Land Registry data indicates house sale prices in Bridgend consistently below the national England and Wales sales prices.

### Bridgend Economy

- 4.42 Bridgend County Borough falls within the West Wales and Valleys area for European regional aid purposes. This comprises 15 of Wales' 22 local authorities. Over the period 2014 to 2020 approximately £1.4billion of European Union support will be invested in the area to stimulate economic development and growth. Alongside this, the whole area is designated an assisted area which allows the highest levels of state aid to be awarded to businesses seeking to invest.
- 4.43 Although the county borough has strong links both east and west, it falls into the remit of the Cardiff City Region. This is likely to have a significant influence on economic development and infrastructure investment across the region over the forthcoming years. It takes in 10 local authority areas covering the whole of south east Wales.
- 4.44 In the County Borough of Bridgend between April 2015 & March 2016 there were 69,700 economically active people.
- 4.45 The table below shows the proportion of jobs in each sector in the County Borough.

	Employee Jobs by Industry (2015)			
	Bridgend Employee Jobs	Bridgend %	Wales %	Great Britain%
Mining And Quarrying	10	0.0	0.1	0.2
Manufacturing	8,000	13.8	12.0	8.3
Electricity, Gas, Steam And Air Conditioning Supply	600	1.0	1.1	0.7
Construction	3,000	5.2	4.2	4.6
Wholesale And Retail Trade; Repair	10,000	17.2	15.9	15.8



Of Motor Vehicles And Motorcycles				
Transportation And Storage	2,000	3.4	3.6	4.7
Accommodation And Food Service Activities	3,500	6.0	7.6	7.2
Information And Communication	1,750	3.0	1.7	4.2
Financial And Insurance Activities	600	1.0	2.3	3.6
Real Estate Activities	450	0.8	1.2	1.7
Professional, Scientific And Technical Activities	2,250	3.9	5.1	8.4
Administrative And Support Service Activities	5,000	8.6	6.4	8.9
Public Administration And Defence; Compulsory Social Security	6,000	10.3	7.1	4.4
Education	6,000	10.3	10.4	9.2
Human Health And Social Work Activities	9,000	15.5	16.2	13.3
Arts, Entertainment And Recreation	800	1.4	2.7	2.4
Other Service Activities	600	1.0	1.5	2.0

Source: ONS Business Register and Employment Survey.

- Manufacturing remains strong in the area, in comparison with Wales and Great Britain, despite sustained job losses in the sector. Whilst data indicates that manufacturing has shown considerable falls in employment over the past 15 years, there has been an increase of 1.2% compared to last year;
- Wholesale and retail trade have seen an increase in full time employment of 11% since last year;
- Full-time employment in the construction sector has risen from 2,800 to 3,000 an increase of 7.14%;
- Banking, finance, insurance and other service sectors are still under-represented in the county borough when compared to the UK; and
- The percentage of jobs in public administration, education and health in the county borough is higher than both the Welsh and British averages.

4.46 At 2015 there were 4,400 businesses registered in the County Borough. An examination of the size of businesses in the county borough shows that the majority of enterprises are micro (defined as up to nine employees). This is reflective of the national picture which shows similar proportions of very small businesses, with 86.8% employing below 10 employees.

4.47 The majority of employment is focused within Bridgend, reflecting that the town is the County Borough's largest settlement and its historical role as a service, employment

hub and regional service centre. This is likely to continue into the future as the town is seen as an attractive place for business to locate, given the existing employment base and the availability of skilled labour. Key employment locations are the town centre, Bridgend Industrial Estate, Waterton Industrial Estate, Bridgend Science Park and Brackla and Litchard Industrial Estate.

- 4.48 The LDP recognises that the County Borough has one of the highest rates of employment land development in South East Wales. The Council considers that this wide and balanced portfolio will allow the local economy to attract higher value-added knowledge intensive employment uses, while maintaining the significant manufacturing base that is an important driver of growth for the local economy.
- 4.49 Following a difficult period for the local economy analysis of the monitoring data in chapter 5 indicates a low take up of employment land compared to last year, however, this is not a true reflection of what is happening in the real economy. Also on the ground the green shoots of recovery are starting to emerge, with Ford recently announcing an investment of 181 million pounds into their existing facility in Bridgend. Production of a new highly efficient petrol engine is expected to start in 2018, safeguarding 750 skilled jobs and demonstrates a growing confidence in the Bridgend economy. In addition, Welsh Government has submitted a planning application for a development of up to 71,441sq.m of B1, B2 and B8 employment floorspace.
- 4.50 In addition, other sectors of the economy including tourism and services, not dependent on being located on traditional employment sites are growing. The County Borough is experiencing growth in golf tourism, outdoor activity destinations linked to cycle touring, mountain biking and other extreme sports.
- 4.51 The above chapter has identified a number of key contextual changes in national and local planning guidance as well as in the broader economic and social climates. At present, it is not considered that any individual change in circumstance would, at this stage in the plan period, have a substantial effect on the delivery of the objectives of the LDP, nor trigger an early review of the LDP, (in advance of the statutory review in 2017). However, there are various issues identified that will need to be considered further when the LDP review is undertaken.

## 5. LOCAL DEVELOPMENT PLAN MONITORING

To Produce High Quality Sustainable Places			
Strategic Development Distribution		Primary Policy: Strategic Policy SP1	LDP Objectives: 1a, 1b, 1c, 1d
<b>Monitoring Aim:</b> Development to be distributed according to the Regeneration-Led Sustainable Development Spatial Strategy			Other Policies:
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Target</b>	<b>Monitoring Assessment Trigger</b>
1. 85% or more of housing development on allocated sites takes place within the SRGAs by 2021.	Percentage of the total housing allocation in the Plan developed in the SRGAs.	By 2016 38% or more of the total proposed housing development on allocated sites takes place within the SRGAs.	By 2016 less than 38% of the total proposed housing development on allocated sites takes place within the SRGAs.
2. 80% or more of employment development on Policy REG1 and SP9 sites takes place within the SRGAs by 2021.	Percentage of the total annual employment development on Policy REG1 and SP9 sites located within the SRGAs.	80% of the annual employment development takes place within the SRGAs and Strategic Employment Sites.	Less than 80% of the annual employment development takes place within the SRGAs and Strategic Employment Sites.
3. To ready the Strategic Employment Sites for delivery.	Strategic Employment Sites status in the annual Employment Land Review study.	By 2016 all the Strategic Employment Sites are classified by the Annual Employment Land Review as immediately or short term available.  By 2016 all Strategic Employment sites will have a planning consent or approved development brief.	By 2016 all the Strategic Employment Sites are not classified by the Annual Employment Land Review as immediately or short term available.  By 2016 all Strategic Employment Sites do not have a planning consent or an approved development brief.
<b>Analysis of Results</b>			
In order to Produce High Quality Sustainable Places, Strategic Policy SP1 aims to ensure that development is distributed according to the LDP's Regeneration-Led Sustainable Development Strategy. To assess how effective the LDP is in implementing its overall Strategy a number of indicators and targets have been devised by the Council that measure the 'spatial distribution' of housing and employment development. Policy Target 1 measures the spatial distribution of housing growth and requires that 85% or more of housing development, on allocated sites takes place within the Strategic Regeneration Growth Areas (SRGAs) by 2021.			

At a base date of 2009, Housing Policies COM1 and COM2 of the LDP allocated 7,894 housing units across the County Borough. 6,358 of these allocated housing units are located within the 4 SRGAs of Bridgend, Maesteg and the Llynfi Valley, Porthcawl and the Valleys Gateway. At 2016, since the base date of 2009, a total of 2470 housing units have been completed on all allocated sites, 1710 of these units have been completed within the 4 SRGAs – which represents 69.2 % of overall completions on allocated sites within the 4 SRGAs. This is below the 85% 2021 target but considerably greater than the 2016 Interim Target of 38%.

In distribution terms 'between' the 4 SRGAs, Bridgend and the Valleys Gateway have over performed in terms of delivery, with 64% of completions taking place in Bridgend (compared with a distribution of allocations of 42%) and 29% of completions, within the Valleys Gateway (compared with a distribution of 16% of allocations), Porthcawl and Maesteg and the Llynfi Valley have underperformed in terms of delivery, which is largely attributed to the delay in bringing forward the Porthcawl Waterfront Regeneration Area (due to withdrawal of large-scale retail development) and within the Llynfi Valley, where there has been issues of housing market viability and the need to overcome various site constraints by land reclamation and land assembly.

Policy Targets 2 and 3 measure the 'distribution' of employment development on allocated employment sites, and the readying of the 4 Strategic Employment Sites respectively. Policy Targets 2 and 3 requires that 80% or more of employment land is developed within employment allocations located within the 4 Strategic Regeneration Growth Areas (SRGAs) and that by 2016 all the Strategic Employment Sites are classified in the Annual Employment Land Review as immediately or short term available.

For the monitoring period 1<sup>st</sup> April 2015 – 31 March 2016 0.40 ha of vacant employment land was taken up for development on allocated sites within the SRGAs. The total take-up of employment land was 0.45 ha. This therefore represents 88.8 % of overall take-up within the SRGA, which exceeds the monitoring target of 80%.

Monitoring reveals that the LDP is reaching its target and the spatial distribution is broadly on track.

Considerable progress is also being made with 'readying' the 4 Strategic Employment Sites for development.

#### Strategic Employment Sites

SP9(4) Ty Draw Farm – The site benefits from a planning consent, P/12/796/FUL – granted 22/01/14, for 94 dwellings associated access, open space, with B1 employment use for the remainder of the site. On the basis that the residential part of the site is progressing and the access road is in place, the B1 part of the site is considered to be available for development in the short term. The applicant is seeking to vary the S106 to extend the time limit for delivering the employment element of the scheme. It is anticipated that development will start in 2017.

SP9(2) Land at Island Farm, Bridgend – The site benefits from an outline planning application, P/08/1114/OUT, granted for mixed-use sport, leisure, commercial and offices on 14/03/12. P/14/824/RES – Highway infrastructure, green bridge and drainage infrastructure, was also granted on 12/06/15 at

Island Farm. The infrastructure will enable the B1 part of this approved mixed-use, leisure led development to come forward. A further planning application, P/15/318/NMA has been approved for amendments to conditions relating to P/08/1114/OUT, to enable ecological mitigation to take place.

SP9(1) Brocastle, Waterton – The Welsh Government have submitted a planning application for a development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. Planning application reference P/16/549/OUT refers.

SP9(3) – Pencoed Technology Park is also owned by Welsh Government. The site straddles the eastern administrative boundary of Bridgend and RCT. The site is identified and the focus of High Quality Life Sciences and manufacturing and is already the home of a number of high profile investments. Welsh Government have extended their ownership at the site by acquiring the brownfield former Sony land holding and are also in the process of acquiring a small land parcel in the Councils ownership. Substantial infrastructure is in place, including 'road stubs' to undeveloped parcels, including the land within Bridgend's administrative area, and the site is considered to be immediately available for development.

Performance

Action

Policy Targets 1, 2 and 3 are on track, continue monitoring.

