

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.*



Annwyl Cyngorydd,

PWYLLGOR DATBLYGIAD A RHEOLI

Cynhelir Cyfarfod Pwyllgor Datblygiad a Rheoli yn Siambr y Cyngor - Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr CF31 4WB ar **Dydd Iau, 24 Hydref 2019 am 14:00.**

AGENDA

1. Ymddiheuriadau am absenoldeb
Derbyn ymddiheuriadau am absenoldeb gan Aelodau.
2. Datganiadau o fuddiant
Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008. Dylai aelodau cael rolau deul o'r fath ddatgan buddiant personol mewn perthynas â'u haelodaeth o Gyngor Tref / Cymuned fath a rhagfarnlyd os ydynt wedi cymryd rhan yn yr ystyriaeth o eitem ar y Cyngor Tref / Cymuned a geir yn Adroddiadau y Swyddog isod.
3. Ymweliadau Safle
I gadarnhau dyddiad dydd Mercher 04/12/2019 ar gyfer archwiliadau safle arfaethedig sy'n codi yn y cyfarfod, neu nodi cyn cyfarfod nesaf y Pwyllgor gan y Cadeirydd.
4. Cymeradwyaeth Cofnodion 3 - 8
I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 12/09/2019
5. Siaradwyr Cyhoeddus
I gynghori aelodau enwau'r siaradwyr cyhoeddus rhestredig i siarad yn y cyfarfod heddiw (os o gwbl).
6. Taflen Gwelliant
Bod y Cadeirydd yn derbyn taflen gwelliant pwyllgor rheoli datblygu fel eitem frys yn unol â rhan 4 (paragraff 4) Rheolau Gweithdrefn y Cyngor, er mwyn caniatáu i'r Pwyllgor ystyried addasiadau angenrheidiol i adroddiad y Pwyllgor, felly ynghylch hwyr yn ystyried sylwadau a diwygiadau sy'n ei gwneud yn ofynnol i gael eu lletya.

Ffôn/Tel: 01656 643643

Negeseuon SMS/ SMS Messaging: 07581 157014

Facs/Fax: 01656 668126

Twitter@bridgendCBC

Ebost/Email: talktous@bridgend.gov.uk

Gwefan/Website: www.bridgend.gov.uk

Cyfnwidi testun: Rhowch 18001 o flaen unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

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

7.	<u>Canllawiau Pwyllgor Datblygiad a Rheoli</u>	9 - 12
8.	<u>P/19/466/BCB - Tir At Ysgol Uwch Brynteg, Ffordd Ewenni</u>	13 - 30
9.	<u>P/19/550/FUL - Parc Stormy, Stormy Down, Pen Y Bont, CF33 4RS</u>	31 - 46
10.	<u>P/19/316/FUL - 1 Teras Williams, Brynmenyn, CF32 9LS</u>	47 - 62
11.	<u>P/17/369/RLX - Tir Ar Bwys Ffordd Ffair Ceffyl, Ystad Ddiwydiannol Tredwr, CF31 3YN</u>	63 - 86
12.	<u>A/19/20/ADV - Leyshon Flint A'i Feibion, Ffordd Penybont, Penyfae, CF31 4LL</u>	87 - 94
13.	<u>P/19/591/FUL - Leyshon Flint A'i Feibion, Ffordd Penybont, Penyfae, CF31 4LL</u>	95 - 102
14.	<u>Apeliadau</u>	103 - 114
15.	<u>Cynllun Datblygu Lleol Amnewid Pen-y-bont ar Ogwr (CDLI) Safeloedd Ymgeisiol - Adroddiad Asesu Cam 1</u>	115 - 190
16.	<u>Crynodeb o Swyddfa Archwilio Cymru ar Effeithiolrwydd Awdurdodau Cynllunio Lleol yng Nghymru</u>	191 - 194
17.	<u>Ymgynghoriad y Fframwaith Datblygu Cenedlaethol</u>	195 - 198
18.	<u>Sgrinio Asesiad Effaith Iechyd o'r Amnewidiad Lleol Strategaeth a Ffeirir y Cynllun Datblygu (2019)</u>	199 - 232
19.	<u>Rhestr Hyfforddiant</u>	233 - 234
20.	<u>Materion Brys</u> I ystyried unrhyw eitemau o fusnes y, oherwydd amgylchiadau arbennig y cadeirydd o'r farn y dylid eu hystyried yn y cyfarfod fel mater o frys yn unol â Rhan 4 (pharagraff 4) o'r Rheolau Trefn y Cyngor yn y Cyfansoddiad.	

Yn ddiffuant

K Watson

Pennaeth Gwasanaethau Cyfreithiol a Rheoleiddiol

Dosbarthiad:

Cynghowrwy
JPD Blundell
NA Burnett
RJ Collins
SK Dendy
DK Edwards
RM Granville

Cynghorwy
MJ Kearn
DRW Lewis
JE Lewis
DG Owen
JC Radcliffe
JC Spanswick

Cynghorwy
RME Stirman
G Thomas
MC Voisey
KJ Watts
CA Webster
AJ Williams

PWYLLGOR DATBLYGIAD A RHEOLI - DYDD IAU, 12 MEDI 2019

COFNODION CYFARFOD Y PWYLLGOR DATBLYGIAD A RHEOLI A GYNHALIWYD YN SIAMBR Y CYNGOR, SWYDDFEYDD DINESIG, STRYD YR ANGEL, PENYBONT AR OGWR CF31 4WB DYDD IAU, 12 MEDI 2019, AM 14:00

Presennol

Y Cyngorydd G Thomas – Cadeirydd

JPD Blundell	NA Burnett	RJ Collins	RM Granville
MJ Kearn	JE Lewis	JC Radcliffe	JC Spanswick
KJ Watts	CA Webster	AJ Williams	

Ymddiheuriadau am Absenoldeb

SK Dendy, DK Edwards, DRW Lewis, RME Stirman a/ac MC Voisey

Swyddogion:

Rhodri Davies	Rheolwr Datblygu a Rheoli Adeiladu
Jane Dessent	Cyfreithiwr
Lee Evans	Uwch Swyddog Cynllunio
Hayley Kemp	Prif Swyddog Cynllunio
Ingrid Iekaj	Cyfreithiwr Dan Hyforddiant
Richard Matthams	Arweinydd Tîm Cynllunio Datblygiadau
Robert Morgan	Uwch Swyddog Rheoli Datblygu Trafnidiaeth
Jonathan Parsons	Rheolwr Grŵp Datblygu
Adam Provoost	Uwch Swyddog Cynllunio
Andrew Rees	Uwch Swyddog Gwasanaethau Democraidaidd - Pwyllgorau
Kevin Stephens	Cynorthwy-ydd Gwasanaethau Democataidd
Philip Thomas	Prif Swyddog Cynllunio
Leigh Tuck	Swyddog Rheoli Datblygu Trafnidiaeth

294. DATGANIADAU O FUDDIANT

Cyngorydd CA Webster Eitem 13 ar yr Agenda - Apeliadau - P/19/226/FUL - Cadw ffens o flaen annedd 81 Stryd y Parc - Buddiant rhagfarnus gan y bu'n sgwrsio gyda'r preswlydd am yr achos. Gadawodd y Cyngorydd Webster y cyfarfod yn ystod trafodaethau ar yr eitem hon.

Cyngorydd KJ Watts - Eitem 8 ar yr Agenda - P19/391/FUL - Buddiant rhagfarnus, gan ei fod yn adnabod y gwrthwynebwyr, un ohonyn nhw'n gyflogai i'r Cyngor (Swyddog Priffyrdd). Gadawodd y Cyngorydd Watts y cyfarfod yn ystod trafodaethau ar yr eitem hon.

Cyngorydd NA Burnett - Eitem 10 ar yr Agenda P/18/945/FUL - Buddiant rhagfarnus gan ei bod wedi derbyn cefnogaeth wleidyddol gan Brif Weithredwr Cymdeithas Tai Hafod. Gadawodd y Cyngorydd Burnett y cyfarfod yn ystod trafodaethau ar yr eitem hon.

Mr L Tuck, Swyddog Rheoli Datblygu Trafnidiaeth Eitem 8 ar yr Agenda P/19/391/FUL - Buddiant rhagfarnus gan ei fod yntau a'i wraig wedi gwrthwynebu'r cais. Gadawodd Mr Tuck y cyfarfod yn ystod trafodaethau ar yr eitem hon.

295. YMWELIADAU Â SAFLEOEDD

PENDERFYNWYD: Nodwyd gan y Gadair bod dydd Mercher, 23 Hydref 2019 wedi'i gadarnhau fel y dyddiad ar gyfer ymweliadau arfaethedig â safleoedd a drafodir yn ystod y cyfarfod, neu a nodir cyn y cyfarfod nesaf o'r Pwyllgor.

296. **CYMERADWYO COFNODION**

PENDERFYNWYD: Bod Cofnodion cyfarfod Pwyllgor Rheoli Datblygu ar 1 Awst 2019, yn cael eu cymeradwyo fel cofnod gwir a chywir, yn amodol ar y newidiadau canlynol:

- (1) Bod y Cynghorydd JC Spanswick yn cael ei ychwanegu at restr yr aelodau a oedd yn bresennol:
- (2) Bod y canlynol yn cael ei ychwanegu at gais P/18/1006/FUL yng Nghofnod rhif 287 gyda'r frawddeg o dan Amod 40 i ddarllen:

Er gwaethaf y cynlluniau fel y'u cymeradwywyd drwy hyn, ni fydd unrhyw ddatblygiad yn digwydd nes bod cynllun diwygiedig ar gyfer y gilfan tri bae drwy ymgorffori ardal droedffordd i'r gogledd o'r ffordd fynediad newydd sy'n gwasanaethu Rhifau 32-38 Ffordd Llangewydd wedi ei gyflwyno a'i gytuno'n ysgrifenedig gan yr Awdurdod Cynllunio Lleol. Bydd y cynllun cymeradwy yn cael ei gynnal yn unol â'r manylion y cytunwyd arnynt fel rhan o gam cyntaf y datblygiad i ddarparu'r mynediad newydd i'r safle. Rhaid cadw'r llwybr troed am byth i wasanaethu Rhifau 32-38 Ffordd Llangewydd.

Rheswm: Er mwyn diogelwch y briffordd a cherddwyr.

Yn ychwanegol, fe ddylai'r paragraff o dan "Nodyn:" ar dudalen 5 ddarllen fel a ganlyn:

Cytunodd y Pwyllgor, yn dilyn peth dadl sylweddol, i atal y cyfarfod am 15:22, fel y gallai cynrychiolydd yr ymgeisydd a fynychodd y cyfarfod (ac a anerchodd y cyfarfod fel siaradwr cyhoeddus), gysylltu â datblygwr y safle, er mwyn egluro rhai pwyntiau a godwyd gan yr Aelodau ynghylch y droedffordd sydd wedi'i lleoli ar ffordd fynediad y safle. Ailymgynnull y cyfarfod am 15:41 a chytunwyd i ychwanegu amod (40) at yr argymhelliad.

Bydd hefyd angen cynnwys y newidiadau i'r S106 sef Cytundeb Cyfreithiol Penawdau'r Telerau yn ogystal ag ychwanegu Amod 40. Fe gytunwyd hefyd bod angen i amod 17 gynnwys y geiriad canlynol:

"... A bydd y cyfleusterau LAP a'r LEAP ar waith cyn trosglwyddo'r 50fed annedd ar y safle hwn."

297. **SIARADWYR CYHOEDDUS**

Doedd dim siaradwyr cyhoeddus.

298. **TAFLEN DDIWYGIO**

PENDERFYNWYD: Derbyniodd y Cadeirydd Taflen Ddiwygio'r Pwyllgor Rheoli Datblygu fel eitem frys yn unol â Rhan 4 (paragraff 4) o Reolau Gweithdrefn y Cyngor, i alluogi'r Pwyllgor i ystyried yr addasiadau

angenrheidiol i adroddiad y Pwyllgor, er mwyn gallu ystyried cynrychioliadau ac adolygiadau hwyr sydd angen eu cynnwys.