To Produce High Quality Sustainable Places

Design and Sustainable Place Making

Primary Policy: Strategic Policy SP2

LDP Objectives: 1f, 1g, 2a, 2b, 2c

**Monitoring Aim:** All development to meet Sustainable Place Making Criteria

Other Policies: PLA4

Policy Target	Indicators	Annual/Interim Monitoring Target	Assessment Trigger
4. No highly vulnerable development will take place within the C1 and C2 floodplain area.	Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 and C2 floodplain areas not meeting all TAN15 tests (paragraph 6.2 i-v).	No applications permitted for highly vulnerable development permitted within the C1 and C2 floodplain area.	1 or more planning applications for highly vulnerable development permitted in C1 and C2 floodplain areas not meeting all TAN 15 tests (paragraph 6.2 i-v).
5. No development will adversely impact on water quality or	Number of planning applications approved in any given year,	No planning applications approved in any given year,	1 or more planning applications approved in any given year, contrary to the advice of

quantity.	contrary to the advice of Natural Resources Wales/Dwr Cymru Welsh Water on water quality or quantity grounds.	contrary to the advice of Natural Resources Wales/Dwr Cymru Welsh Water on water quality or quantity grounds.	Natural Resources Wales/Dwr Cymru Welsh Water on water quality or quantity grounds.
6. All development proposals will give consideration to Climate Change adaptation techniques within a Design and Access Statement.	Number of planning applications which consider Climate Change adaptation techniques with a Design and Access Statement.	All planning applications give consideration to Climate Change adaptation techniques within a Design and Access Statement:  2015 Revision of Climate Neutral Development SPG.	1 or more major planning application fails to give consideration to Climate Change adaptation techniques within a Design and Access Statement in any given year.  Revision of Climate Neutral Development SPG is not complete by 2015.
7. By 2021 60% of the permitted residential development is on previously developed land.	Amount of new residential, development (ha) permitted on previously developed land expressed as a percentage of all residential development permitted.	By 2016 21% or more of new residential development is permitted on previously developed land.	By 2016 less than 21% of new residential development is permitted on previously developed land.

#### Analysis of Results

The aim of Strategic Policy SP2 is to ensure that all development contributes to Sustainable Place Making.

In order to monitor whether development is meeting Sustainable Place Making criteria set out in Policy PLA4, the Council considers 4 Policy Targets (4, 5, 6 and 7) to ensure that no vulnerable development takes place within the C1 and C2 floodplain (Policy Target 4); no development will adversely impact on water quality and quantity (Policy Target 5); all development proposals give consideration to climate change (Policy Target 6) and that by 2021 60% of permitted residential development is on brownfield land (Policy Target 7).

In terms of Policy Target 4, between 1<sup>st</sup> April 2015 and 31<sup>st</sup> March 2016 18 developments for highly vulnerable (residential) development were permitted within a C2 flood zone. However, all planning applications were the subject of no objections from NRW and all proposals satisfied the TAN15 justification test. As such the assessment 'trigger' has not been breached, and the Plan is therefore on target in 2015-2016

With respect to Policy Target 5, during the monitoring period 1<sup>st</sup> April 2015 – 31 March 2016 no development was permitted contrary to NRW and/or Dwr Cymru/Welsh Water's advice that would adversely impact on water quality or quantity.

Policy Target 6 requires that all development proposals will give consideration to climate change adaptation techniques within a Design and Access Statement. Part of the interim target for this indicator is that by 2015 there should be a revision of SPG12 – Climate Neutral Development which was

originally adopted in 2007. This SPG was updated and replaced by SPG 12 – Sustainable Energy on the 30<sup>th</sup> April 2014. Furthermore, all the qualifying developments approved during the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 have given consideration to environmental sustainability matters, sustainable building techniques and/or energy usage.

In terms of Policy Target 7, of the 172 new residential units that were permitted between 1<sup>st</sup> April 2015 and 31<sup>st</sup> March 2016, 164 or 95.35% were on previously developed land. This far exceeds the target of achieving 60% of permitted residential units on previously developed land by 2021 and greatly exceeds the Interim Target of 21% by 2016.

The Plan is therefore on target in 2015-2016 with respect to all 4 indicators relating to Sustainable Place Making.

Performance

Action

Continue monitoring.

To Produce High Quality Sustainable Places

Strategic Transport Planning

Primary Policy: Strategic Policy SP3

LDP Objectives: 1f, 1g, 2a, 2b, 2c

**Monitoring Aim:** All development required to meet Strategic Transport Planning Principles

Other Policies: PLA4

**Policy Target**

**Indicators**

**Annual/Interim Monitoring Target**

**Assessment Trigger**

8. To increase sustainable forms of transport and reduce overall levels of traffic congestion, the Council will aim to implement the strategic transport improvement schemes detailed in Policy PLA7.

Progression of Regional Transport Plan developments detailed in Policy PLA7, in accordance with the Regional Transport Plan delivery timetable.

PLA7 proposals being implemented in accordance with the Regional Transport Plan delivery timetable.

Regional Transport Plan developments detailed in Policy PLA7, are not being implemented in accordance with the Regional Transport Plan delivery timetable.

Analysis of Results

Delivering development that meets the requirements of the 'Strategic Transport Planning Principles' set out in Strategic Policy SP3 of the LDP is central to the aim of Producing High Quality Sustainable Places.

The transportation and improvement schemes set out by Policy PLA7 will increase sustainable forms of transport and reduce overall levels of traffic congestion, as well as contributing to the requirements of the new Active Travel (Wales) Act 2013.

Policy Target 8 monitors the schemes set out by Policy PLA7 against the delivery timetable of the Regional Transport Plan (RTP). However, since the LDP was adopted in September 2013, the Regional Transport Plan (RTP) has been replaced by Bridgend's Local Transport Plan (LTP) 2015-2030, and the various schemes included within Policy PLA7 have been 're-set' accordingly. It is therefore against this new delivery timetable set out in the LTP that Policy Target 8 should be considered with respect to this and future AMRs, in particular those schemes programmed in the first phase of the LTP 2015-2020/21, which coincides with the LDP Plan period.

It should be noted that the LTP includes many additional schemes to those originally proposed in the RTP and set out in PLA7, many of which (up to 13 separate schemes) relate to 'bridge' replacements associated with the electrification of the railway line.

In terms of delivery, the following schemes included in Policy PLA7 within the LDP were partially completed this year by March 2016:

- PLA7(4) – Bridgend and Pencoed. The section of route between Coychurch and Pencoed was completed in March 2016; and
- PLA7(13) – National Cycle Network 885 to Bridgend. The first phase of the missing section of that route (from Lewis Avenue to the A4061) was completed by March 2016 with further funding secured in this financial year in order to complete the remaining section (from the A4061 to Water Street bridge along Angel Street).
- In addition, planning permission has been granted (planning application P/16/385/BCB refers) for the first phase of the Brackla Park and Ride Facility which is identified under LDP policy (PLA7(20)). This application proposes the construction of the car park with associated works. It is intended that the Brackla Park and Ride Facility will be delivered in phases with the initial works (car park) funded by developer's contributions previously secured by the Council through S106 Planning Obligations. The future phases of the development which are contained in the Council's Local Transport Plan, Welsh Government's National Transport Finance Plan and the Metro proposals, will include the platforms, bridge and ramped access into Bridgend Industrial Estate.

A number of 'rail' proposals included within Policy PLA7, relating to improvements to the capacity of the Maesteg – Bridgend Railway line and a new railway station at Brackla, are now investment proposals reserved for the Welsh Government, and not the LTP. Welsh Government are now the coordinating body for investment in all railway related matters, including all new rail services, rail infrastructure and railway stations.

Walking and Cycling Schemes included within the new Phase 1 LTP programme, up to 2021 are:-

PLA7(2) – Improved links to the National Cycle Network in the Vale of Glamorgan;



<p>PLA7(4) – Bridgend and Pencoed (which is financed and programmed for implementation before the end of 2016);</p> <p>PLA7(7) – Bridgend and Designer Outlet at Junction 36 of the M4 (the middle section of which could be secured by S106 funding); and</p> <p>In terms of highway schemes:-</p> <p>PLA7(25) – Improvements to A4063 between Sarn and Maesteg is programmed for delivery up to 2021 in the LTP.</p> <p>All remaining proposals included within Policy PLA7 have been re-scheduled within the LTP, and fall for delivery beyond the LDP Plan period. Notwithstanding this, all of the proposals remain valid and could be implemented earlier should there be further changes to investment decisions or assisted by Section 106 infrastructure funding.</p>	
Performance	
<u>Action</u>	
Continue monitoring within the context of schemes set out within the Local Transport Plan.	

To Protect and Enhance the Environment			
Natural Environment		Primary Policy: Strategic Policy SP4	LDP Objectives: 2a, 2b, 2c
<b>Monitoring Aim:</b> To protect sites and buildings of acknowledged natural, built and historic interest			Other Policies: ENV1, ENV2, ENV4, ENV5, ENV6, ENV7, ENV8
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Target</b>	<b>Monitoring Assessment Trigger</b>
9. No inappropriate development takes place in the countryside of the County Borough.	Amount of land in the countryside (ha) lost to development which is permitted by way of a departure application to Policy ENV1.	No land in the countryside lost to development which is permitted by way of departure applications to Policy ENV1.	> 0 ha of land in the countryside lost to development which is permitted as a departure application to Policy ENV1.
10. No inappropriate development in Green Wedges which would contribute to the coalescence of settlements.	Planning permissions given for inappropriate development within Green Wedge designations (Policy ENV2) which contributes towards the coalescence of	No planning permissions given for inappropriate development within Green Wedge designations (Policy ENV2) which contributes towards the coalescence of	1 or more planning permissions granted for inappropriate development within Green Wedge designations (Policy ENV2) which contributes towards the coalescence of settlements.

	settlements.	settlements.	
11a. No development will take place which adversely affects a Special Landscape Area.	Number of developments permitted with the potential to adversely affect a Special Landscape Area.	No planning permissions approved contrary to the advice of NRW or the Council's Countryside section / Landscape Officer.	1 or more planning permissions granted contrary to the advice of NRW or the Council's Countryside section / Landscape Officer.  Green Infrastructure SPG is not in place by 2014.
11b. No development will take place which affects the integrity of a designated site for nature conservation.	Number of developments permitted which adversely affect the features of a protected site for nature conservation.	2014: Production of a Green Infrastructure SPG.	
11c. No development will take place which results in detriment to the favourable conservation status of European protected species, or significant harm to species protected by other statute.	Number of developments permitted with the potential to result in detriment to the favourable conservation status of European protected species, or significant harm to species protected by other statute.		

#### Analysis of Results

Strategic Policy SP4 of the LDP aims to conserve and enhance the natural environment of the County Borough. The Monitoring Framework sets out 5 Policy Targets (9, 10, 11a, 11b and 11c) to measure how effective the Plan has been in terms of achieving this outcome. These targets relate to monitoring whether inappropriate or detrimental development has taken place within the countryside (Policy Target 9), in Green Wedges (Policy Target 10) within Special Landscape Areas (Policy Target 11a), designated sites of nature conservation (Policy Target 11a) and whether development is detrimental to protected species (Policy Target 11c).

In terms of Policy Target 9, 'inappropriate' development in the countryside, between 1<sup>st</sup> April 2015 and 31<sup>st</sup> March 2016 there were 3 planning applications classified as departures' from the LDP.

However, these proposals were not deemed to be 'inappropriate' development in the countryside after a full assessment. The proposals are:-

- P/14/763/FUL – The Rest Convalescent Home, Rest Bay, Porthcawl. The redevelopment for 34 residential units. Demolish unsympathetic extensions and reconstruct on a similar footprint to ensure the on-going sustainability of the listed building.
- P/15/626/FUL – Ocean Farm, East of David Street, Blaengarw. Change of use from stables to dog kennels for commercial dog breeding.