299. CANLLAWIAU PWYLLGOR RHEOLI DATBLYGU

PENDERFYNWYD: Bod crynodeb Canllawiau Pwyllgor Rheoli Datblygu fel y manylir yn adroddiad Cyfarwyddwr Corfforaethol ar gyfer Cymunedau yn cael ei nodi.

300. P/19/391/FUL - 3 NOTTAGE MEAD, PORTHCAWL

PENDERFYNWYD: Bod y cais canlynol yn cael ei wrthod am y rhesymau a nodir yn adroddiad Cyfarwyddwr Corfforaethol ar gyfer Cymunedau:

Cynnig

Ailfodelu'r annedd i gynnwys codi'r uchder, estyniad yn y cefn a'r ochr

301. P/19/212/OUT - R/O 143-148 CWRT COED PARC, MAESTEG

PENDERFYNWYD: Bod y cais canlynol yn cael ei ganiatáu yn unol â'r amodau a gynhwysir yn adroddiad Cyfarwyddwr Corfforaethol ar gyfer Cymunedau:

Cynnig

Cais amlinellol i godi annedd deulawr gyda garej

302. P/18/945/FUL – TIR I'R DE O WYNDHAM CLOSE, YSTAD DIWYDIANNOL BRACKLA, PEN-Y-BONT AR OGWR

PENDERFYNWYD: Bod y cais canlynol yn cael ei wrthod am y rhesymau a nodir yn adroddiad y Cyfarwyddwr Corfforaethol ar gyfer Cymunedau:

Cynnig

Codi 42 annedd preswyl fforddiadwy, gyda pharcio i geir ar y safle, trefniadau mynediad a'r gwaith sy'n gysylltiedig â hynny.

303. P/19/416/FUL - 5 MALLARD WAY, PORTHCAWL

PENDERFYNWYD: Bod y cais canlynol yn cael ei ganiatáu yn unol â'r amodau a gynhwysir yn adroddiad y Cyfarwyddwr Corfforaethol ar gyfer Cymunedau:

Cynnig

Dymchwel y tŷ presennol ac adeiladu tŷ deulawr a hanner gyda 6 ystafell wely.

304. P/19/140/FUL – PENCADLYS HEDDLU DE CYMRU, HEOL Y BONTFAEN, PEN-Y-BONT AR OGWR

PENDERFYNWYD: (1) Bod y cais yn cael ei gyfeirio at y Cyngor fel cynnig sy'n mynd yn groes i'r Cynllun Datblygu oherwydd nad ydy'r Pwyllgor Rheoli Datblygu yn teimlo ei fod mewn sefyllfa i wrthod gan fod y datblygiad yn ffurfio rhan o strategaeth rhesymoli Heddlu De Cymru i fuddsoddi ar

safle eu Pencadlys a fydd yn caniatáu rhyddhau eu tir yn Waterton Cross yn gynnwys fel rhan o ardal twf ehangach Adfywio Strategol Pen-y-bont ar Ogwr;

(2) Bod yr un a wnaeth gais yn cydsynio i Gytundeb Adran 106 i ddarparu cyfraniad ariannol yn y swm o £9,500 i ariannu Gorchmynion Rheoleiddio Traffig, marciau ffordd ac arwyddion yng nghyffiniau'r safle er mwyn cadw llif rhydd y traffig ar y strydoedd a'r cyffyrdd cyfagos; a

(1) Bod y Cyfarwyddwr Corfforaethol ar gyfer Cymunedau yn derbyn pwerau dirprwyedig i gyhoeddi hysbysiad penderfynu yn rhoi caniatâd mewn perthynas â'r cynnig hwn, unwaith y bydd yr argymhelliad wedi'i gadarnhau gan y Cyngor a bod yr un wnaeth y cais wedi cydsynio â'r Cytundeb Adran 106 a grybwyllwyd eisoes, yn unol â'r amodau yn adroddiad y Cyfarwyddwr Corfforaethol ar gyfer Cymunedau.

Cynnig

Datblygu Canolfan Ddysgu ar gyfer yr Heddlu, campfa, paratoi'r safle, mynediad, maes parcio a gwaith cysylltiol.

Yn unol ag Amod 1 yn yr argymhelliad bydd angen cynnwys dyluniad rhif XXX ar gyfer yr hyn sy'n cael ei gynnig ar gyfer y llawr gwaelod:

Cynllun y Llawr Gwaelod (PLC) – Drwg, Rhif LDS-PDA-V1-00-DR-A-05-1003 – P02 – derbyniwyd 6 Mawrth 2019

305. APELIADAU

Fe wnaeth Rheolwr Grŵp Datblygu adrodd yn ol ar yr Apeliadau a dderbyniwyd ac a benderfynwyd ers y cyfarfod diwethaf o'r Pwyllgor.

PENDERFYNWYD: (1) Bod yr Apeliadau canlynol, a dderbyniwyd ers y cyfarfod diwethaf, yn cael eu nodi:-

Rhif Cod

Testun yr Apêl

D/19/3233411 (1866) Cadw'r ffens o flaen annedd rhif 81 Stryd y Parc, Pen-y-bont ar Ogwr

D/19/3233932 (1867) Estyniad ochr ar y llawr cyntaf (gwag islaw ar gyfer parcio); newid y to i dalcen y tŷ ac ymestyn y dormer yng nghefn 42 Parcau Avenue, Pen-y-bont ar Ogwr

(2) Bod yr Apeliadau a benderfynwyd ers y cyfarfod Pwyllgor diwethaf yn cael eu nodi:-

Rhif Cod

Testun yr Apêl

A/19/3225311 (1856) Gosod uned breswyl pren eco sy'n symudol: Blackbridge Arabian Stud, Tyla Gwyn, Pont-y-rhyl

Heb ei ddechrau Ffens heb ei hawdurdodi: 81 Stryd y Parc, Pen-y-bont ar Ogwr

C/19/3226631 (1861) Eiddo mewn cyflwr gwael: 6 Warwick Crescent, Porthcawl

A/19/3226420 (1859) Heb gydymffurfio â'r canlynol a gymeradwywyd: P/16/222/RES, P/17/34/DOC a P/17/1086/FUL 22: Abergarw Meadows (Plot 11), Brynmenyn

C/19/3226431 (1860) Materion a gedwir yn ôl ar gyfer P/14/742/OUT i gadw'r annedd fel yr adeiladwyd gyda phwll nofio a phaneli gwydr uwchlaw waliau ffiniol 22 Abergarw Meadows (Plot 11), Brynmenyn

306. CYNLLUN DATBLYGU LLEOL AMGEN PEN-Y-BONT AR OGWR (LDP) 2018-2033 - DIWEDDARIAD AR SAIL TYSTIOLAETH Y STRATEGAETH A FFAFRIR.

Adroddodd Rheolwr Grŵp Datblygu ar ddiweddariad ar baratodau seiliedig ar dystiolaeth Cynllun Datblygu Lleol Pen-y-bont ar Ogwr.

Dywedodd bod y cynllun datblygu wrth wraidd y system gynllunio gyda gofyniad cyfreithiol bod yn rhaid i benderfyniadau cynllunio gael eu gwneud yn unol â'r cynllun datblygu oni bai bod ystyriaethau perthnasol yn nodi fel arall. Hysbysodd y Pwyllgor bod y Cynlluniau'n gosod gweledigaeth a fframwaith ar gyfer datblygiad pellach yr ardal, gan fynd i'r afael ag anghenion a chyfleoedd mewn perthynas â thai, yr economi, cyfleusterau a seilwaith cymunedol yn ogystal â sail i gadw a gwella'r amgylchedd naturiol a hanesyddol, lliniaru ac addasu i newid hinsawdd, a llwyddo i lunio lleoedd wedi'u cynllunio'n dda. Roedd hi'n hanfodol bod cynlluniau mewn lle ac wedi'u diweddarau a bod sylfaen Cynllun Datblygu Lleol wedi'i seilio ar dystiolaeth gadarn, sy'n golygu casglu corff sylweddol o dystiolaeth sy'n berthnasol ac yn canolbwyntio ar y prif faterion mae'r cynllun yn ceisio'u hateb.

Adroddodd bod nifer o ddogfennau technegol wedi'u paratoi sy'n cefnogi hyn oll er mwyn nodi'r prif faterion a'r heriau sy'n wynebu'r Cyngor Bwrdeistref ac yn hysbysu paratodau'r Cynllun Datblygu Lleol Amgen. Rhestrir y dogfennau a seiliwyd ar dystiolaeth a'r papurau cefndir yn yr adroddiad, ynghyd â'u rôl a'u pwrpas. Nododd nad rhestr ddiffiniol oedd hon ac y bydd angen diweddarau gofynion sy'n seiliedig ar dystiolaeth a fydd yn codi wrth i'r cynllun gael ei ddiwygio.

PENDERFYNWYD: Bod y Pwyllgor yn nodi cynnwys y dogfennau sy'n seiliedig ar dystiolaeth a'r papurau cefndir amgaeedig fel atodiadau 1 i 30.

307. ASESIAD Y FARCHNAD DAI LEOL AR GYFER CYNGOR BWRDEISTREF PEN-Y-BONT AR OGWR 2019/2020

Adroddodd Rheolwr Grŵp Datblygu ar bwrpas, statws a chasgliadau Aseiad y Farchnad Dai Leol (AFDL) a ddiweddarodd yr AFDL ddiwethaf a gynhaliwyd yn 2012.

Nododd bod gofyniad ar Awdurdodau Lleol i ystyried anghenion tai eu hardaloedd lleol o dan Adran 8, Deddf Tai 1985. Er mwyn cyflawni'r gofyniad hwn, mae'n rhaid i Awdurdodau Lleol Cymru fformiwleiddio AFDL, sy'n adolygu anghenion tai trwy adolygiad cyfannol o'r holl farchnad dai. Pwysleisiwyd pwysigrwydd AFDL yn Adolygiad Annibynnol Cyflenwad Tai Fforddiadwy 2019 a nododd bod "sail polisi tai da a phenderfyniadau ynghylch cyflenwad tai fforddiadwy'n deillio o'r data gorau posib ar yr angen a'r galw am dai".

Adroddodd bod AFDL wedi'i adnewyddu a'i gwblhau yn 2019 yn unol â Chanllawiau Llywodraeth Cymru, a thrwy hynny'n bodloni rhwymedigaethau statudol y Cyngor. Hysbysodd y Pwyllgor bod AFDL yn nodi wyth Ardal Marchnad Dai gyffredinol ledled y Cyngor Bwrdeisdref, yn seiliedig ar ddaearyddiaeth weithredol, ystyried y sffêr adleoli

posib, cost tai (i fesur y 'natur drosglwyddadwy' oddi mewn i'r farchnad) a dylanwad prif gysylltiadau trafnidiaeth (i ystyried patrymau cymudo). Yr ardaloedd ydy:

- Pen-y-bont ar Ogwr a'r cyffiniau
- Pencoed a Heol y Cyw
- Cwm Garw
- Porthcawl
- Cwm Llynfi
- Y Pîl, Cynffig a Corneli
- Cwm Ogwr
- Porth y Cymoedd

Fe ddywedodd, er bod lefel yr angen am dai yn ymddangos fel petai wedi 'lleihau' yn ddramatig rhwng yr Asesiadau Marchnadoedd Tai Lleol (AFDL) a bod hyn yn adlewyrchiad o nifer sylweddol o ffactorau rhyngberthynol, yn hytrach na graddfa fwy syml sy'n dangos yr anghenion tai. Amlinellodd y goblygiadau i'r LDP Amgen, sef bod yn rhaid i unrhyw gynlluniau datblygu gynnwys targed trwy'r awdurdod o dai fforddiadwy (a fynegir fel nifer y cartrefi) a ddylai fod yn seiliedig ar yr AFDL a chymryd i ystyriaeth pa mor ymarferol a phosib yw'r dewisiadau. Hysbysodd y Pwyllgor bod yr AFDL diweddaraf, yn gyffredinol, yn darparu sail resymegol adfywiol a chadarn i gyfeirio'r LDP Amgen a'i bolisiau rhyngberthynol ynghyd â phenderfyniadau ar geisiadau cynllunio.