- P/14/830/FUL – Adjacent to Stormey Down Quarry, Heol-y-Splott, Pyle. Change of use to waste transfer station and demolish / construct waste recycling facility with associated groundworks and landscaping.

In terms of Policy Target 10 ‘inappropriate’ development within a ‘Green Wedge’ (defined by Policy ENV2 of the LDP) which would contribute to the coalescence of settlements, there were 17 planning applications permitted within the Green Wedges between 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016. However, none of these proposals were classified as inappropriate or contributed to the coalescence of settlements.

The proposals included a new dwelling and extensions to existing residential properties within the settlement development boundary. Outside of the settlement development boundary proposals included & a new access to agricultural land and an underground high voltage electricity cable which are considered acceptable development within a Green Wedge.

In terms of Policy Target 11a, development adversely affecting Special Landscape Areas (defined by Policy ENV3), 38 planning proposals were approved within Special Landscape Areas during the period 1<sup>st</sup> April 2015 and 31<sup>st</sup> March 2016. None of these proposals however were the subject of ‘objection’ from the Council’s Countryside and/or Landscape Officer or were approved contrary to the advice of NRW and were considered appropriate.

Similarly with respect to Policy Targets 11b and 11c, no proposals have been granted within the County Borough, contrary to the advice of NRW or the Council’s Countryside Section that would be detrimental to the conservation of designated sites of nature conservation or would adversely affect the protection and conservation of European protected species (or species protected by other statutes).

The Council is therefore on target to achieve its aim of protecting and enhancing the natural environment.

Performance



Action

Continue monitoring.

To Protect and Enhance the Environment			
Built and Historic Environment		Primary Policy: Strategic Policy SP5	LDP Objectives: 2a
<b>Monitoring Aim:</b> To protect sites and buildings of acknowledged natural, built and historic interest			Other Policies: ENV8
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Monitoring Target</b>	<b>Assessment Trigger</b>
12. Development proposals do not adversely impact upon buildings and areas of built or historical interest and their setting.	Occasions when development permitted would have an adverse impact on a Listed Building; Conservation Area; Site/Area of Archaeological Significance; or Historic Landscape, Park and Garden or their setting.	No Planning consents are issued where there is an outstanding objection from the Council's Conservation and Design team, CADW or Glamorgan Gwent Archaeological Trust (GGAT).  2015: Production of Built Heritage Strategy.	1 or more planning consents are issued where there is an outstanding objection from the Council's Conservation and Design team, CADW or Glamorgan Gwent Archaeological Trust (GGAT).  Built Heritage Strategy is not in place by 2015.
<u>Analysis of Results</u>			
<p>Strategic Policy SP5 of the LDP aims to conserve, preserve or enhance the built and historic environment of the County Borough and its setting. Policy Target 12 measures how effective Policy SP5 has been in achieving this outcome, by monitoring whether developments have been permitted which would have an adverse impact on a Listed Building, Conservation Area, Site/Area of Archaeological Significance or Historic Landscape, Park and Garden or their setting.</p> <p>The assessment is undertaken by analysing whether planning consents have been issued where there are outstanding objections from the Council's Conservation and Design Team, CADW or Glamorgan Gwent Archaeological Trust (GGAT). Analysis for the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 of those planning applications where these bodies have been specifically consulted, indicate that no proposals were permitted that had any 'outstanding' objections.</p> <p>In this respect the Council is therefore on target to achieving its aim of protecting sites and buildings of acknowledged built and historic interest.</p> <p>Interim Monitoring Target 12 is to produce a Built Heritage Strategy by 2015 and to adopt the Strategy as Supplementary Planning Guidance (SPG). This target has not been achieved to date. The Strategy's production was delayed to coincide with the outcome of the Historic Environment Bill, which received Royal Assent on the 21<sup>st</sup> March 2016. In addition, TAN24 was issued on the 1<sup>st</sup> May 2016 for public consultation. Therefore, it was considered prudent to delay the document further until the final outcome of TAN 24 is known. Therefore it has not been possible to finalise the document prior to the 31<sup>st</sup> October</p>			

2016. The Strategy's future production is anticipated early 2017.

Performance

Action

Progress Built Heritage Strategy and adopt as SPG.

To Protect and Enhance the Environment

Minerals

Primary Policy: Strategic Policy  
SP6

LDP Objectives: 2d

**Monitoring Aim:** Safeguard areas of aggregates and coal resources

Other Policies: ENV10, ENV11, ENV12

**Policy Target**

**Indicators**

**Annual/Interim  
Target**

**Monitoring**

**Assessment Trigger**

13. Maintain a minimum 10 year aggregate landbank throughout the plan period.

Aggregates landbank for Bridgend County Borough in years.

Maintain a minimum 10 year supply of aggregates resource.

Less than a 10 year supply of aggregates resource.

14. No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.

Number of planning permissions for permanent, sterilising development permitted within a mineral buffer zone or a minerals safeguarding area.

No permanent, sterilising development will be permitted within a mineral buffer zone or a minerals safeguarding area.

1 permanent, sterilising development permitted within a mineral buffer zone or a minerals safeguarding area.

Analysis of Results

Strategic Policy SP6 aims to provide a contribution to national, regional and local demand for a continuous supply of minerals. LDP Policy Targets 13 and 14 have a particular focus on monitoring whether the LDP maintains a minimum landbank for aggregates (Policy Target 13) and also safeguarding against permanent sterilising development within mineral buffer zones and mineral safeguarding areas (Policy Target 14).

Policy Target 13 specifically requires the maintenance of a minimum 10 year aggregate landbank throughout the plan period within the County Borough. The latest SWRAWP Annual Report has been drafted but has not been published due to an objection from the Mineral Products Association). Therefore, the Council has used the SWRAWP Annual Report (2013) which calculates the 10 year aggregate landbank as 68 years. As such the LDP is meeting its target of providing a minimum 10 year supply.

With respect to Policy Target 14, analysis of planning applications show that no permanent sterilising developments have been approved in the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016, within mineral safeguarding areas or mineral buffer zones, that did not comply with the criteria of LDP Policies ENV9 or ENV10. The LDP is therefore meeting its monitoring target with respect to Policy Target 14.

Performance

Action

Continue monitoring.

To Protect and Enhance the Environment

Waste	Primary Policy: Strategic Policy SP7	LDP Objectives: 2d		
<b>Monitoring Aim:</b> Seeks to meet the County Borough's contribution to regional and local waste facilities		Other Policies: ENV14, ENV15, ENV16		
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Target</b>	<b>Monitoring</b>	<b>Assessment Trigger</b>
15. Provide 7.7 to 11.9 hectares of available land (or consented for that purpose) on sites identified under Policy SP7 for the provision of new waste treatment facilities to meet the regionally identified need to treat up to 228,000 tonnes of waste per annum.	The availability of 7.7 to 11.9 hectares of land (or consented for that purpose) on sites identified under Policy SP7 to meet the identified need to treat up to 228,000 tonnes of waste per annum.	7.7 to 11.9 hectares of land is provided (or consented for that purpose) on sites identified under Policy SP7 for the provision of new waste treatment facilities.		The availability of land on the sites identified under Policy SP7 falls below 7.7 hectares (or has not been developed for that purpose).

Analysis of Results

Strategic Policy SP7 aims to make provision for new waste treatment facilities to meet regional (and local) waste treatment needs.

Strategic Policy SP7 identifies 5 sites where waste facilities will be favoured at Heol y Splott, South Cornelly, Brynmenyn Industrial Estate, Village Farm Industrial Estate, Brackla/Litchard Industrial Estate and Waterton Industrial Estate. Waste proposals on other appropriate sites or land allocated for industrial purposes may also be permitted, provided the proposal meets the criteria set out in Policy ENV16 of the LDP.

In order to satisfy regional (and local) waste treatment needs Policy Target 15 requires the availability of 7.7 to 11.9 hectares of land (or land consented for

that purpose), on the 'favoured' sites set out in SP7.

At the monitoring date of 31<sup>st</sup> March 2016, the table below illustrates that 33.08 hectares of land remained available on SP7 sites.

<b>1<sup>st</sup> April 2014 – 31 March 2015</b>		
SP7(1)	Land at Heol-y-Splott, South Cornelly	3.72
SP7(2)	Brynmenyn Industrial Estate, Brynmenyn	7.16
SP7(3)	Village Farm Industrial Estate, Pyle (cumulative total)	2.83
SP7(4)	Brackla/Litchard Industrial Estate, Bridgend	7.71
SP7(5)	Waterton Industrial Estate, Bridgend	11.66
	<b>Total</b>	<b>33.08</b>

The analysis indicates that the Council is therefore achieving its requirement to contribute to identified regional (and local) waste treatment needs and facilities.

Performance

Action

Continue monitoring.

To Protect and Enhance the Environment			
Energy Generation, Efficiency and Conservation		Primary Policy: Strategic Policy SP8	LDP Objectives: 2d
<b>Monitoring Aim:</b> That the County Borough contributes towards the country's renewable energy requirements			Other Policies: ENV17, ENV18
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Monitoring Target</b>	<b>Assessment Trigger</b>
16. All major planning applications assess the potential for onsite Renewable / Low Carbon Energy technologies.	Major planning applications which are accompanied by a Renewable / Low Carbon Energy Assessment in accordance with Policy ENV17.	100% of all major planning applications are accompanied by a Renewable / Low Carbon Energy Assessment in accordance with Policy ENV17.  2014: Production of Energy Opportunities Plan SPG.	<100% of all major planning applications are accompanied by a Renewable / Low Carbon Energy Assessment in accordance with Policy ENV17 in any year.  Energy Opportunities Plan SPG is not in place by 2014.
17. To increase the amount (in MW) of energy produced in the County Borough from renewable sources.	Permitted and installed capacity (MW) of renewable electricity and heat projects within the County Borough.	Annual increase in the permitted or installed capacity of renewable electricity and heat projects within the County Borough through the Plan period.  2014: Production of Energy Opportunities Plan SPG.	No annual increase in the permitted or installed capacity of renewable electricity and heat projects within the County Borough. Energy Opportunities Plan SPG is not in place by 2014.
18. 35MW of renewable energy generated in the refined Strategic Search Areas (Policy ENV18) by the end of the Plan period.	The capacity of renewable energy developments (MW) installed inside the refined Strategic Search Areas (Policy ENV18).	If planning applications which would cumulatively meet the 35MW target are not submitted by 2018.	If planning applications which would cumulatively meet the 35MW target are not submitted by 2018.
<b><u>Analysis of Results</u></b>			
The monitoring aim of Strategic Policy SP8 is to ensure that development proposals within the County Borough contribute to meeting national renewable energy efficiency targets. The Monitoring Framework sets out 3 targets (16, 17 and 18) to measure how effective the Plan has been in achieving this aim.			
Policy Target 16 requires that all major planning applications assess the potential for on-site renewable/low carbon energy technologies and this is			



measured by analysing whether each major application is accompanied by a renewable/low carbon energy assessment – this is a requirement of Policy ENV17.

Of the ‘qualifying’ developments no major planning applications submitted (and granted) for the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 were accompanied by a ‘specific’ energy assessment. Policy Target 16 has therefore not been met.

Wider analysis and contextual information relating to each proposal of ‘why’ the Council has not met this target is therefore required to inform any future necessary action. It should be noted however that all of the relevant proposals gave consideration to environmental sustainability matters and/or climate change adaptation techniques within a Design and Access Statement (also acknowledged by Policy Target 6).

Of the qualifying major planning applications permitted during the monitoring period, 1 application related to 7 starter industrial units on the existing industrial estate of Brynmenyn . A view was taken that given the expectation to expedite employment generating proposals and the relatively low value of existing industrial land and buildings (or their extensions) at these particular locations, it would have been unreasonable to request an Energy Assessment on viability grounds and that notwithstanding an assessment’s outcome, it would be likely that the cost of installing zero carbon or low carbon equipment would have been prohibitive. The 7 industrial units could not have connected to a district heat or energy network.

1 major planning application at at Parc Derwen (for residential development) was for Reserved Matters where the original consent preceded the introduction of Policy ENV17 and therefore considered not to fall under its remit.

Coastal Housing Group and Bridgend County Borough Council have gained full planning permission for the demolition of the existing multi-storey car park and pedestrian walkway bridge and provision of a mixed used redevelopment of the site comprising a replacement multi storey car park, a 5 storey residential/commercial block comprising ground floor retail space (Classes A1 or A2 or A3) with 28 residential apartments above and undercroft residential car parking area and associated works. The development forms part of the Vibrant and Viable Place flagship project with funding from Welsh Government (planning application P/15/60/FUL refers). A Energy Assessment was not submitted in support of this application, however, as a condition of the grant funding the applicant is committed to meeting the appropriate Code for Sustainable Homes (Level 3+) requirements and as such the new dwellings will fully comply with new Building Regulations standards thus ensuring their energy efficiency. The developer is a RSL, where energy efficiency standards exceed the industry norm and national requirements. As such an additional Energy Assessment was not considered necessary. Also the applicant has put in place measures such as including locally sourced building materials for reducing the carbon footprint of the development.

Planning application P/15/609/FUL refers to a change of use of the Jennings Building in Porthcawl which is a Grade 11 Listed Building to A1, A3, D1 and 13 residential units. The matter of complying with Policy ENV17 and the submission of an Energy Assessment would have been more of a secondary issue, given the complex negotiation that necessarily had to be undertaken to achieve a good design and restore and protect the special historical and architectural character and fabric of the Listed Building. In addition, as the development was for the conversion of an existing Grade 2 Listed Building and impractical to achieve zero/low carbon energy technologies for the whole building.

Planning application P/14/464/OUT refers to 220 dwellings at Land east of A4061 at Coity. This application was accompanied by an Energy Assessment.

4 further major planning application for residential were approved at Ysgol Bryn Castell, Abergarw Farm, Ty Draw Farm and the Bayswater Tube Site. Analysis of these applications indicates that no Energy Assessment was submitted as part of the supporting documentation.

This is the second consecutive year that the Council has failed to meet the requirements of monitoring target 16. Therefore further investigation is required to understand and action where further measures are required to ensure compliance with the provisions of LDP Policy EN17.

Notwithstanding the fact that not all major planning applications have been accompanied by an Energy Assessment the Council has achieved its 'interim target' of producing an Energy Opportunities Plan SPG by 2014. The Council originally produced its Energy Opportunities Plan in November 2011 and this has been updated and subsequently been incorporated into the Sustainable Energy SPG adopted by Council on 2<sup>nd</sup> May 2014. Future scope may also exist to connect to a district heat network, as Bridgend has been successful in attracting funding and being progressed for 2 pilot projects relating to a heat network in Bridgend and a 'mine water' network in the Llynfi Valley.

The aim of Policy Target 17 is to increase the amount of energy produced in the County Borough from Renewable Sources in the County Borough. Success is judged by monitoring whether there has been an annual increase in the permitted or installed capacity of renewable electricity and heat projects.

During the Monitoring Period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 78.4mw of renewable electricity capacity was permitted. The schemes approved comprised an Anaerobic digestion facility for 30yr period at Parc Stormey Down Airfield; Biomass Power Station of 25 mw electric output; 12 Wind Turbines and Pant-y-Wal Farm, East of Ogmere Valley; Solar Photovoltaic Farm at Stormy Down and Electric Energy Storage Facility also at Stormy Down. This compares to last year where 54.48mw of renewable electricity capacity was permitted. This represents an increase of 43.9%.

The LDP is therefore annually increasing the amount of energy produced from renewable source and is meeting Policy Target 17.

Policy Target 18 aims to generate 35MW of renewable energy within the refined Strategic Search Areas (SSAs) by 2021.

Parts of Bridgend County Borough lie within the Strategic Search Area (SSA) F for large scale wind energy projects outlined in TAN8. As part of a consortium, Bridgend County Borough carried out a refinement exercise in these areas in 2006.

The refinement carried out by Ove Arup and partners, calculated the generation capacity of parcels of land, included in the SSA. For those 'refined' areas of the SSA in Bridgend County Borough the capacity was calculated as:-

Zone 20 North East of Maesteg 19MW  
Zones 31-34 North of Evanstown 31MW

Within zones 31-34 the Council has consented planning applications at Pant Y Wal and Fforch Nest wind farms totalling 35MW – thereby exceeding this capacity. All of this capacity is already installed and operational. It should be noted that Zone 20 was excluded from the capacity assessment on the basis of the operational Ffynon Oer wind farm in Neath Port Talbot. The Plan has therefore met its target with respect of the generation of 35MW of renewable energy by the end of the Plan period.

In addition the Pant Y Wal extension, comprising of an additional 10 wind turbines with a generating capacity of 3MW each was consented on 28/02/15. Although not located within the refined SSA boundary, the turbines are located immediately adjacent to it and within the wider SSA and will contribute an additional 30 MW of renewable energy capacity.

As such the generating capacity from large-scale wind turbines (within and immediately adjacent to the refined SSA) is 65 MW. As such the County Borough is making a significant contribution to national renewable energy targets.

Performance – Policy Target 16

Action

Policy Research

This is the second consecutive year that the Council has failed to meet the requirements of monitoring target 16. Therefore, further investigation is required to understand and action where further measures are required to ensure compliance with the provisions of LDP Policy EN17. In this respect it is likely that further training of officers to promote the requirement to submit Energy Assessments with planning applications is required proposed and to promote this requirement as part of the planning application validation process.

Performance – Policy Targets 17 & 18

Action

Continue monitoring.

To Spread Prosperity and Opportunity through Regeneration			
Employment Land Development		Primary Policy: Strategic Policy SP9	LDP Objectives: 1a, 1b, 1d, 3a, 3b, 3c
<b>Monitoring Aim:</b> Protect 164 hectares of vacant employment land			Other Policies: REG1
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Target</b>	<b>Monitoring Assessment Trigger</b>
19. 72.5 ha of employment land allocated by Policies SP9 and REG1 are developed over the Plan period.	Employment land development on Policies SP9 and REG1 sites in hectares.	6.3 ha of employment land allocated by Policies SP9 and REG1 are developed per year for employment uses.	<6.3 ha of employment land allocated by Policies SP9 and REG1 are developed per year for employment uses.
20. A readily available supply of land for development for employment purposes.	Proportion (%) of remaining allocated vacant employment land (SP9 and REG1 sites) which is classed as immediately available or available in the short term in the annual employment land survey.	30% or more of remaining vacant land allocated by Policy SP9 and REG1 is classed as immediately available or available in the short term in the annual employment land survey throughout the plan period.	<30% of remaining vacant land allocated by Policy SP9 and REG1 is classed as immediately available or available in the short term in the annual employment land survey.
<u>Analysis of Results</u>			
<p>The Local Development Plan's employment land is safeguarded for employment purposes, by Policies SP9 and REG 1. The future prosperity of the local economy is facilitated by ensuring that the County Borough can offer a range and choice of employment sites and premises for employment uses.</p> <p>To achieve the objective of a prosperous local economy Policy Target 19 aims to develop 72.5 ha of employment land during the Plan period up to 2021 and Policy Target 20 aims to ensure that the identified employment allocated by Policy SP9 and REG 1 is readily available.</p> <p>Policy Targets 19 and 20 are monitored by an annual employment land survey which monitors the take-up of vacant land on all of the County Borough's allocated employment sites together with the land's status in terms of availability.</p> <p>The monitoring target associated with Policy Target 19 is that 6.3 hectares of employment land is developed annually on allocated sites.</p> <p>During the monitoring period 01 April 2015 to 31 March 2016 0.45 hectares of vacant employment land was developed. During the preceding year 1.63 ha of employment land was developed. This falls far short of the annual monitoring target of 6.3 ha</p>			

The current low take-up of employment land is attributed to the fact that because of the considerable loss of industrial and business capacity that took place during the recession, most new employment activity is actively being taken up within existing vacant buildings and/or extensions on allocated employment sites rather than on new sites. Effectively the lost capacity as a result of recession is being regained before new take-up accelerates as the economy improves.

The failure to meet Policy Target 19 is not a true reflection of what is happening in the real economy, where between 2015 to 2016 the number of people in employment increased from 63,200 to 65,400 an increase of 3.48%. Data indicates that the number of enterprises in Bridgend is increasing at a quicker rate than for Wales as a whole with a 10% increase from 2010 to 2015 in Bridgend compared to a 9% increase in Wales in the same period. However this is still less than the average rate of 12% increase across the UK as a whole. Collectively, this demonstrates that the expansion in business stock in Bridgend is continuing to improve albeit at a slower pace than previously predicted. In addition, an application for up to 71,441sq.m (7.1ha) of B1, B2 and B8 employment floorspace on land east of the A48 (Crack Hill) Brocastle Bridgend which is identified as a strategic employment site under LDP Policy SP9 (1) has been submitted to the Council for determination and other sectors of the economy including tourism and services, not dependent on being located on traditional employment sites are growing.

It is worth noting that according to the 'Baseline Economic Analysis for South East Wales' study published in September 2015 by AECOM on behalf of SEWDER Business Group; one of the most commonly accepted approaches to measuring a localities' competitiveness is through the UK Competitiveness Index (published by the University of Wales Institute, Cardiff). The Index defines competitiveness as "*the ability for an economy to attract and maintain firms with stable or rising market shares in an activity, while maintaining stable or increasing standards of living for those who participate in it*".

Monmouthshire is the most competitive place in Wales, followed by Cardiff. Despite this they are only ranked as 156th and 178th in the UK placing them both just in the top half. At the other end of the scale, Blaenau Gwent is the least competitive location in the UK. It is one of four Welsh localities ranked in the bottom ten places (also includes Caerphilly and Torfaen).

Bridgend (up 42 places) has been the biggest climber from 2010 to 2013. Whereas, Cardiff (-27) and Newport (-13) are the biggest fallers.

Monmouthshire, Cardiff and the Vale of Glamorgan (the 3 most competitive areas in SEW) have the most highly skilled labour forces conversely, the least competitive areas have the least skilled. This demonstrates the importance of intervention to improve skills as a driver of economic growth which is being addressed at a corporate level.