PENDERFYNWYD: Bod y Pwyllgor yn nodi cynnwys Asesiad Marchnadoedd Tai Lleol.

308. COFNOD HYFFORDDIANT

Adroddodd Rheolwr Grŵp Datblygu ar ddiweddariad cofnod hyfforddiant.

PENDERFYNWYD: Bod adroddiad y Cyfarwyddwr Corfforaethol Cymunedau i'w nodi.

309. EITEMAU BRYD

Nid oedd unrhyw eitemau brys.

Daeth y cyfarfod i ben am 15:20

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
- 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
BREEAM	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	SUDS	Sustainable Drainage Systems
FCA	Flood Consequences Assessment	TAN	Technical Advice Note
GPDO	General Permitted Development Order	TIA	Transport Impact Assessment
LB	Listed Building	TPN	Telecommunications Prior Notification
LBC	Listed Building Consent	TPO	Tree Preservation Order
LDP	Local Development Plan	UCO	Use Classes Order
LPA	Local Planning Authority	UDP	Unitary Development Plan

REFERENCE: P/19/466/BCB

APPLICANT: BCBC Education and Family Support
Civic Offices, Angel Street, Bridgend, CF31 4WB

LOCATION: Land at Brynteg Upper School, Ewenny Road, Bridgend
CF31 3ER

PROPOSAL: Proposed new build office & multi-agency hub.

RECEIVED: 26 June 2019

APPLICATION/SITE DESCRIPTION

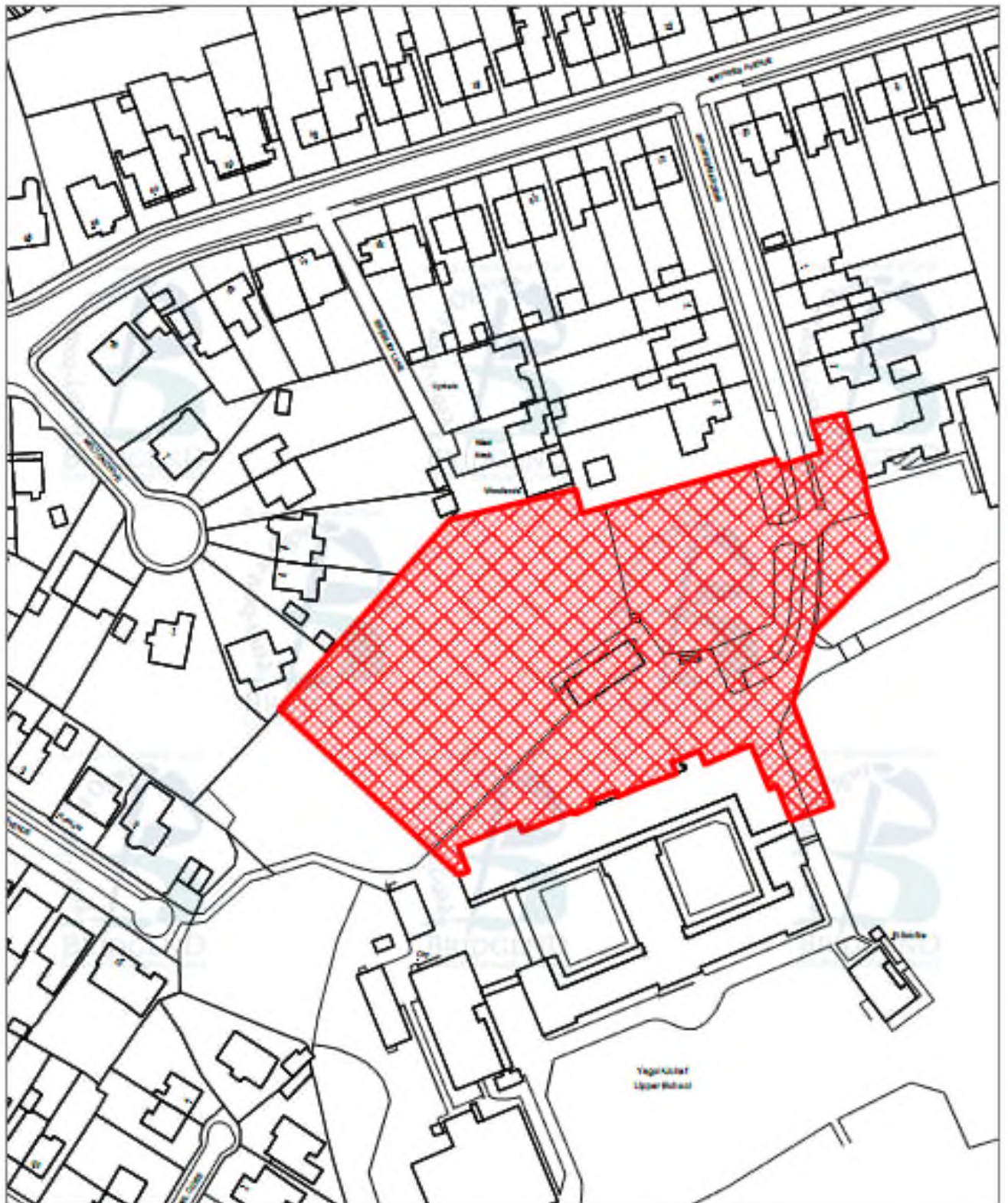
The Education and Family Support Section of the Council are seeking full planning permission to construct a new office and multi-agency hub in the grounds of Brynteg (Upper) Comprehensive School off Ewenny Road, Bridgend.

The application site is to the north of the main upper school building and currently accommodates a demountable classroom and grassed embankment with two large mature trees. Site clearance and excavations will result in the demolition of the classroom, the felling of the trees and the formation of a new development plateau on which the new building and associated access paths will be constructed. The excavated material will be deposited to form a bund to the west of the proposed building to be top soiled, seeded and landscaped. This single storey office building will have a generally rectangular form measuring 28.5m x 14m with a pitched roof reaching a maximum height of 6m from the new ground level. The external finishes of the building will match those used on the Science and Language Blocks in the school which comprise coloured render panels. It will be sited adjacent to a former sports court that has been used as a parking area for sixth form pupils.

Proposed elevations



This car park which will be used solely by staff and visitors of the new office, will be re-surfaced and re-lined to provide 43 spaces. Access to the car park is from Brynteg Gardens which serves as a secondary pedestrian and vehicular access to Brynteg Upper School. This will be retained but modified to allow only access for staff and visitors to the multi-agency hub. As part of this development, fencing, gates and signage will be erected to prevent the access being used by the school, including staff and pupils except in emergencies. The proposed development coincides with a review and rationalisation of the site access and parking arrangements being undertaken by the Head Teacher and the application includes for a reconfiguration of the parking area around the upper school building. A total of 56 spaces will be provided for use by staff and sixth form students.



Cynghor llwybrau'r Iorwg



© Crown Copyright and Database right 2019 Ordnance Survey 100029405

Aerial Imagery © Geo Information Systems copyright The GeoInformation Group 2019

Geographic Council for Wales © Crown Copyright and Database right 2019 Ordnance Survey 100029405

Locality Coordinates © Crown Copyright and Database right 2019 Ordnance Survey 100029405

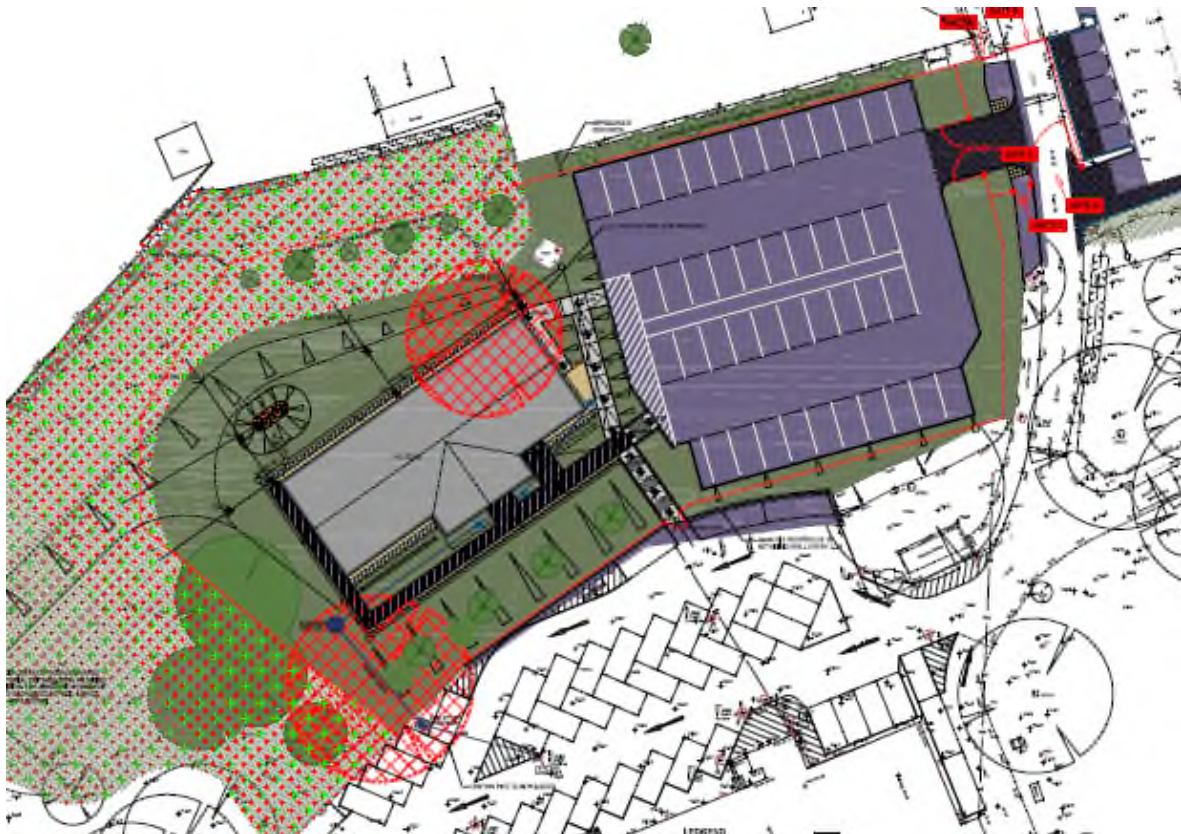
P/19/466/BCB

1:1250
Time of Plot:
14:16
Date of Plot:
15/10/2019

Plot generated by:
Planning Department
Department:
Planning Department

The statement submitted in support of the application confirms that the proposed office accommodation will cater for up to 65 staff, some of whom will be peripatetic and not office based. The layout plans indicate an open plan arrangement similar to the Civic Offices layout is proposed incorporating meeting rooms along with a staff kitchen and WC facilities. Staff from the statutory Children's Safeguarding Social Services department will be re-located from Civic Offices to this new building. The hub replicates a similar facility located at Coleg Cymunedol y Dderwen which serves the north west of the County Borough. The applicant department suggests that co-location of Social Services staff and agencies in a single setting enables positive working relationships to develop and importantly, a quicker and holistic assessment of child and family needs. Re-locating this facility from the Civic Offices to the grounds of the school will provide a more normalised and less stigmatised setting for children and families.

Proposed site layout plan



An ecological assessment has been undertaken to address the impact of the development on the site's bio-diversity interest, in particular the removal of mature trees. Additional tree planting is proposed as part of the development to compensate for the loss of the mature trees and to minimise the impact of the development when viewed from the residential properties to the north which are at a lower level to the application site. Planting beds and low level hedges are proposed for the grounds immediately surrounding the building.

RELEVANT HISTORY

No previous applications are recorded.

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 has expired.

CONSULTATION RESPONSES

Bridgend Town Council Observations – The committee do not object to the principle of the application but would like to request that BCBC consider:

- The implications of additional traffic throughout the day on the narrow roads of Brynteg Gardens and Brynteg Avenue
- The need for additional lighting in the car park area
- If there are additional footpath entrances to the hub, how will this impact security at the school

The Town Council would also like to be informed of any impact study that is carried out for this application and reserve the right to attend any site meeting/development control meeting as appropriate.

Highway Officer- No objection subject to conditions.