**Competitiveness Rank, 2010 and 2013 (ordered by 2013 Rank, out of 379)** Source: *UK Competitiveness Index (2013)*

Area	Rank (2010)	Rank (2013)	2013 Percentile	Change 2010 to '13
Monmouthshire	173	156	41.2%	17
Cardiff	151	178	47.0%	-27
The Vale of Glamorgan	264	233	61.5%	31
Newport	250	263	69.4%	-13
Bridgend	323	281	74.1%	42
Merthyr Tydfil	378	368	97.1%	10
Rhondda Cynon Taf	370	374	98.7%	-4
Torfaen	373	376	99.2%	-3
Caerphilly	376	378	99.7%	-2
Blaenau Gwent	379	379	100.0%	0

Before the economic recession Bridgend County Borough traditionally had one of the highest rates of development of new employment land in South-East Wales. Notwithstanding the recent low take-up of land the underlying locational advantages of Bridgend and its employment sites, the majority of which are located along the M4 corridor, and the prospect of Bridgend's role in a future Cardiff Capital Region means that subject to wider improvements to the overall economy, a much higher level of employment land take-up would take place in the latter part of the Plan Period.

It is therefore important that the Local Development Plan continues to safeguard its most valuable employment assets for future industrial and business purposes and that these land assets are readily available to respond to investment decisions.

In terms of providing a readily available supply of land for development for employment purposes the monitoring target associated with Policy Target 20 is that 30% or more of vacant land allocated by Policies SP9 and REG 1 is classed as immediately available or available in the short term. The 2015 Employment Survey demonstrates that 42.79 ha of land is immediately available and a further 15.23 ha is available in the short term. This represents 58.02 ha in total or 52.6% of all vacant land on allocated sites.

The Plan is therefore on target with respect to Policy Target 20 by providing a readily available supply of employment land.

Performance – Policy Target 19

Action

Contextual indicators and comparisons with other local authorities show that notwithstanding the low take up of employment land the ‘real’ economy is relatively buoyant and that the failure to meet this target is the result of the recent very deep recession and the regaining of previous lost capacity. Bridgend retains its locational advantages for business and can expect higher levels of employment land take-up in the latter part of the Plan period. A formal review of policy is not considered necessary at this stage but will be the subject of rigorous testing during the statutory LDP review in 2017.

Performance – Policy Target 20

Action

Continue monitoring.

To Spread Prosperity and Opportunity through Regeneration

Retailing and Commercial Centres

Primary Policy: Strategic Policy SP10

LDP Objectives: 1a, 1b, 1d, 3e, 3f, 3g

**Monitoring Aim:** Directs new retail and leisure development to the town and district centres of the County Borough

Other Policies: REG6, REG7, REG8, REG9, REG11

**Policy Target**

**Indicators**

**Annual/Interim Target**

**Monitoring**

**Assessment Trigger**

21. To ensure that vacancy rates within the town centres of the County Borough do not increase to a level that would adversely impact on the vitality of those centres.

Annual vacancy rates of commercial properties within the town centres of the County Borough.

Vacancy rates of commercial properties in the town centres of Bridgend, Maesteg or Porthcawl remain below 15% throughout the plan period.

Vacancy rates of commercial properties in the town centres of Bridgend, Maesteg or Porthcawl increase to more than 15%.

22. The integrity of the Primary Shopping Frontages are maintained.

Proportion of A1 retail uses in the Primary Shopping Frontages designated by REG6.

60% of more of units within the Primary Shopping Frontages are in an A1 use.

<60% or more of units within the Primary Shopping Frontages are in an A1 use.

2014: Preparation of a Primary

Primary Shopping Frontages SPG is not in place by 2014.

23. The town centres of the County Borough are regenerated by the development of key sites.	Amount (sqm) of major retail, office and leisure development permitted in town centres.	<p>Shopping Frontages SPG.</p> <p>2014: Planning consents in place for Porthcawl retail development.</p> <p>2014: Completion of Maesteg Outdoor Market, Bus Station and Riverside Scheme.</p> <p>2016: Development Briefs prepared for sites highlighted in Bridgend Town Centre Masterplan.</p>	<p>Planning consents for Porthcawl Regeneration Area retail development not in place by 2014.</p> <p>Maesteg Outdoor Market, Bus Station and Riverside Scheme is not completed by 2014.</p> <p>Development Briefs for the sites highlighted in the Bridgend Town Centre Masterplan have not been prepared by 2016.</p>
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#### Analysis of Results

The overall aim of Strategic Policy SP10 is to focus and direct new retail, commercial and leisure developments within the County Borough Retail and Commercial Centres in order to maintain and protect their vitality and viability.

A key strand of the LDP's Sustainable Regeneration-Led Spatial Strategy is to promote the County Borough's 3 main town centres as part of the LDP Vision, which seeks to create a successful regional employment, commercial and service centre in Bridgend, a vibrant waterfront and tourism destination in Porthcawl and a revitalised Maesteg.

In order to measure how successful Policy SP10 is in directing appropriate new retail and leisure development to the County Borough's town and district centres to maintain their vitality and viability the monitoring framework looks at 3 Policy Targets relating to vacancy rates of commercial properties within town centres (Policy Target 21), the integrity of the Primary Shopping Streets within the town centres (Policy Target 22) and progress on the regeneration of key sites within the town centres (Policy Target 23).

The annual monitoring target for Policy Target 21 is to ensure that the vacancy rates of commercial properties within the 3 town centres of Bridgend, Porthcawl and Maesteg remain below 15% throughout the plan period.

The latest annual retailing and commercial centre survey indicates that:-

- Within Bridgend Town Centre of the 384 commercial properties surveyed 66 were vacant – representing a vacancy rate of 17.19%.
- Within Porthcawl Town Centre of the 207 commercial properties surveyed 16 were vacant – representing a vacancy rate of 7.73%.



- Within Maesteg Town Centre of the 166 commercial properties surveyed 12 were vacant – representing a vacancy rate of 7.23%.

The LDP's strategic aim of maintaining and protecting the vitality and viability of town centres has not been partially met for the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 with respect to Policy Target 21. Whilst the monitoring target has only been marginally missed for Bridgend, further investigations are required. This issue will be scrutinised in detail during the statutory LDP review where a comprehensive assessment of town centre policies combined with an updated 'Retail Needs Assessment' will provide clarity on the appropriate policy direction.

In terms of seeking to improve the viability and vitality of the town centre, Bridgend businesses have voted for the establishment of a Business Improvement District in the town. Bridgend is now the eleventh BID in Wales, joining Swansea, Merthyr Tydfil, Newport and most recently Caernarfon, Bangor, Colwyn Bay, Neath, Llanelli, Pontypridd and Aberystwyth. The bid area includes the following streets: Adare Street, Angel Street, Boulevard de Villenave d'Ornon, Brackla Street, Brewery Lane, Caroline Street, Cheapside, Court Road, Cross Street, Derwen Road, Dunraven Place, Elder Street, Langenau Strasse, Market Street, Merthyr Mawr Road North, Nolton Street, Quarella Road, Queen Street, Station Hill, The Rhiw, The Rhiw Centre, Water Street and Wyndham Street.

The aim of the BID is to:

- Increase visitor numbers year on year by making our town centre a more attractive and accessible place to visit;
- Improve access, parking and gateways, including working towards making the proposed relaxation of pedestrianisation a reality and more affordable parking;
- Improve perceptions of our town centre by delivering marketing campaigns that enhance Bridgend's image as a place to visit and invest in;
- Reduce the number of vacant properties in the town through attracting new business and pop-up schemes; and
- Enhance the town centre experience through small-scale environmental improvements and tackling anti-social behaviour.

Strengthen the voice of businesses on matters that affect the town centre Also, public consultation is underway to determine if traffic should be re-introduced to Queen Street, Dunraven Place and Market Street. As part of the proposal, a 20mph speed zone and two pedestrian crossing would be introduced alongside approximately 18 parking / loading bays, while street bollards and other street furniture would be installed to safely separate pedestrian and vehicles. Due to issues such as the rise of internet shopping and changing shopping patterns the return of vehicular traffic to certain parts of the town is being considered to encourage more residents to shop in Bridgend.

The annual monitoring target relating to Policy Target 22, to maintain the integrity of the Primary Shopping Frontages of Bridgend, Porthcawl and Maesteg is to ensure that 60% or more units are in A1 (Retail) use.

The latest annual retailing and commercial centre survey indicates that:-

- Within Bridgend Town Centre of the 111 units within the Primary Shopping Frontages 71 were in A1 use – representing 63.9%.
- Within Porthcawl Town Centre of the 95 units within the Primary Shopping Frontages 60 were in A1 use – representing 63.16%.
- Within Maesteg Town Centre of the 85 units within the Primary Shopping Frontages 49 were in A1 use – representing 57.65%.

It should be noted that the proportion of Maesteg Town Centre's Primary Shopping Frontages falls below the 60% annual target, but only marginally so.

Because the retailing and commercial survey has highlighted that the proportion of Maesteg town centres' primary shopping frontages has fallen below the annual target for two consecutive years further investigation is required to understand and action where further measures are required to limit further losses. This analysis will be combined with an update of the 'Retail Needs Assessment' (as part of the statutory LDP Review). Consideration will need to be given as to whether the Primary Shopping Frontage needs to be amended and or the policy approach.

In addition, to mitigate against the tough economic conditions currently being experienced and to ensure the vitality of Maesteg town centre, the Council has chosen to exercise sufficient flexibility when applying LDP Policy REG6 to allow changes of uses to non-A1 uses in Primary Shopping Frontages where an applicant can provide robust evidence to demonstrate that there is insufficient demand for A1 units and its loss would not materially dilute the continuity of the Primary Shopping Frontage. It is the view of this authority that permitting a small number of changes of uses is more conducive to sustaining the viability of the town centre rather than allowing empty units to stand idle.

The interim target for Policy Target 22 is that a Primary Shopping Frontage SPG should have been prepared and in place in 2014, as such the Council has not met its target with respect to this interim indicator for the second consecutive year. However, although the SPG has not as yet been through a statutory consultation process and adopted by the Council, its preparation is in hand and an officer draft version of the document exists. It is therefore proposed to present the draft SPG to Development Control Committee, undertake statutory consultation and adopt the document in early 2017. Its delay is largely attributed to staff resource issues and the prioritisation of other work.

With respect to the regeneration of key sites within the County Borough's town centres, the interim monitoring targets associated with Policy Target 23 required that by 2014 planning consents are in place for Porthcawl regeneration area development and that the regeneration scheme associated with Maesteg Outdoor Market is completed. Both these interim targets have been met, with the successful implementation of the Maesteg Outdoor Market where 13 out of the 14 units are occupied by retail traders.

It should be noted however that although an outline planning consent is in place for Phase I of the Porthcawl Regeneration Area, this is unlikely to proceed and be implemented in its current form, given the withdrawal of the preferred retail operator and subsequent attempts to attract an alternative developer

have not been successful. This is due to fundamental changes to the retail convenience store sector and lack of interest in developing large-scale superstores, which is a situation beyond the Council's control.

In recognition on the need to deliver this key regeneration scheme, Nathaniel Lichfield and Partners were appointed in September 2015 by the landowning partnership (Bridgend County Borough Council and the Evans Family, represented by Cooke and Arkwright) to prepare a new Masterplan and supporting guidance.