Dwr Cymru/Welsh Water Developer Services – We would request that if you are minded to grant planning permission for the above development that the recommended conditions and advisory notes are included within the consent to ensure no detriment to existing residents or the environment and to the Dwr Cymru Welsh Water's assets.

Drainage Officer - No objection subject to conditions. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before any construction works begins.

Shared Regulatory Services – Land Contamination - No objection subject to conditions.

Councillors Matthew Voisey and Lyn Walters (Local Members): have requested the application be considered by the Development Control Committee to allow the public examination of the development in view of its scale, the impacts on the local highway network and the loss of amenity to residents.

REPRESENTATIONS RECEIVED

A letter of objection submitted on behalf of the following residents has been received:

1, 2, 3, 4, 5, 6, 7, 8 Brynteg Gardens;
The Woodland, Brierly Lane;
2, 7, 9, 11, 15, 17, 19, 22, 23, 27, 28, 30, 31, 32, 36, 37, 38, 40, 43, 45, 47, 48, 56, 76
Brynteg Avenue;
5 Melton Drive;

Additional individual letters of objection have been received from the occupiers of the following properties:

1 Brynteg Gardens;
5, 7, 34, 48 Brynteg Avenue;

The following is a summary of the objections received:

Access Arrangements:

- Traffic on Brynteg Avenue, which is the only access to Brynteg Gardens is already at an unacceptable and dangerous level – the plans for the development will exacerbate problems – traffic calming should be introduced not additional traffic;
- Additional volumes of traffic generated by staff and visitors of the office will not only increase congestion but it will also increase the risk of accidents involving pupils travelling to school on foot – traffic counts from a similar facility at Coleg y Dderwen should be afforded limited weight;
- Additional traffic will be generated through the substandard junctions of Brynteg Gardens/Brynteg Avenue/Ewenny Road;
- Brynteg Avenue and Brynteg Gardens are used by visitors to the local church for funerals, weddings and regular church services – on street parking affects the movement of vehicles and pedestrians – this will be made worse with the displacement of students from the sixth form car park which will be lost as part of the development – on street parking also affects refuse collection and access by emergency vehicles;

Impact on the well-being and living conditions of residents

- The proposed office use will operate 52 weeks a year and will open from 7am to 7pm – different to the school use – currently some respite when the school is closed for holidays. A new working building will create all year-round disturbance;
- During the school holidays, Brynteg Gardens is used for children to play – this will be lost as a result of the development;
- The wooden fence and crash barrier (within the school grounds) along the boundary of number 8 Brynteg Gardens belong to that property – responsibility for maintenance should rest with the occupants of the new development.
- Lighting - the car park would need to be lit in the Autumn/Winter months – this could significantly impact given the close proximity of the housing and the higher levels of the development site
- Noise pollution would result from the movement of staff and vehicles to and from the development – a negative impact on residents' health.
- Direct view into the habitable room windows of 4, 6 and 8 Brynteg Gardens resulting in a loss of privacy

Site Drainage:

- The current soakaway system floods in heavy rain and has caused problems of surface water run-off into the adjoining properties – site drainage needs to be addressed.

COMMENTS ON REPRESENTATIONS RECEIVED

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

Access Arrangements:

Traffic generated by an office development accommodating up to 65 staff will not be insignificant and raw data based on the facility operating out of Coleg Cymunedol y

Dderwen in Ynysawdre has been supplied with the application. The immediate road network serving the development site was principally designed to serve the housing areas and the original schools. Carriageway widths are limited and junctions are tight which combined with on-street parking creates a difficult driving environment but also impacts on the living conditions of the residents. The residents of Brynteg Avenue and Brynteg Gardens are probably more affected than others. Traffic associated with the school will continue irrespective of this development but the critical planning issue would be whether the proposed development would exacerbate problems. Recognising the potential impact of additional traffic and conflict with children also accessing the school via Brynteg Gardens, the applicant department and Head Teacher have agreed to the close this access to staff and pupils. It will remain open but only used in connection with the hub. A consequence of this closure will be the diversion of children to other points of access to the school at Heol Gam and along Ewenny Road. To ensure the continued safety of all users, the access on Ewenny Road (opposite Heronsbridge School) will be improved to include extended footways, a gated access for vehicles and pedestrians leading to a new footway to be constructed on the southern side of the existing driveway to connect to the upper school. The final design of the scheme will be agreed as part of the discharge of a planning condition with the works to be completed before the office use commences.

The travel characteristics of the school and proposed office development differ with the majority of trips being generated by pedestrians for the school and car journeys likely to be more predominant with the office use. The half hour before and after the start and finish constitute the peak travel times for the school when congestion and parking problems in the surrounding network are exaggerated. Traffic movements associated with the office development are likely to be at the higher level at the beginning and end of the working day but given the nature of the use and peripatetic staff, a steady number of trips throughout the working day is likely to occur. Overall, the closure of Brynteg Gardens and the removal of school traffic will compensate for the impact of the new office use in terms of traffic on the surrounding highway network.

The existing car park which is principally used by sixth form pupils will provide the car parking facilities for the new office development. Residents have expressed concern that the loss of school parking will displace vehicles onto the existing highway, exacerbating on street parking problems. The Council's Car Parking Guidelines indicates that for a new school, 1 space per 20 students of age 17 should be provided. Data obtained from the Council indicates that in 2018 there were 347 pupils in the sixth form of Brynteg. Of those pupils, it is estimated that approximately 50% would be over the age of 17. Applying the guidelines that would generate a requirement for 11 spaces to serve the current sixth form numbers. The application proposes a reconfiguration of the existing parking area around the upper school building that will provide additional spaces to accommodate sixth form pupils and staff.

Impact on the well-being and living conditions of residents

Noise needs to be considered when new developments may create additional noise and when new developments would be sensitive to the existing noise environment. The proposed use is likely to generate noise associated with the movement of staff and vehicles (conversations, engine noise, opening and closing of doors etc.) during the daytime hours and slightly beyond the traditional school day. Current background noise levels are unlikely to be significantly less given the use and the movement of cars to and from the sixth form car park. Nevertheless, the proposed business hours of 07:00 to 19:00 hours is not in line with other Council buildings and given the residential character of the surrounding area is too early/late – a condition will be imposed requiring the office use to commence at 07:30 and close at 18:30 and for the use to be limited to Monday-Friday. Members should however note that although the school is generally open between 08:00 to 16:00, nothing under the planning legislation prevents the school operating earlier

and/or later in the day and for alternative community, educational and sporting uses.

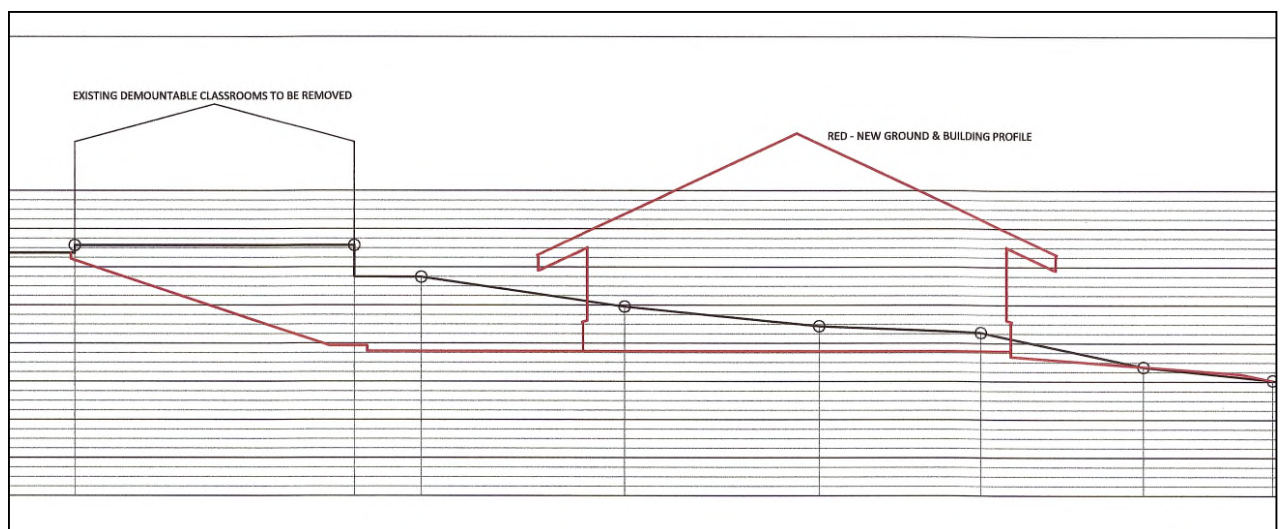
The use of the public highway as an informal play area during the school holiday is acknowledged but can be afforded little weight. Whilst legislation does exist to create 'home zones' through Orders which permit the use of a road for purposes other than passage, no such Order exists along this road.

The Council's Principal Architect and Officers from the Education and Family Support Team have sought to address the matter of the boundary fence and safety barrier as follows:

Whilst the Car Park exists and we need not do anything in terms of its positioning, taking on board the concerns and request of Mr Morris and, in the interests of goodwill, we have moved the northern kerb-line away from the boundary. We have left sufficient space for future maintenance to take place and agreed that a Planting Specification can be prepared for the space and implemented prior to the Hub being brought into beneficial use. We have offered to remove the Armco Barrier (owned by the occupier of 8 Brynteg Gardens) as part of the Hub Works if he so wishes and await his advice in this regard.

The applicant department in consultation with the immediate neighbours have agreed that any final Car Park Lighting Design will incorporate 'low Level Lighting' and not 'Street' type lighting standards. This will be the subject of the Council's agreement through the discharge of a planning condition that will be imposed on any consent granted. It has been confirmed that the car park lighting will be photocell activated and connected to a timing device to ensure that the lights are off soon after the building closes each day

Residents have suggested that the proposed building would be in direct view from habitable room windows in properties on Brynteg Gardens. Inspection of site confirms that the development would be directly viewed from a first floor window in the side elevation of 'Woodlands' in Brierley Lane and the windows in the rear of properties in Melton Drive. The separating distances range from between 25m and 50m. Angled views of the building will also be possible from ground and first floor windows in properties on Brynteg Gardens, in particular No.8 but again the separating distances should ensure that the development does not dominate outlook or result in any loss of light. In making that assessment, consideration has been given to the elevated position of the site relative to the neighbouring properties. Submitted site sections do however confirm that the slab level of the building will be between 0.4m to 1.0m below the existing ground levels but elevated (see extract from Site Section Drawing No: A004 below):



Site Drainage:

Prior to any development commencing, details of the proposed surface water drainage will need to be agreed by the Council. The surface water drainage systems will need to be designed and built in accordance with standards for sustainable drainage with the intention that the system will be adopted and maintained by the Council. Such works should result in improvements to the existing system which should be to the benefit of residents who have experienced problems with surface water run-off.

POLICY CONTEXT

The relevant policies relating to the proposed development from the adopted Bridgend County Borough Council Local Development Plan (LDP) (2013) are:

Strategic Policy SP2 – Design and Sustainable Place Making
Strategic Policy SP3 – Strategic Transport Planning Principles
Strategic Policy SP4 – Conservation and Enhancement of the Natural Environment
Strategic Policy SP13 – Social and Community Facilities
Policy PLA4 – Climate Change and Peak Oil
Policy PLA11 – Parking Standards
Policy ENV5 – Green Infrastructure
Policy ENV6 – Nature Conservation
Policy ENV7 – Natural Resource Protection and Public Health

Supplementary Planning Guidance Notes (SPG):

SPG07: Trees and Development
SPG12: Sustainable Energy
SPG17: Parking Standards
SPG19: Biodiversity and Development

In the determination of a Planning application, regard should also be given to the requirements of National Planning Policy and the appropriate Technical Advice Notes

Local Development Plan Policy SP2 (Design and Sustainable Place Making) is the overarching policy which should be considered in the assessment of all planning applications. It states:

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 by:

- 1) Complying with all relevant national policy and guidance where appropriate;*
- 2) Having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;*
- 3) Being of an appropriate scale, size and prominence;*
- 4) Using land efficiently by:*
 - (i) Being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and*
 - (ii) Having a preference for development on previously developed land over Greenfield land;*
- 5) Providing for an appropriate mix of land uses;*
- 6) Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access;*
- 7) Minimising opportunities for crime to be generated or increased;*
- 8) Avoiding or minimising noise, air, soil and water pollution;*
- 9) Incorporating methods to ensure the site is free from contamination (including invasive*

- 10) *Safeguarding and enhancing biodiversity and green infrastructure;*
- 11) *Ensuring equality of access by all;*
- 12) *Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;*
- 13) *Incorporating appropriate arrangements for the disposal of foul sewage, waste and water;*
- 14) *Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change; and*
- 15) *Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development.*

The supporting text to this Policy advises that Policy SP2 demands a high quality of design incorporating equality of access in all development proposals and seeks to ensure that new built development is sensitive to its surrounding environment.

APPRAISAL

The application is being reported to Members due to the number of objections received and due to a call-in request by a local Ward Member.

The main issues in the assessment of this application are whether:

- The principle of developing part of the grounds of a school (D1) for an office and associated access and parking facilities accords with local and national planning policies;
- The proposed highway network serving the school can accommodate the additional traffic that will be generated by the new office development;
- The loss of the sixth form car park will result in additional on-street car parking in the streets surrounding the school and whether this would be detrimental to highway safety;
- The development will significantly impact on the living conditions and well-being of residents that live in close proximity to the school and the extent to which any impacts can be minimised by the imposition of planning conditions;
- The development adversely impacts on the site's biodiversity interests;

The Principle of the Development

The site is located within the primary key settlement of Bridgend as defined by Policy PLA1 Settlement Hierarchy and Urban Management of the Bridgend Local Development Plan (LDP) adopted in 2013. Policy PLA1 states that development in the County Borough will be permitted where it provides the maximum benefits to regeneration at a scale that reflects the role and function of the settlement.

As the land forms part of an education facility, the development is considered against Policy SP13 and COM 7 which seek to protect and enhance social and community facilities. Although the development will result in loss of part of the site used for education, the proposed office building will accommodate a multi-agency hub where statutory Children's Safeguarding Social Work services will be provided. Such a use would accord with Policy SP13 and COM7 with the loss in education land being compensated by the provision of this new health and well-being facility. To be policy compliant, it will however be necessary to limit the use of the building for its intended purpose and for no other office use. Should the proposed use cease in the future, the building will have to revert to an education use given the site's location.

Policies SP2 and SP3 require all development proposals to be of high quality which promote safe, sustainable and healthy forms of transport. The following sections of this report will consider the proposal against the relevant criteria. The principle of developing this site does accord with the policies of the Bridgend Local Development Plan (2013).

The impact of the development on highway safety

Good walking, cycling, public transport and road connections are necessary for all development and the application site is reasonably well served in this respect. Footways connect the site to Ewenny Road along which a regular bus service runs. Opportunities therefore exist for the development site to be accessed other than by car. The site's location and the nature of the use will however result in many workers travelling to the office by car. For an office building with a floorspace of approximately 400 square metres, the car parking guidelines require the provision of 10 spaces. A total of 43 spaces is indicated on the submitted plans which more than exceeds the requirements. Over provision is not generally supported but giving the number of peripatetic staff and the potential for visitors to access the building, the number is acceptable on this occasion.

Congestion in the highway network surrounding the site has been highlighted by all objectors and this principally occurs at the beginning and end of the school day. This will continue irrespective of whether this development proceeds. It is critical that the existing situation is not made worse by introducing this new use into the grounds of the school. Through negotiations and to be delivered as part of this development, the Brynteg Gardens access to the school will be closed to pupils, staff and service vehicles. The access will be retained but secured to allow only access to the new office development. This arrangement should result in some reduction in congestion and parking in the immediate road network and consequently, compliance with the development plan policies. Alternative and more importantly, safe points of access are available at Heol Gam and on Ewenny Road and it is intended that as part of this development, the access on Ewenny Road will be improved to include a pedestrian gates and extended footways.

During the extended school holidays traffic associated with the school is removed from the surrounding highway network. This creates a quieter environment which, in the view of the residents, contributes significantly to their living conditions. From a planning perspective the levels of traffic that will be generated by the office use are not so significant as to be detrimental to highway safety or residential amenity and there is no justification to reject the use of Brynteg Gardens for the development. In seeking to address the residents' concerns, the applicant department and Head Teacher have however agreed to manage the access arrangements during the school holidays. It is intended that the existing access on Ewenny Road will be opened and this will be used by staff and visitors to the hub. The Brynteg Gardens access will be closed. This arrangement will be controlled outside the planning process but is considered acceptable from a highway safety perspective.

Parking provision for the proposed development more than exceeds the requirements of the parking guidelines but again it is critical that the loss of the sixth form car park does not result in a significant increase in on-street parking in the roads surrounding the school. The application does seek to address this matter by rationalising the parking arrangements around the upper school which should realise an additional 14 spaces which is sufficient to achieve compliance with the car parking standards.

Outside of the application, the Head Teacher is improving school security and the safeguarding of pupils by controlling access to the school during the day through the erection of automatic barriers at the school entrances. Sixth form pupils generally have a reduced timetable which results in more trips during the school day. Potentially, if access to the school parking facilities is controlled, there is the likelihood that some pupils will

park on-street in the roads surrounding the school. Agreeing a parking and management plan for the site which could include a controlled access for sixth form pupils will be agreed prior to the office development being brought into beneficial use. It should be noted that the Head Teacher can affect certain changes to the school access arrangements without the need for planning permission. In granting this planning permission, the Local Planning Authority are able to exercise a degree of control to mitigate the impacts on residents and in the interests of highway safety, however, overall management of the school access rests with the Head teacher.

The impact of the development on the living conditions and well-being of local residents

One policy test for development is ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be affected. Earlier sections of the report have considered these matters in detail. The introduction of an office use with the associated movement of staff and visitors will generate a degree of noise but against the background of the school use, the impacts will be minimal. Controlling the hours of operation should assist in this regard. Noise from traffic will be off-set by the removal of school traffic along Brynteg Gardens. Noise and disturbance generated through construction of the building is unavoidable but this will be short term and managed through the agreement of a construction method statement.

Impact from the built development in terms of dominance, overshadowing and loss of privacy have been considered and are not deemed to be significant. Any increased use of the car park which lies very close to 8 Brynteg Gardens may have some impact but the retention of the boundary fencing should ensure that the living conditions of the residents are not adversely affected. The final design of the lighting will also need to consider the close proximity of the adjacent housing but it is envisaged that a scheme can provide a safe environment for users of the car park and also protect the amenities of residents. Overall and subject to the imposition of planning conditions, the development should not significantly affect the amenities of residents to warrant a refusal of planning permission. The development is compliant with Policy SP2 (10&12).

Ecology and Tree Loss

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 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"

Paragraph 6.4.25 of PPW10 advises that planning authorities should protect trees, hedgerows, groups of trees and areas of woodland where they have ecological value, contribute to the character or amenity of a particular locality or perform a beneficial and identified green infrastructure function. Permanent removal of woodland should only be permitted where it would achieve significant and clearly defined public benefits. Where woodland or trees are removed as part of a proposed scheme, developers will be expected to provide compensatory planting.

The Tree and Ecological Report considers the loss of the two mature trees and the consequential impact on biodiversity. The impact in terms of public amenity is limited given that the trees are located within the grounds of the school. They do however frame the foreground of the upper school building when viewed from existing properties to the north of the site and their loss will be apparent. Opportunities to provide a substantial landscaping scheme will compensate for the loss although the detail of the scheme will need to be agreed as part of the discharge of condition process. The trees do provide a potential bat habitat although the consultant ecologist considers the risk to be low for one tree and negligible for the other. A more detailed inspection of the tree (a climbing survey) is to be undertaken before the tree is felled. The Council's Ecologist recommends that the trees are sectioned felled by a suitably qualified tree surgeon who has had a toolbox talk from a relevantly qualified bat ecologist before works commence. Should bats be encountered in the felling it will be necessary for works to cease and for a licence to be sought from Natural Resources Wales. To demonstrate compliance with Section 6 of the Environment (Wales) Act 2016 that 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, bat boxes could be put up in neighbouring trees

Overall, there will be no significant adverse residual impacts on the natural environment and biodiversity provided that the suggested conditions are attached to the recommendation. The development therefore accords with Policies SP2, SP4, ENV5 and ENV6 of the LDP and advice contained within SPG07 and SPG19, Planning Policy Wales 10 (December 2018) and TAN5

CONCLUSION

The principle of developing a multi-agency hub for the Council's Children's Safeguarding Social Services department at this location is broadly supported by national and local planning policy which promotes a mix of uses and community based facilities and services in the interests of the health and well-being of residents of the County Borough. Any future use would however have to revert to education use. All other matters of detail concerning the impact on highway safety and the amenities of residents are suitably addressed by the proposal and subject to the controls over the development that will be secured through the recommended planning conditions. The comments received from the adjacent residents have been taken into consideration during the determination of the application however, they do not outweigh the merits of the proposal and on balance the development is considered acceptable.

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.

RECOMMENDATION

(R28) That for the purposes of Regulation 4 of the Town and Country Planning Regulations 1992 that permission be deemed to be GRANTED subject to the following conditions:-

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

- A001 – Site Location Plan
- A002 – Topographical Survey
- A003 – Demolition and Clearance
- A004 – Site Sections
- A101 – Proposed Site Layout – Revision A
- A104 – Proposed Plans and Elevations

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

2. The premises shall be used for a Multi-Agency Hub as outlined in the submitted Design and Access Statement and for no other purpose including any other purpose in Class B1 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: For the avoidance of doubt as to the extent of the permission granted and to prevent the use as a stand-alone B1 office use which would be detrimental to highway safety and could detract from the amenities of the nearby residents.

3. The office use hereby permitted shall not be open to staff and visitors outside the following times:-

07:30 to 18:30 hours Monday to Friday
and at no times on weekends or Bank Holidays.

Reason: In the interests of residential amenities.

4. Prior to the felling of any trees on site, an aerial inspection survey shall be undertaken by a suitably qualified bat surveyor to determine presence or absence of roosting or hibernating bats. No felling or site clearance works shall commence until details of the aerial inspection survey, the methodology for felling the trees and the appropriate mitigation measures should bats be found have been submitted to and agreed in writing by the Local Planning Authority. All works shall be carried out as agreed.

Reason: To identify and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development.

5. Notwithstanding the submitted drawing (BCB0073739 – A101 Rev A) no development shall commence until a scheme for the provision of 60 replacement off street parking spaces 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 for staff (47 spaces) and 6th form pupil (13) use in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for the respective parking purposes in perpetuity.

Reason: In the interests of highway safety.

6. The proposed parking area for the Hub Facility 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 for parking purposes in perpetuity.

Reason: In the interests of highway safety.

7. No development shall commence until a scheme for the provision of 2 cycle parking stands for the Hub facility 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 in perpetuity.

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

8. Notwithstanding the submitted drawing (BCB0073739 – A101 Rev A) No development shall commence until a scheme for the provision of a dedicated pedestrian footway along the existing vehicle access to Ewenny Road to the East of the proposed development has been submitted to and approved in writing by the Local Planning Authority. The pedestrian footway shall link to the existing footway on Ewenny Road and be implemented as agreed before the development is brought into beneficial use and retained for pedestrian use in perpetuity.

Reason: In the interests of highway safety.

9. Notwithstanding the submitted drawing (BCB0073739 – A101 Rev A) no development shall commence until a detailed scheme for the provision of fencing, vehicle and pedestrian gates to the Hub facility and Brynteg School off Brynteg Gardens has been submitted to and approved in writing by the Local Planning Authority. The fencing and gates shall be implemented as agreed before the development is brought into beneficial use and retained in perpetuity.

Reason: In the interests of highway safety.

10. No development shall commence until a Management Plan for the vehicle and pedestrian gate arrangements to the Hub facility and Brynteg School off Brynteg Gardens has been submitted to and agreed in writing by the Local Planning Authority. The gates shall be opened and closed in accordance with approved gate management once the development is brought into beneficial use and retained thereafter in perpetuity.