The new Porthcawl Harbourside Masterplan (2016) only considers the first phase of the Seven Bays Project SPG (2007) and is known as Porthcawl Harbourside which covers the area between the town centre and the Eastern Promenade. The site has a gross area of approximately 17 acres. The purpose of the new Masterplan (2016) is to revise the land-use section of the 'Western Development Area'. The reason for this is to reflect the changing market conditions particularly in the retail sector which is now significantly different than was anticipated in 2007. There is also a need to reconsider the infrastructure requirements in order to ensure that these do not present a financial barrier to development. Other aspects of the Seven Bays Project SPG will remain in force and are cross-referenced in the Porthcawl Harbourside Masterplan (2016). This includes but is not limited to public realm enhancements, physical requirements and design guidance relating to the 'Western Development Area' and the wider requirements relating to the whole site set out in chapters 3 & 4. The Porthcawl Harbourside Masterplan (2016) is intended to be a catalyst for delivery of the first phase of the Seven Bays Project.

In addition, planning permission has been granted for a multi-level and multi-use flagship Maritime Centre building is proposed together with associated complex facilities for the benefit of the community that it will serve. It is intended that the flagship facility will establish the Harbourside as a prime destination for all-weather and year-round maritime activities whilst providing business, educational, cultural and health and well-being benefits to the south coast of Wales (planning application P/16/373/FUL refers).

The interim target with respect to Bridgend Town Centre regeneration sites is to ensure that Development Briefs are prepared for those sites highlighted in Bridgend Town Centre Masterplan.

Riverside – Land at Rhiw Car Park has successfully gained planning permission for a commercial and residential scheme together with a replacement car park. Construction is currently underway and completion is expected in early 2017.

Southside – Land at Brackla Centre Cheapside site is in part ownership of South Wales Police who are still currently rationalising their estate and acquiring and developing alternative premises to release their existing building on the site. No development brief currently exists for the site, however when SW Police rationalisation process is complete it is the intention of the Council to engage as partners to consider the future of the site and bring forward a Development Brief.

The scheme for Elder Yard, Bridgend, which was successful in attracting Heritage Lottery Monies is complete and the building's owner is currently seeking an appropriate commercial operator.

Land north of Market Street and the Embassy Cinema Site are both in private ownership. The Embassy Cinema site is currently being utilised for town centre car parking, and the premises making up the Market Street site are currently largely occupied by existing users. With respect to both of these sites the Council is willing to engage with land owners and bring forward Development Briefs to facilitate alternative commercial development.

It is unlikely that Development Briefs will be progressed for the remaining three sites in the short term although this is feasible should they attract market interest and there is willingness on behalf of the landowners.

Performance – Policy Target 21 & 23

Action

Policy Research

The LDP's strategic aim of maintaining and protecting the vitality and viability of town centres has not been partially met for the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 with respect to Policy Target 21.

The retailing and commercial survey has highlighted that the proportion of Maesteg town centres' primary shopping frontages has fallen below the annual target for two consecutive years further investigation is required to understand and action where further measures are required to limit further losses. This analysis will be combined with an update of the 'Retail Needs Assessment' (as part of the statutory LDP Review). Consideration will need to be given as to whether the Primary Shopping Frontage needs to be amended and or the policy approach.

Whilst the monitoring target has only been marginally missed for Bridgend in respect of unit vacancy rates, further investigations are required. This issue will be scrutinised in detail during the statutory LDP review where a comprehensive assessment of town centre policies combined with an updated 'Retail Needs Assessment' will provide clarity on the appropriate policy direction.

Performance – Policy Targets 22

Action

Supplementary Planning Guidance

In order to assist in meeting Policy Target 22, the Council will progress SPG relating to Primary Shopping Frontages within town centres. With respect to Policy Target 23 planning officers will actively pursue a development team approach with officers across the Council and with landowners to further facilitate town centre regeneration and bring forward Development Briefs subject to market interest.

To Protect and Enhance the Environment			
Tourism		Primary Policy: Strategic Policy SP11	LDP Objectives: 1c, 3c, 3d
<b>Monitoring Aim:</b> Encourage high quality Sustainable Tourism			Other Policies: REG2, REG13
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Monitoring Target</b>	<b>Assessment Trigger</b>
24. To increase year on year the number of visitors to the County Borough.	Annual number of visitors to the County Borough.	Year on year increase of visitors to the County Borough.	Decrease in visitors to the County Borough compared to previous year.
<u>Analysis of Results</u>			
Strategic Policy SP11 aims to promote and encourage high quality sustainable tourism, through the implementation of various appropriate projects relating to activity based tourism, business, events and cultural tourism.			
Policy Target 24 measures how effective the Plan is in promoting and encouraging tourism and the indicator is to increase the annual number of visitors to the County Borough.			
The latest STEAM figures for Bridgend indicates that between 2014 and 2015 visitor numbers for the County Borough rose from 3,658,000 to 3,671,000 representing a 0.4% increase.			
Whilst the increase in visitor numbers is relatively modest; the STEAM data does indicate that there has been an increase in the number of visitors staying overnight within the Borough (2,298,000 – 2,338,000) which is consistent with the aims and objectives of the Borough’s tourism strategy and LDP policies. This has resulted in an increase in tourism related employment from 3,901 - 4,074 (4.4% increase) which is considered positive for the County Borough’s economy. The County Borough’s tourism offer is continually being enhanced and schemes contributing to this success include the implementation of the Wales Coastal Path, a new touring caravan/camping site at Glynogwr , Lakeside (REG12(a)), various mountain bike trails and new visitor centres at Bnyngarw County Park and Parc slip. Within Porthcawl specifically the Harbourside Marina scheme has been implemented and the resort continues to host a number of successful festivals including the Elvis, Rockabilly and New Romantic festivals, attracting large number of visitors. In addition, more than 43,000 spectators attended The Senior Open Championship at the Royal Porthcawl Golf Club. An agreement has been reached for Porthcawl to host this prestigious competition in three years’ time which will undoubtedly attract significant tourism numbers to Porthcawl.			
The Plan is therefore on target with respect to Policy Target 24.			

Performance	
<u>Action</u>	
Continue monitoring.	

To Create Safe, Healthy and Inclusive Communities			
Housing and Affordable Housing		Primary Policy: Strategic Policy SP12	LDP Objectives: 1c, 3c, 3d
<b>Monitoring Aim:</b> Requires 9,690 market (including 1,370 affordable) dwelling units to be accommodated in the County Borough during the Plan period		Other Policies: COM1, COM2, COM3, COM5, COM6	
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Target</b>	<b>Monitoring Assessment Trigger</b>
25. Maintain a 5 year supply of housing land for development throughout the plan period.	Forecast supply of housing land.	Maintain a 5 year supply of housing land for development throughout the plan period.	Less than a 5 year supply of housing land is recorded.
26. Provide 9,690 new dwellings by 2021 based on the three 5 year tranches set out in Policy SP12.	Annual dwelling completions.	By 2011 provide 2,085 dwellings. By 2016 provide 4,973 dwellings. By 2021 provide 9,690 dwellings.	Less than 4,973 dwellings developed by 2016.
27. Develop COM1 and COM2 Residential Allocations at or above the estimated number of units specified.	Number of units permitted on COM1 and COM2 Residential Allocations.	Residential Allocations developed at or above the estimated number of units specified in Policies COM1 and COM2.	Residential Allocations developed below the estimated number of units specified in Policies COM1 and COM2.
28. Develop Small and Windfall sites, over 0.15 hectares, at a density of 35 dwellings per hectare or more.	Average density of Small and Windfall sites over 0.15 hectares.	Small and Windfall sites over 0.15 hectares developed at a density of 35 dwellings per hectare or more.	Small and Windfall sites over 0.15 hectares developed at a density of less than 35 dwellings per hectare.
29. Provide 1,370 affordable dwellings by 2021 through the planning system as secured by condition or S106.	Annual affordable housing completions.	By 2011 provide 295 dwellings. By 2016 provide 703 dwellings. By 2021 provide 1,370 dwellings.	Dwelling completions fall below specified requirement.

30. Monitor the need for a permanent or transit Gypsy & Traveller site.	The annual number of authorised and unauthorised Gypsy & Traveller encampments in the County Borough.	<p>Approve the Bridgend County Borough protocol for the management of unauthorised gypsy and traveller encampments by April 2014.</p> <p>No increase in the average of 3 unauthorised Gypsy and Traveller Sites recorded in 1 year by the biannual Gypsy and Traveller Caravan Count and / or the Gypsy and Traveller Protocol.</p>	<p>The Bridgend County Borough protocol for the management of unauthorised Gypsy and Traveller encampments is not approved by 2014.</p> <p>An increase above 3 unauthorised Gypsy and Traveller Sites recorded in 1 year by the biannual Gypsy and Traveller Caravan Count and / or the Gypsy and Traveller Protocol for 2 consecutive years will require the identification of a site.</p>
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#### Analysis of Results

In order to create safe, healthy and inclusive communities Policy SP12 of the LDP aims to provide 9,690 dwellings up to 2021, including 1,370 units of affordable housing, to provide for all the accommodation needs of the County Borough.

Five Policy Targets monitor the performance of whether the LDP is meeting its housing needs by measuring the supply of housing land (Policy Target 25), housing completions, for both market and affordable dwellings (Policy Targets 26 and 29), housing numbers permitted on allocated sites (Policy Target 27), housing density (Policy Target 28) and whether there is a need for a permanent or transit Gypsy and Traveller site (Policy Target 30).

Policy Target 25 aims to provide a 5 year supply of housing land for development throughout the plan period. The supply of land for housing is assessed as part of the annual Joint Housing Land Availability Study (JHLAS) which is a statutory document which local planning authorities are required to produce by Welsh Government in accordance with guidance set out in Planning Policy Wales (PPW) and Technical Advice Note (TAN) 1. Supply is assessed against the housing requirements of an adopted development plan.

The recently published 2016 JHLAS shows that the County Borough has housing land supply, assessed against the housing requirement of the Bridgend LDP of 5.1 years.

The LDP has therefore achieved its target of maintaining a 5 year supply of housing land during the monitoring period 1<sup>st</sup> April 2015 to 31 March 2016.

The 2015 JHLAS also demonstrated a 5.4 year supply of housing land, more than the minimum 5 year requirement which was also assessed against the housing requirement of the adopted LDP.

Policy Target 26 aims to provide 9,690 new dwellings by 2021, based on the three, 5 year tranches of delivery set out in Policy SP12 of the LDP.

The 2016 JHLAS indicates that 520 new homes were completed (469 on large site and 51 on small sites) during the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 and that 4,640 dwellings have been completed in total, during the LDP period 2006 to 2016, which is below the 2016 target of 4,973.

Whilst it is disappointing that target 26 has not been met, the deficit is a reflection of the overall trend in the UK and Wales for housing completions. The deficit of 333 units is not considered to be detrimental to the overall LDP strategy to warrant an early review especially given that the Council are required to undertake a statutory review in 2017 where this issue will receive closer scrutiny; in addition housing completions are forecast to increase substantially from 2017 onwards reflecting a progressively improving housing market.

Policy Target 27 requires that the development of housing allocations in the LDP is at or above the estimated numbers set out under Policies COM1 and COM2 of the LDP. This is monitored against the number of units permitted on allocated sites.

Analysis of planning applications indicates that housing allocations are coming forward at or above estimated capacity. Those allocations that have significantly exceeded estimated capacity include:

Site	Number of units indicated in LDP	Total Unit Capacity
COM1(2) North East Brackla Regeneration Area	550	572
COM1(8) Jubilee Crescent	40	48
COM1(17) Ewenny Road	125	165
COM1(31) Land of Maesteg Road	538	692
COM2(7) Ysgol Bryn Castell	150	197
COM2(22) Ty Draw Farm	94	105

The LDP is therefore on target with respect to the delivery of residential allocations at or above estimated capacity, as required by Policy Target 27.