Reason: In the interests of highway safety

11. No development, apart from site clearance and demolition, shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road 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 approved scheme shall be implemented prior to the beneficial use of the new facility commencing and retained in perpetuity.

Reason: To ensure that effective drainage facilities are provided for the proposed development, to prevent hydraulic overloading of the public sewerage system and that flood risk is not increased.

12. No development shall take place, until a revised Construction Environmental and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. 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. loading and unloading of plant and materials
- iv. storage of plant and materials used in demolition and construction of the development wheel washing facilities
- v. measures to control the emission of dust and dirt during demolition and construction
- vi. the provision of temporary traffic and pedestrian management at and in the vicinity of the site construction access
- vii. hours of construction (8am-6pm Monday- Friday, 8am-1pm Saturdays with no working Sundays or Bank Holidays and any piling operations from 9am only)

Reason: In the interests of highway and pedestrian safety in the vicinity of the site.

13. No development, apart from site clearance and demolition, shall commence on site until a landscaping scheme has 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 landscaping and means of enclosure on the boundary adjacent to 8 Brynteg Gardens. The agreed landscaping works shall be carried out prior to the occupation of the office 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.

14. There shall be no illumination of the external faces of the completed building and the car park other than in accordance with a scheme to be submitted and agreed in writing by the Local Planning Authority prior to the office use being brought into beneficial use. The submitted scheme shall show how light pollution is to be controlled, the position, height, type and power of each light and the circumstances in which the lighting shall be activated. Thereafter in perpetuity, the illumination of the site shall take place only in accordance with the approved lighting scheme.

Reason: In the interests of the amenity of the area.

15. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop and no further development shall take place until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

16. Any topsoil [natural or manufactured] or subsoil to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

17. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

18. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

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

The contamination assessments and the effects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts however, you are minded that the responsibility for

(i) Determining the extent and effects of such constraints;

(ii) Ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management licence. The following must not be imported to a development site;

- Unprocessed/unsorted demolition wastes.
- Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
- Japanese Knotweed stems, leaves and rhizome infested soils. In addition to Section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and

(iii) The safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land. The Local Planning Authority has determined the application on the basis of the information available to it but this does not mean that the land can be considered free from contamination.

To demonstrate compliance with Section 6 of the Environment (Wales) Act 2016 that 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, bat boxes should be put up in neighbouring trees

A European Protected Species (EPS) Licence may be required for this development. This planning permission does not provide consent to undertake works that require an EPS licence. It is an offence to deliberately capture, kill or disturb EPS or to recklessly damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/or receive an unlimited fine. To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000 or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers
None

This page is intentionally left blank

REFERENCE: P/19/550/FUL

APPLICANT: CENIN RENEWABLES LTD.

LOCATION: Parc Stormy, Stormy Down, Bridgend CF33 4RS

PROPOSAL: Proposed sustainable transport hub and associated works

RECEIVED: 5 August 2019

DESCRIPTION OF PROPOSED DEVELOPMENT

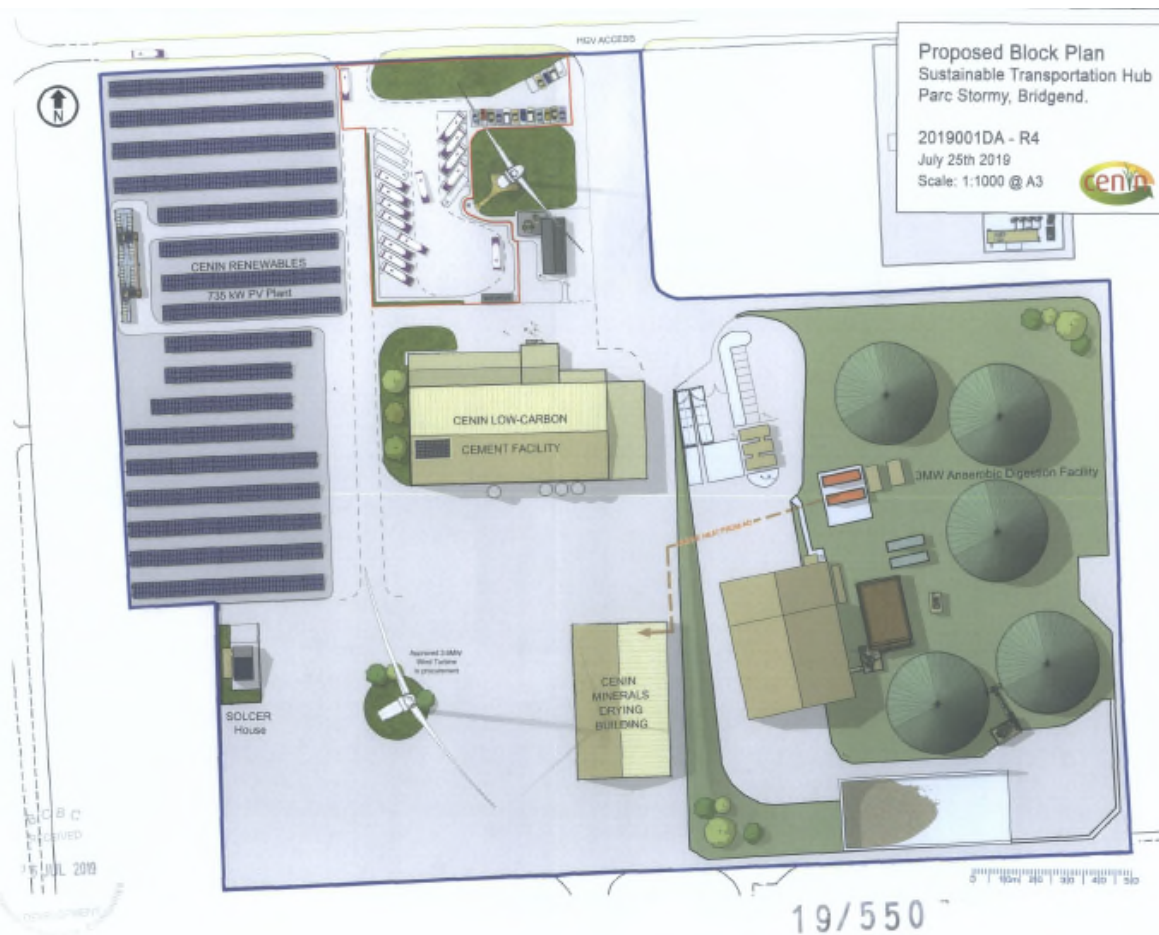
This application seeks consent for a temporary sustainable transport hub and associated works on vacant land at Parc Stormy, Stormy Down. The applicant is Cenin Renewables Ltd.

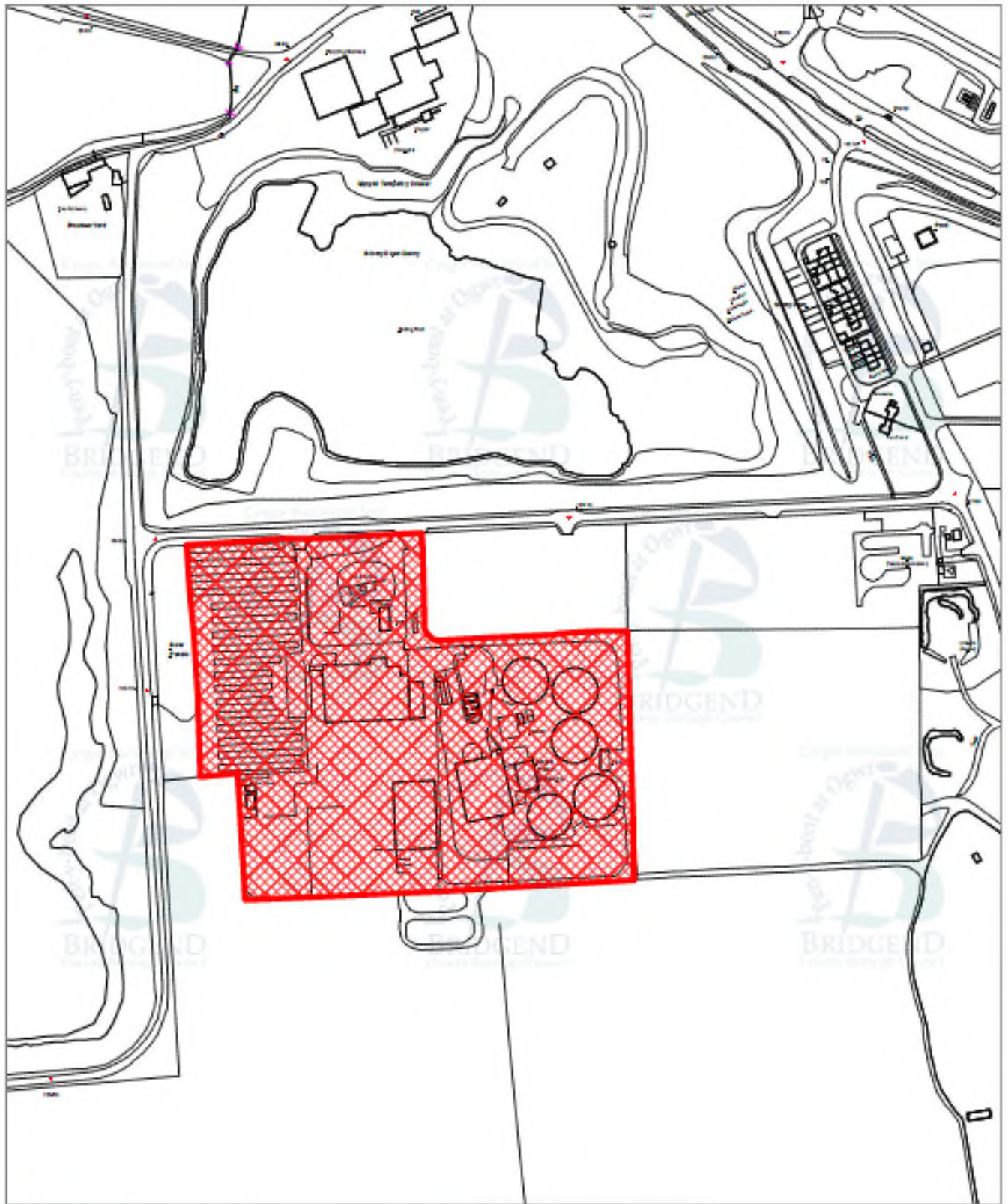
The works will include the provision of 0.38ha of land for 16 HGV parking spaces, 17 private vehicle (staff parking) spaces, 16 HGV electric vehicle (EV) charging stations, 2 private EV charging stations and a hub container office.

The supporting Planning Statement states that the existing public transport operator runs approximately 35 vehicles - 28 buses from the existing depot at Brynmenyn and an additional 6-7 vehicles from Port Talbot.

This proposed development would provide the public transport (bus) fleet operator with a new sustainable transportation hub that would seek to achieve the future aims of Bridgend Borough County Council and the Welsh Government by enabling a suitable zero carbon bus scheme.

Proposed Site Layout





Cyngor tŷwrastraf biral



© Crown Copyright and database right 2018 Ordnance Survey 10001648.
 Aerial Imagery: Classified aerial photography copyright The GeoInformation Group Ltd.
 Countryside Council for Wales, © Crown Copyright and database right 2018, Ordnance Survey 100018819.
 Forestry Commission, © Crown Copyright and database right 2018, Ordnance Survey 100018819.