Policy Target 28 aims to develop small and windfall sites, over 0.15 hectares at density of 35 dwellings per hectare or more. The Policy Target is a monitoring mechanism for the implementation of COM4 of the LDP.

An analysis of permissions granted from 1<sup>st</sup> April 2015 to the end of the monitoring period 31<sup>st</sup> March 2016 has been undertaken and 12 planning consents are relevant to this monitoring target, ranging from small-scale proposals for only 1 dwelling up to larger unit size windfall developments of 68 dwellings.

4 of the proposed developments have residential densities greater than 35 dwellings per hectare. These proposals include apartment developments of 68 units at The Rest Bay Convalescent Home, and 47 units at Heol y Geifr, Pencoed being developed at densities of 113 and 48 dwellings per hectares respectively.



Some of the smaller-scale developments of 1-5 units however have permission for development at lower densities than 35 dwellings per hectare. However these proposals are justified exceptions permitted by Policy COM4 because of limitations imposed by highway and access issues, topography and site configuration or being located within sensitive locations; one proposal being located within a conservation area and within the setting of a listing building.

On balance, taking account of the total area of 3.83 hectares for these proposals, and the total number, 172 units to be delivered, the 'average' density of eligible small and windfall sites is 44.91 dwellings per hectare.

It is considered the LDP is broadly on target with respect to the implementation of Policy COM4 and that Policy Target 28 is being met.

In terms of the delivery of affordable housing, Policy Target 29 requires the delivery of 1,370 units by 2021 with the interim target to provide 703 affordable dwellings by 2016. Analysis on the housing data indicates that at 2015, 588 general needs affordable new build dwellings had been completed with 880 affordable units delivered in total (taking account of supported housing schemes and a small element of mortgage rescue). For the period 2015 / 2016 an additional 134 affordable housing units have been delivered, which provides a total of 1014. Therefore, the LDP has met its interim target of 703 affordable housing units by 2016 and is on target to deliver 1,370 units by 2021.

Policy Target 30 requires that the Local Planning Authority monitors the need for a Gypsy and Traveller Site by recording the annual number of authorised and unauthorised encampments in the County Borough. The interim target is that there is no increase in the average of 3 unauthorised Gypsy and Traveller Sites within 1 year, as recorded in the Gypsy and Traveller Caravan Count and/or the Council's Gypsy and Traveller Protocol. An increase above 3 unauthorised encampments for 2 consecutive years would trigger the requirement to identify a site.

Another part of the Council's interim target was to ensure that the Protocol for the Management of Unauthorised Gypsy and Traveller Encampments should be approved by April 2014. This has been achieved with the protocol being approved by Management Team, and a Lead Officer responsible for the protocol's implementation identified.

For the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016, 3 unauthorised incidences occurred within the County Borough which does not exceed the 1 year average of 3. As such the LDP is on target with respect to this indicator and will not 'breach' the assessment trigger of 2 consecutive years of increase in unauthorised encampments within the next 2 years.

- 15/05/2015 Locks Common, Porthcawl;
- 15/06/2015 Parc Derwen; and
- 19/10/2015 Hillsborough Place Car Park, Porthcawl.

Notwithstanding whether or not the assessment trigger of Policy Target 30 is breached within this or subsequent years, the requirement as to whether the Council will need to identify a Gypsy and Traveller Site is now however determined by the new requirements of the Housing (Wales) Act 2014.

The Housing (Wales) Act 2014 requires each local authority in Wales to undertake a Gypsy and Traveller Accommodation Assessment to ensure that needs are properly assessed and planned for. An assessment was required to be submitted to Welsh Government by February 2016 with a statutory duty placed on local authorities to make provision for site(s) where an assessment identifies an unmet need.

The Gypsy and Traveller Accommodation Assessment has now been formally approved by Bridgend County Borough Council Cabinet and submitted to Welsh Government for consideration (awaiting a Ministerial decision). In summary, the GTAA covers the period 2016-2031 and estimates the additional pitch provision needed for Gypsies and Travellers in Bridgend. For the first 5 years of the GTAA plan period, there is no requirement for **additional pitches**, and for the remainder of the GTAA plan period, **a further 1 additional pitch is required**. This gives a total need for the whole GTAA plan period of 1 additional pitch.

Performance	
<u>Action</u>	
Continue monitoring.	

To Create Safe, Healthy and Inclusive Communities			
Community Uses		Primary Policy: Strategic Policy SP13	LDP Objectives: 1c, 3c, 3d
<b>Monitoring Aim:</b> The retention of existing community uses and facilities and seek to develop new ones, where needed.		Other Policies: COM7, COM8, COM9, COM10, COM11, COM12, COM13, COM14, COM15	
<b>Policy Target</b>	<b>Indicators</b>	<b>Annual/Interim Monitoring Target</b>	<b>Assessment Trigger</b>
31. The retention or enhancement of Community Facilities.	Number of applications approved contrary to Strategic Policy SP13 and the protective aim of Policy COM7.	No applications approved contrary to Strategic Policy SP13 and the protective aim of Policy COM7.	1 application approved contrary to Strategic Policy SP13 and the protective aim of Policy COM7.
<p>Analysis of Results</p> <p>Strategic Policy SP13 aims to maintain and improve the quality of life of residents of the County Borough by retaining or enhancing a range of social and community facilities. In the interest of service efficiency the Policy also requires that where new or replacement facilities are proposed, co-location of facilities is considered before stand-alone facilities.</p> <p>Policy COM7 of the LDP specifically protects against facility loss, unless justified by provision of suitable alternative provision, if it is demonstrated that there is an excess of provision or the facility is no longer required.</p> <p>For the monitoring period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2016 no planning applications were approved contrary to the protective aim of Policies SP13 or COM7.</p> <p>A number of large-scale proposals have been permitted which will enhance the County Borough's access to social and community facilities especially educational and recreation facilities.</p> <p>As part of the School Modernisation Programme a number of new 'community focused schools' at, Pencoed, Brynmenyn &amp; Bettws which are scheduled to open in 2018-2019 will replace the existing facilities by providing modern, accessible and 'fit for purpose' recreation and sport facilities including multipurpose pitches.</p>			
Performance			
<u>Action</u>			
Continue monitoring.			

## 6. SUSTAINABILITY APPRAISAL MONITORING

- 6.1 The Sustainability Appraisal of the LDP identifies 15 objectives under the 4 wider sustainability objectives of:-
- Social progress which recognises the needs of everyone;
  - Effective protection of the environment;
  - Prudent use of natural resources; and
  - Maintenance of high and stable levels of economic growth and employment.
- 6.2 LDP monitoring is concerned with assessing performance of Policies in delivering the Plan's strategy and achieving its objectives and many relate directly to sustainable development. As such there is considerable overlap between the monitoring framework of the LDP and the SA which uses a subset of the LDP's monitoring objectives.
- 6.3 Each of the 15 Sustainability Appraisal objectives are therefore assessed against those LDPs monitoring indicators that have been identified as relevant to the 15 sustainability objectives.
- 6.4 Against each SA objective the monitoring result is cross-referenced to the action column in the previous monitoring chapter (with the exception of the SA objective relating to Built Environment, where performance is not dependant on whether the Built Heritage Strategy is in place). The symbol delineates the specific performance against the SA objective where:-
- represents 'Likely to contribute to the achievement of greater sustainability'; and
  - x represents 'Likely to detract from the achievement of greater sustainability'.
- 6.5 The 2015/16 Sustainability Appraisal (SA) monitoring results show that out of the 15 objectives and their related targets, 13 have been achieved. In overall terms the LDP is therefore contributing positively to the achievement of greater sustainability.
- 6.6 The SA objectives relating to 'maintaining high and stable levels of economic growth and employment' has not been fully achieved with respect to 'Employment'.
- 6.7 The analysis shows that the LDP did not deliver the annual take-up of employment land of 6.3 hectares. However, as noted in the previous section this is considered not to be a true reflection of what is happening in the real economy, and the current low take up is expected to increase in the coming years in line with expected improvements to the general economy.
- 6.8 With respect to the SA objective of 'social progress which recognises the needs of everyone' the LDP has performed very well. However it missed an 'Accessibility' target relating to the proportion of A1 retail uses in Primary Shopping Areas.

However, this target was only marginally missed for 'Maesteg Town Centre', where the proportion of A1 units in the primary shopping frontage was 57.65% (target being 60%). In this respect the Council is proposing to bring forward a Primary Frontage SPG in 2017 which will assist in ensuring that this target is met.

- 6.9 Under the Sustainability Objectives of a 'prudent use of natural resources' the LDP has delivered on all of its targets relating to air, climate change, water land/soil, minerals and waste and renewable energy. Although not specifically measured under 'renewable energy' as part of the SA monitoring process there is also scope for further improvement, with the proper implementation of Policy ENV17 of the LDP and the requirement for major planning application to be accompanied by renewable/low carbon energy assessments which is commented on in the previous section.
- 6.10 SA Monitoring also shows that, the LDP is meeting its objective of 'the effective protection of the environment'. However, the 'Built Heritage Strategy' has not been prepared but is anticipated in 2017.

Social progress which recognises the needs of everyone				Monitoring Result
1	Accessibility	To ensure an increase in accessibility to opportunities, transport and to all services and information in the County Borough.	IND1: % of total County Borough housing developed in the SRGA	●
			IND2: % of total County Borough employment land developed in the SRGA	●
			IND8: Progress on RTP schemes	●
			IND22: Proportion of A1 retail uses in the Primary Shopping Areas	X
2	Housing	To provide the opportunity for people to meet their housing needs	IND25: Forecast supply of housing completions	●
			IND26: Annual housing completion figures	●
			IND29: Annual affordable housing completion figures	●
3	Health, safety and security	To improve overall levels of health and safety, including the sense of security, for all in the County Borough	IND31: Improvements to community facilities provision secured through planning consents, conditions and/or Section 106 agreements.	●
4	Community	To maintain, promote and where suitable enhance, the distinctive character of the communities of Bridgend	IND31: Improvements to community facilities provision secured through planning consents, conditions and/or Section 106 agreements.	●
Effective protection of the environment				

5	Biodiversity	To maintain and enhance the diversity and abundance of species, and safeguard areas of significant nature conservation value	IND11a/b/c: Loss of natural habitats without mitigation or translocation of species associated with CCW/Countryside section observations on development control applications	●
6	Landscape	To maintain and enhance the quality and character of the landscape, including its contribution to the setting and character of settlements	IND10: Green Wedge designated land lost to inappropriate development which contributes to coalescence of settlements.	●
			IND11a/b/c: CCW/Countryside section observations on development control applications	●
7	Built Environment	To maintain and enhance the quality of the built environment, including the cultural/historic heritage	IND12: Amount of development permitted which could potentially impinge upon one of those areas/buildings listed as advised by Cadw, the Glamorgan Gwent Archaeological Trust (GGAT) and the Conservation and Design section of the Council.	●
Prudent use of natural resources				
8	Air	To reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere	IND8: Progression on Regional Transport Plan developments	●
9	Climate change	To ensure that new development takes into account the effects of climate change	IND6: Developments which incorporate Climate Change adaptation techniques	●
10	Water	To maintain and improve the quality and quantity of ground waters, river waters and coastal and bathing waters	IND5: NRW / DCWW observations on development control applications	●

11	Land / Soil	To use land efficiently, retaining undeveloped land and bringing damaged land back into use	IND9: The amount of departure planning application permitted outside of the designated settlement boundaries of the County Borough	●
			IND10: Green Wedge designated land lost to inappropriate development which contributes to coalescence of settlements.	●
12	Minerals and waste	To maintain the stock of minerals and non-renewable primary resources	IND13: Amount of aggregates landbank permitted as a percentage of total landbank identified in the Regional Technical Statement	●
			IND14: Number of planning permissions for permanent, sterilising development permitted within a buffer zone or a minerals safeguarding area.	●
13	Renewable energy	To increase the opportunities for energy generation from renewable energy sources	IND17: Progress on adoption of an Energy Opportunities Plan	●
			IND17/18: Permitted and / or installed capacity of renewable electricity and heat projects within the County Borough.	●
Maintenance of high and stable levels of economic growth and employment				
14	Employment	To ensure that there is a vibrant local economy which is at the forefront of a wider regional economy and provide diversity of employment within the County Borough and support a culture of entrepreneurship	IND2: % of total County Borough employment land developed in the SRGA	●
			IND3: Implementation of strategic employment sites	●
			IND19: Annual take-up rate of employment land allocations developed / redeveloped	X



			for employment purposes.	
15	Wealth creation	To achieve a clear connection between effort and benefit, by making the most of local strengths, seeking community regeneration, and fostering economic activity	IND3: Implementation of strategic employment sites	•
			IND19: Annual take-up rate of employment land allocations developed / redeveloped for employment purposes.	X
			IND20: Proportion of the allocated employment land immediately available or available in the short term.	•
			IND24: Annual number of overnight visitors to the County Borough.	•

## 7. CONCLUSIONS AND RECOMMENDATIONS

7.1 This is the second AMR to be prepared since the adoption of the Bridgend LDP and is based on the period from 1st April 2015 to 31st March 2016 and is required to be submitted to Welsh Government by the 31<sup>st</sup> October 2016. The findings of the AMR provide an important opportunity for the Council to assess the effectiveness of the Plan and to determine whether or not it needs to be reviewed.

7.2 Local Development Plan Wales (2005) sets out seven questions that the AMR must seek to address. Whilst all of the issues are considered and addressed throughout the report as part of the analysis of the monitoring data, they are not set out specifically to directly address the particular questions. In order to ensure that the AMR complies with its statutory requirements, responses to each of the assessment factors identified in LDP Wales are outlined below:

### **1. Does the basic strategy remain sound (if not, a full plan review may be needed)?**

7.3 The evidence collected as part of the annual monitoring process for 2015-16 indicates that the LDP Strategy remains sound, effective and is for the most part being delivered. Whilst the impact of the global economic recession has meant that development in some areas is slower than predicted, it remains the Council's view that the LDP will provide a robust foundation to deliver sustainable economic growth and regeneration over the plan period.

### **2. What impact are the policies having globally, nationally, regionally and locally?**

7.4 Globally, the SEA Monitoring framework identifies that there is a positive impact on economic, social and environmental aspects of sustainability.

7.5 Nationally, the LDP policy framework is providing opportunities for development to meet national need for housing and employment land. The County Borough is making a significant contribution to national renewable energy targets. The generating capacity within and immediately adjacent the refined SSA (north of Evanstown) is 65 MW which is considerably higher than the estimated capacity within the SSA of 31 MW.

7.6 From a regional perspective the LDP is assisting in meeting transport, waste and mineral requirements.

7.7 At a local level, the LDP policy framework and allocations are assisting with regeneration objectives and meeting the needs of the local community.

### **3. Do the policies need changing to reflect changes in national policy?**

7.8 Chapter 4 highlights significant changes in national planning policy guidance as well as proposed changes to the structure of the planning system in Wales during between 2013 and 2016. Whilst these policy changes will undoubtedly need to be incorporated into LDP policies, they are not considered to be of a scale that would

require immediate amendment. These national policy changes will be considered further at the statutory LDP Review stage from 2017 with any amendments made to the LDP as necessary.

**4. Are policies and related targets in the LDP being met or progress being made towards meeting them, including publication of relevant supplementary Planning guidance (SPG)?**

- 7.9 The findings of the LDP and SA monitoring exercise are outlined in chapters 5 & 6 of the AMR.
- 7.10 The following paragraphs provide a brief commentary on the LDP monitoring targets that have not been fully met.
- 7.11 The monitoring objectives relating to ‘maintaining high and stable levels of economic growth and employment’ has not been fully achieved with respect to ‘Employment’. The analysis shows that the LDP did not deliver the annual take-up of employment land of 6.3 hectares. However, as noted in the main body of the AMR report this is considered not to be a true reflection of what is happening in the real economy. The current low take up is expected to increase in the coming years in line with expected improvements to the general economy.
- 7.12 In terms of achieving the required proportion of A1 retail uses in Primary Shopping Areas, the County Borough performed adequately, however this target was marginally missed for ‘Maesteg Town Centre’, where the proportion of A1 units in the primary shopping frontage was 57.65% (target being 60%). In order to assist in meeting Policy Target 22 the Council is proposing to deliver a Primary Frontage SPG in 2017 which will assist in ensuring that this target is met.
- 7.13 Under the Sustainability Objectives of a ‘prudent use of natural resources’ the LDP has delivered on all of its targets relating to air, climate change, water land/soil, minerals and waste and renewable energy. Although not specifically measured under ‘renewable energy’ as part of the SA monitoring process there is also scope for significant improvement, with the proper implementation of Policy ENV17 of the LDP and the requirement for major planning application to be accompanied by renewable/low carbon energy assessments which is commented on in the previous section.
- 7.14 Interim Monitoring Target 12 sets out the requirement to produce a Built Heritage Strategy by 2015 and to adopt the Strategy as Supplementary Planning Guidance (SPG). This target has not been achieved to date. The Strategy’s production was delayed to coincide with the outcome of the Historic Environment Bill, which received Royal Assent on the 21<sup>st</sup> March 2016. In addition, TAN24 was issued on the 1<sup>st</sup> May 2016 for public consultation. Therefore, it was considered prudent to delay the document further until the final outcome of TAN 24 is known. Therefore it has not been possible to finalise the document prior to the 31<sup>st</sup> October 2016. The Strategy’s future production is anticipated early 2017.

**5. Where progress has not been made, what are the reasons for this and what knock on effects it may have?**

- 7.15 The main reason for the slow delivery of some parts of the LDP is linked to the impact of the global economic recession on the operations of the housing and commercial markets. Whilst, a continued reduction in investment in housing and commercial development will inevitably have an adverse impact on the delivery of some elements of the LDP, the housing and commercial markets are showing positive signs of recovery and the Council does not consider it necessary to amend or review the LDP at this time.
- 7.16 Section 5 provides a detailed analysis of the success of the plan to date against the monitoring indicators and factors in terms of delivering sustainable development. It also provides a summary of how the plan has performed specifically in 2015/16.
- 7.17 The findings of the SA monitoring exercise are outlined in Section 6 of the AMR. The results indicate that overall, the plan is contributing towards sustainable development in the County Borough of Bridgend.

**6. Do any aspects of the LDP need adjusting or replacing because they are not working as intended or are not achieving the objectives of the Strategy and/or Sustainable Development Objectives?**

- 7.18 The LDP Development Strategy remains fundamentally sound and the Council does not consider that any aspects of the Plan need adjusting or replacing at this time.

**7. If policies or proposals need changing, what suggested actions are required to achieve this?**

- 7.19 Information collected through the AMR process indicates that the plan policies are generally being met and that the plan is moving towards its targets. The Council does not consider that any aspects of the plan need adjusting or replacing at this time. A full review of the Plan will be triggered in 2017.
- 7.20 In September 2015 the Welsh Government published a revised LDP Manual. Paragraph 9.4.8 identified additional issues that maybe relevant for the AMR to consider.

**8. What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?**

- 7.21 This is covered in detail in the main body of the AMR report. The Council does not consider that any aspects of the plan need adjusting or replacing at this time. A full review of the Plan will be triggered in 2017.

**9. How relevant, appropriate and up to date is the LDP Strategy and its key policies and targets?**

- 7.22 As outlined in the previous chapters of the AMR report, the LDP Strategy remains sound and no change is required to the policies or targets.

**10. What sites have been developed or delayed in relation to the plan's expectations on location and timing?**

- 7.23 In terms of providing a progress report on LDP sites, the main regeneration and mixed-use sites (Policy PLA3), residential (Policy COM1& COM2), employment (Policy SP9) and those retail and commercial centre sites with a residential element. Progress on Bridgend Town Centre (REG9) sites is also set out in Chapter 5 under policy target 23. Please refer to the site pro-forma sections which provide details of the current LDP status and completion timetable <http://www1.bridgend.gov.uk/services/planning/development-plan-library/population-and-housing/residential-land-availability.aspxv> The Council will endeavour to include an update on the PLA3, COM1, COM2, SP9 and REG9 site implementation from the LDP site database. This will highlight what activity has taken place on the site including the preparation of studies or progression of development, in addition to that set out in the JHLAS. It is anticipated that additional resources will allow the Development Planning Team to undertake this work in 2017.

**11. What has been the effectiveness of delivering policies and in discouraging inappropriate development?**

- 7.24 A review of the data monitoring indicates that the majority of the LDP policies are being delivered assisting to guide growth and change in a sustainable manner reflecting national policy and guidance. Chapters 5 & 6 of the AMR highlight the policies and monitoring indicators that are not delivering or being met and the actions recommended to improve delivery or effectiveness.

## 8. RECOMMENDATIONS

- 8.1 In the Council's opinion there is no evidence to suggest there is a need for a full or partial review of the LDP at this time. Whilst the level of growth in some areas is slower than anticipated, evidence collected through the monitoring process clearly suggests that good progress is being made in the delivery of the majority of LDP targets, which must be seen as a positive. However, further investment into the local economy is required and specific consideration will be given to the opportunities to stimulate the delivery of new employment land and mixed-use regeneration sites by taking a pro-active approach with landowners and developers especially where development sites are in the Councils ownership and bring forward new schemes, masterplans and development briefs to facilitate development. The Council believes that the development which has taken place in the County Borough of Bridgend since the adoption of the LDP, together with the projected future investment from the public and private sector will ensure that the LDP is successfully delivered.

### **Recommendations**

- 8.2 As a result of the findings of the Annual Monitoring Report for 2016 it is recommended that:
1. No full or partial review of the LDP is required at this time; and
  2. The actions set out in the AMR to address underperformance are implemented.

# Bridgend Local Development Plan

## AMR 2016



October 2016

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## **TRAINING LOG**

*All training sessions are held in the Council Chamber unless otherwise stated.*

<b><u>Facilitator</u></b>	<b><u>Subject</u></b>	<b><u>Date</u></b>	<b><u>Time</u></b>
Rhodri Davies, <i>Development Group, BCBC</i>	“Review of recent appeal decisions”	27 October 2016	12.45pm

### Future training sessions

- Workshop on the draft Open Space SPG
- Active travel plans
- Advertisement control
- WLGA proposals for a National Scheme of Member Training

### **Recommendation:**

That the report of the Corporate Director Communities be noted.

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

### **Background Papers**

None.

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