P/19/550/FUL

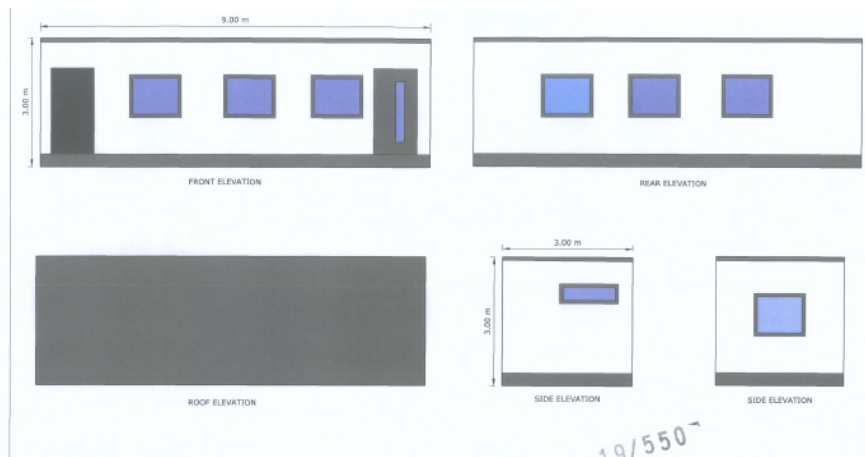
1:4000
 Time of Plot:
14:13
 Date of Plot:
15/10/2019

Plot generated by:
 Planning Department
 Department :
 Planning Department

The Welsh Government has committed to replacing the existing public transport model with zero carbon technology within the next 10 years and is exploring methods of implementing plug in vehicle (PiV) infrastructure en-masse across Wales. As part of this initiative, several Welsh Authorities have already started to replace fossil fuel buses with fully electric zero carbon buses (e.g. Newport which plans to operate 15 electric single decker buses by April 2020).

This development is seen as an opportunity to contribute to a low carbon infrastructure for Bridgend in co-operation with bus operators and third parties.

Proposed Office Building



SITE DESCRIPTION

The hub will be located on the former Stormy Down airfield, which is located approximately 6.5km to the west of Bridgend.

It will be positioned within the overall Cenin Renewables Ltd site (which includes turbines, solar panels, an anaerobic digester plant, a cement substitute test facility with silos, the Solcer House and Tesla battery stores) close to a wind turbine fronting the road.

The former Stormy Down airfield lies close to the A48 Trunk Road and is accessed from a country road which leads from Stormy Lane to the A4299 near to South Cornelly. The airfield is bounded by the road network and Cornelly and Stormy Down quarries to the west and north respectively.

Site Context



The development is proposed on brownfield/previously developed land and the site is located outside any designated settlement boundary and, as such, is classed as being in the open countryside.

RELEVANT HISTORY

P/11/138/FUL	GROUND BASED SOLAR PHOTOVOLTAIC PANELS FOR ENERGY GENERATION	Temp Approval	9/5/11
P/11/140/FUL	ERECT DE-MOUNTABLE RESEARCH LABORATORY	Temp Approval	18/5/11
P/11/225/FUL	C/U FOR TEMP STORAGE OF SOIL & AGGREGATES GENERATED WITHIN SITE (PENDING RE-USE IN BUILDING) & IMPROVEMENT WORKS	Temp Approval	3/6/11
P/11/531/FUL	PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER	Refused but allowed at appeal	
P/11/627/FUL	ERECT 6 NO. 50KW SOLAR PHOTO-VOLTAIC TRACKING ARRAY	Temp Approval	21/10/11
P/12/534/FUL	PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER	Refused	19/11/12
P/13/904/FUL	PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER	Temp Approval	18/12/14
P/15/79/FUL	CONTINUATION OF USE OF AN AREA FOR TEMP. STORAGE OF SOIL & AGGREGATES GENERATED FROM THE SITE	Temp Approval	8/4/15
P/15/868/FUL	1NO. WIND TURBINE (MAX TIP HEIGHT 125M & MAX HUB HEIGHT 75M) WITH ASSOCIATED WORKS	Temp Approval	18/8/16
P/16/108/FUL	ELECTRICAL ENERGY STORAGE FACILITY COMPRISING BATTERIES HOUSED IN STORAGE CONTAINERS WITH ASSOC. INFRASTRUCTURE	Temp Approval	17/3/16
P/18/197/RLX	VARIATION OF CONDITIONS 1 (HEIGHT) AND 22 (EXTEND TIME) OF P/15/868/FUL	Conditional Consent	8/10/18
P/18/451/RLX	VARY CONDITION 23 OF P/13/904/FUL (PROVISION OF 1 WIND TURBINE ON SITE OF FORMER WATER TOWER) TO EXTEND THE CONSENT UNTIL 31 DECEMBER 2048	Conditional Consent	27/7/18
P/18/798/RLX	VARY CONDITIONS 1 AND 5 OF P/11/138/FUL TO CHANGE DATE OF	Conditional Consent	9/11/18

REMOVAL OF PHOTO VOLTAIC PANELS
FROM THE SITE AND AMEND THE
APPROVED PLANS

P/19/475/FUL	RETENTION OF TEN SILOS IN CONNECTION WITH ESTABLISHMENT OF CEMENT TEST FACILITY	Withdrawn	
P/19/477/RLX	VARY CONDITION 2 OF P/09/699/RLX TO EXTEND THE USE AT THE SITE UNTIL 31 DECEMBER 2048	Conditional Consent	15/8/19
P/19/573/FUL	RETENTION OF 8 SILOS AND THE PROVISION OF TWO EXTRA SILOS IN CONNECTION WITH THE EXISTING CEMENT FACILITY UNTIL DECEMBER 2048	Yet to be determined	

Aerial View of Existing Site



PUBLICITY

This application has been advertised on site and through direct neighbour notification.

RESPONSES

Three letters of objection have been received from neighbouring residential occupiers as follows:

1 Stormy Lane, Stormy Down

- The application is not definitive – but is leading to future applications in connection with it.
- The principle is all well and good but drivers who take the vehicles out in the morning will not be driving them back at night and there would be a constant flow of cars driving to and from the site as shifts change.

- The application makes no mention of bus washing facilities.
- There is no mention of a store for lubricants and interior cleaning supplies.
- There is no mention of a repair workshop where any faults can be rectified.
- There is no mention of a driver's locker room or the facility where drivers have to pay in monies collected as fares during the shift.
- There is no consideration for the residents of Stormy Down as these vehicles would all be moved both early and late with reversing horns sounding.
- There is no mention of a S106 agreement on vehicle routeing either for the buses or drivers cars/ferry vehicles.
- The application should be rejected on these points.

Pentre, Stormy Down

- I object to the proposal on the grounds of an increase in traffic and use of road outside property of Stormy Down causing unnecessary traffic noise and risk to residents.

Lilliput, Stormy Down

- The application suggests a considerable increase in traffic and noise pollution.
- As it is Cenin Renewables applying then our objections are futile.

COMMENTS ON REPRESENTATIONS RECEIVED

The application is relatively speculative in nature in order for Cenin Renewables Ltd. to source funding and agreement with existing commercial bus operators.

The scheme will include 17 employee/driver parking spaces and it is expected that the buses will return to the hub for charging and potentially to act as battery stores to provide power at peak times.

The traffic implications of the scheme (routeing and frequency) is considered in the appraisal section of the report but it is intended that traffic will be directed via Heol-y-Splot to avoid the neighbouring residential properties.

Bus washing facilities, storage facilities and workshop requirements will be provided by the commercial bus operator and as this is a bus charging facility and not a bus depot, no ancillary structures to service or maintain vehicles will be required.

The development does include for a hub container office for driver welfare and as a base to run the operation.

The facility would be approximately 450m from the nearest residential property (to the east of the site) and the nature of electric vehicles, the limited number of vehicles intended for the site (particularly in the initial phase) and the strict routeing of the traffic to and from the site will limit the potential for any adverse impacts on neighbouring residential amenities.

A Section 106 Legal Agreement will need to be in place before any temporary consent is issued.

Applications are determined on their own merits and not on the basis of who the applicant is.

CONSULTATION RESPONSES

Merthyr Mawr Community Council – The Community Council has commented that:

In principle, it is sensible to take buses out of built up areas – however the application fails to consider:

- The lack of control of bus routes to the planned “depot”.
- The effect on local residents – especially with large vehicles at early morning and possibly late evening.
- The application is to move only some of the buses – why not move all to this new premise?
- Are the buses currently electric? If not, then there would need to be a very high investment by the bus company – no mention of this at all is made in the application and indeed any mention at all about the ownership of the bus company.
- Is this application simply to gain utilisation of the land which has an approved designation of retention for mineral deposits?
- The use of electric buses is to be commended however, there is a lack of information as to how or when this would be achieved and also we have concerns on behalf of the local residents as to traffic regarding routes to the A48 and hours of the planned depot.

Land Drainage – No objections as the development is being built over an existing hardstanding area, subject to conditions.

Highways Officer – No objection subject to conditions.

Glamorgan Gwent Archaeological Trust – No objection.

Shared Regulatory Services – Pollution Control – No objections subject to conditions.

POLICY CONTEXT

The relevant policies relating to the proposed development from the adopted Bridgend County Borough Council Local Development Plan (2013) are:

Strategic Policy SP2 – Design and Sustainable Place Making

Strategic Policy SP3 – Strategic Transport Planning Principles

Strategic Policy SP6 – Minerals

Strategic Policy SP8 – Renewable Energy

Strategic Policy SP14 – Infrastructure

Policy ENV1 – Development in the Countryside

Policy ENV9 – Development in Mineral Safeguarding Areas

Policy ENV10 – Development within Mineral Buffer Zones

Policy ENV17 – Renewable Energy and Low/Zero Carbon Technology

Policy PLA4 – Climate Change and Peak Oil

Policy PLA11 – Parking Standards

Policy REG4 – Former Stormy Down Airfield

Supplementary Planning Guidance (SPG):

SPG12: Sustainable Energy

SPG17: Parking Standards

SPG20: Renewables in the Landscape

Policy SP2 (Design and Sustainable Place Making) states:

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 by:

- 1) *Complying with all relevant national policy and guidance where appropriate;*
- 2) *Having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;*
- 3) *Being of an appropriate scale, size and prominence;*
- 4) *Using land efficiently by:*
 - (i) *being of a density which maximises the development potential of the land whilst respecting that of the surrounding development; and*
 - (ii) *having a preference for development on previously developed land over greenfield land;*
- 5) *Providing for an appropriate mix of land uses;*
- 6) *Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access;*
- 7) *Minimising opportunities for crime to be generated or increased;*
- 8) **Avoiding or minimising noise, air, soil and water pollution;**
- 9) *Incorporating methods to ensure the site is free from contamination (including invasive species);*
- 10) *Safeguarding and enhancing biodiversity and green infrastructure;*
- 11) *Ensuring equality of access by all;*
- 12) *Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;*
- 13) *Incorporating appropriate arrangements for the disposal of foul sewage, waste and water;*
- 14) **Make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change;** and
- 15) *Appropriately contributing towards local, physical, social and community infrastructure which is affected by the development.*

Policy ENV1 (Development in the Countryside) states:

Development in the countryside of the County Borough will be strictly controlled.

Development may be acceptable where it is necessary for:

- 1) *Agriculture and/or forestry purposes;*
- 2) *The winning and working of minerals;*
- 3) **Appropriate rural enterprises where a countryside location is necessary for the development;**
- 4) *The implementation of an appropriate farm diversification project;*
- 5) *Land reclamation purposes;*
- 6) **Transportation and/or utilities infrastructure;**
- 7) *The suitable conversion of, and limited extension to, existing structurally sound rural buildings where the development is modest in scale and clearly subordinate to the original structure;*
- 8) *The direct replacement of an existing dwelling;*
- 9) *Outdoor recreational and sporting activities; or*
- 10) *The provision of Gypsy Traveller accommodation.*

Where development is acceptable in principle in the countryside it should where possible, utilise existing buildings and previously developed land and/or have an appropriate scale, form and detail for its context.

In the determination of a planning application, regard should also be given to the requirements of National Planning Policy which are not duplicated within the Local Development Plan.

The following Welsh Government Planning Policy is relevant to the determination of this planning application:

Planning Policy Wales 10 (December 2018)
Planning Policy Wales TAN 12: Design
Planning Policy Wales TAN 18: Transport

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation.

Well-Being of Future Generations (Wales) Act 2015

The duty to improve the economic, social, environmental and cultural well-being of Wales has been considered, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (the WBFG Act).

In reaching this recommendation, the ways of working set out at section 5 of the WBFG Act have been taken into account and it is considered that this recommendation is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives set out in section 8 of the WBFG Act.

APPRAISAL

The application is referred to the Development Control Committee due to the number of neighbour objections received.

The site is located within an allocated employment site as defined by Policy REG4 of the LDP (Former Stormy Down Airfield). Policy REG4 of the LDP states that, "temporary development of the former Stormy Down Airfield will be permitted where it relates to/facilitates the creation of a cluster of innovative green industries."

The development proposes a sustainable transport hub and associated works which will include electric charging points serving electric buses that will operate within the county borough. Additionally, the proposed development will complement the existing development activity within the site, such as the usage of low carbon concrete and various renewable energy sources.

Therefore, the nature of the proposed development in terms of its contribution to renewable energy, in line with Policy SP8 of the LDP, is considered appropriate and would successfully integrate with the existing uses at Parc Stormy, contributing to the creation of innovative green industries.

The site is located within a high purity limestone resource safeguarding area as defined by Policy ENV9 Development in Mineral Safeguarding Areas of the LDP. Policy ENV9 states that development proposals within mineral safeguarding areas must demonstrate that the mineral can be extracted prior to the development, and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource.

Additionally, the site is located within a mineral buffer zone where Policy ENV10 of the LDP applies. This policy states that proposed developments will need to demonstrate that the mineral resource will not be sterilised and the proposals will not be adversely affected to an unacceptable degree by mineral operations. The site is on brownfield land and the proposed development is unlikely to sterilise future mineral extraction.

Furthermore, Bridgend has a current land bank for crushed rock which would extend up to 2062 – the existing planning permission at Cornelly/Grove Quarries extends until 2056 and Gaens Quarry until 2068. Therefore, unless there is a major surge in production there will be no need for additional planning permissions to be released until 2052 (at which point there will be less than 10 years supply). In conclusion, a temporary development of a sustainable transport hub and associated works at Parc Stormy, for a period of 30 years in line with recent consents at Cenin Renewables Ltd., is considered appropriate and is unlikely to have a detrimental impact on potential future mineral extraction.

The proposed development will also be conditioned to restrict development for renewable energy purposes only, in order to prevent the proposed sustainable transport hub from operating as an unsustainable conventional transport hub/bus depot in the future.

In terms of the design and appearance of the proposed hub building, it will be a single storey flat roofed building set back approximately 80m into the site from the access road and positioned between the existing wind turbine and cement facility. Given the context of the wider site, it is considered that the proposed building will sit comfortably within the surrounding landscape.

In conclusion, it is considered that the proposed development complies with Policy SP2 of the LDP and advice contained within Planning Policy Wales and TAN12.

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 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 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," and 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 proposal is sited on an area of hardstanding/tarmac and maintained scrub/grassland which has limited potential for biodiversity. Therefore, as it is proposed to landscape the area around the transport hub with shrubs and wildflowers, it is considered that there will be a nett gain in potential habitats which will satisfy the Council's biodiversity duty.

In terms of the highway implications of the development, the scheme and the Transport Statement and Travel Plan which accompanied the application have been considered in detail by the Highways Officer.

The main transport implications for this development are associated with the movements of commercial vehicles to and from the site.

The Planning Statement suggests that access to the site would still be gained via the M4 (Junction 37), A48 and then along Heol y Splott to the site (thereby avoiding Stormy Lane). This route would apply to the electric vehicles and staff vehicles as well as construction vehicles during the setting out of the site.

The Highways Officer has confirmed that the Transport Statement does not specifically propose any routing of the HGV and bus vehicles associated with this development in line with the rest of this site and the Highway Authority do not consider it acceptable for this proposal to use the Stormy Lane junction from the A48 to access the site.

Therefore, to ensure HGVs and buses associated with the proposal do not undertake hazardous slow moving right turning manoeuvres onto the A48 across the westbound carriageway from the southern side of the A48, the applicant will be required to enter into a Section 106 routing agreement prior to any planning consent being granted. This is in line with other developments on this wider site.

Such an agreement shall also specify that all HGVs and buses associated with the sustainable transport hub facility shall access into/egress from the site via Heol y Splott and such vehicles must only turn left from Heol y Splott onto the A48. This arrangement will ensure vehicles accessing Stormy Down from Pyle use the longer and more appropriate right turn holding lane at the A48/Heol y Splott junction in comparison with the much shorter facility at the A48/Stormy Lane junction.

The routing agreement will address the concerns of local residents and is considered to benefit the local residents fronting Stormy Lane as heavy vehicles associated with the proposal will be diverted away from this neighbouring residential area.

To supplement the routing agreement and to assist new drivers to the site, a scheme of direction signage to/from the facility from the A48 will be included within the agreement. In addition to the above, a condition is also requested which limits the use of the charging stations to employees of Cenin who are already travelling to the site and the 16 HGV/Buses.

With regards to parking provision, as there is no specific parking standard for this particular and unusual use, the Transport Statement's methodology of calculating the quantum of parking (17 spaces) is acceptable however, the spaces as detailed in the plan do not provide adequate manoeuvring space to the rear of the spaces and should be redesigned via a suitably worded condition. The vehicles going to and from the transport hub will be required to use the westernmost road access (between the solar farm and the hub) in order to avoid any conflict with HGVs going to the cement works and Anaerobic Digester. This element will be secured via the routing agreement.

Although the level of information submitted concerning site drainage is limited, the Council's Land Drainage Engineers have not objected to the development but recommend the imposition of a pre-commencement Planning condition requiring the agreement of a drainage scheme for the disposal of both foul (if there are to be new toilet facilities on the site) and surface water. Any future drainage scheme for this site will therefore ensure that there are no adverse impacts on third party land.

Finally, in terms of noise impact, although it is not a standard bus depot and a routeing strategy will be put in place, there could be a creep in background noise levels and there is a guidance note that has been set out for this site due to its ongoing development. Therefore, in order to make sure that noise levels do not cause harm, a noise assessment will be required in a condition.

CONCLUSION

Having regard to the above, this application is recommended for approval because the development complies with Council and National policies.

The proposed Sustainable Transport Hub, whilst relatively speculative and dependent on a partnership agreement with bus service operators, investment in electric vehicles and sufficient bus services, is aspirational, follows recent examples across the UK including Newport and will help to reduce emissions and improve air quality in the Borough. The development also fits in with the general ethos at Cenin Renewables Ltd. and other developments at Stormy Down and a temporary consent for 30 years will ensure that the mineral resource will not be sterilised.

Having regard to the above, the application complies with Policies SP2, SP6, SP8, ENV1, ENV9, ENV10, ENV17, PLA4, PLA11 and REG4 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within Planning Policy Wales (Edition 10, Dec. 2018).

RECOMMENDATION

(R34) A) The applicant enters into a Section 106 Legal Agreement to secure a routeing agreement for traffic and HGVs/buses entering and leaving the site prior to any planning consent being granted;

(R11) B) The Corporate Director Communities be given delegated 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: -
 - Site Location Plan - received 26 July 2019
 - Proposed Block Plan – received 26 July 2019
 - Routeing Plan – received 26 July 2019
 - Propose Office Elevations – received 26 July 2019

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

2. Notwithstanding the plans as hereby approved, no development shall commence until a scheme for the provision of 17 off street parking spaces and site boundary treatment 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 for parking purposes for the duration of the use.

Reason: In the interests of highway safety.

3. Use of the charging stations shall be limited to HGVs/Buses and employees of Cenin Renewables Ltd. and not for the use of the general public.

Reason: For the avoidance of doubt and in the interests of highway safety.

4. The transport hub hereby permitted shall be discontinued and the land restored to its former condition on or before 31 December 2049.

Reason: To enable the Local Planning Authority to review the matter at the end of the period of the temporary consent and to protect identified reserves of limestone.

5. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul (if any), road 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 drainage scheme shall be implemented in accordance with the agreed details and retained and maintained as such at all times thereafter.

Reason: To ensure that effective drainage facilities are provided for the proposed development and to ensure that there are no adverse impacts on third party land.

6. The site shall be used as Sustainable Transport Hub for ultra-low emission vehicles only in accordance with the plans as hereby approved and not as a conventional bus or transport depot.

Reason: For the avoidance of doubt and in the interests of highway safety.

7. Prior to the beneficial occupation of the Sustainable Transport Hub, full details of the proposed means of illumination of the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and thereafter retained in perpetuity.

Reason: To ensure a satisfactory form of development and in the interests of biodiversity.

8. Notwithstanding the submitted layout plan as hereby approved, prior to the beneficial occupation of the Sustainable Transportation Hub, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved scheme and the planting shall be retained and maintained for the duration of the use.

Reason: To ensure a satisfactory form of development and in the interests of biodiversity.

9. The landscaping scheme shall be carried out in accordance with the approved details in the first planting and seeding seasons following the beneficial use of the site 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 ensure a satisfactory form of development and to satisfy the Local Planning Authority's "biodiversity and resilience of ecosystems duty" under Section 6 of the Environment (Wales) Act 2016

10. Prior to the beneficial occupation of the site, a 150mm air gap protected by mesh to keep out litter shall be provided beneath the temporary unit(s) and any service entry points shall be sealed.

Reason: To prevent the build-up of landfill gas and to ensure that the safety of future occupiers is not prejudiced.

11. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop and no further development shall take place until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of the measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the Local Planning Authority within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

12. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

13. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced.

14. Prior to their implementation on site, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed plans and shall thereafter be maintained and retained for the duration of the use.

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

15. Prior to commencement of development, a noise assessment shall be undertaken to assess the impact of the noise from the transportation hub, including proposed hours of operation and the noise impact from vehicles entering and leaving the site, including the application of any tonal/impulsive penalties in accordance with BS4142 to obtain the rating level. The assessment shall also include an impact of the cumulative noise from all

sources operating together (including the wind turbines) and shall demonstrate that there will be no background creep and that the noise levels specified in the supplementary planning brief for this site will not be exceeded. The scope of the survey shall be first submitted to and agreed in writing with the Local Planning Authority prior to the survey being undertaken which shall discuss how the noise sources will be assessed, individually and cumulatively and how it will be ensured that when assessing the background levels, it will not include the specific noise sources already operating on site, particularly any wind turbines which will elevate the background level and are already permitted to operate +5dB above the LA90 background in accordance with ETSU guidance. Should the noise assessment identify any necessary mitigation measures, it shall also include a scheme of mitigation measures which shall be submitted to and agreed in writing with the Local Planning Authority. The scheme shall be implemented as agreed and shall be maintained in perpetuity.

Reason: In order to ensure a satisfactory form of development in the interests of residential amenity

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

(a) The applicant has entered into a Section 106 Agreement, as required by the Local Planning Authority, before this planning consent was granted. The agreement specified that all heavy goods vehicle traffic associated with the proposed sustainable transport hub facility shall only access/egress from the site via Heol y Splott and shall only turn left at the A48/Heol y Splot junction to travel towards Pyle. Furthermore, the level of HGVs/buses utilising the site in any one day shall be limited by limiting the development to 16 charging points and 2 private charging points.

(b) Having regard to the above and the implementation of the proposed measures and improvements, the acknowledged highway safety and parking implications of the development have been addressed and the scheme therefore accords with Policies SP2, SP14 and PLA11 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within SPG17, Planning Policy Wales 10 (December 2018) and TAN18.

(c) This application was recommended for approval because the proposed transport hub is considered to comply with National and Local policy and does not adversely affect highway safety, ecology, visual amenities nor significantly harms neighbours amenities in terms of noise and traffic as to warrant refusal. Any potential impacts that have been identified will be mainly short term and can be addressed by suitable mitigation measures, which are controlled by either S106 Agreement or conditions. The proposed transport hub also makes a positive contribution towards the production and use of green energy on a site which has been identified in the Local Development Plan suitable for green innovative industries.

(d) The Section 106 Agreement will strictly control the routing of all HGVs and buses entering and leaving the site during the demolition, construction and decommissioning works.

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

(f) In order to satisfy the drainage condition the following supplementary information is required:

- Provide surface water drainage layout including the location of proposed SUDs features;

- Provide infiltration tests to confirm acceptability of any proposed infiltration system in accordance with BRE 365;
- Provide a plan showing locations of trial holes and at least 3 separate tests at each trial hole location;
- Provide information about the design calculation, storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent the pollution of the receiving groundwater and/or surface water system;
- Provide a timetable for its implementation; and
- Provide a management and maintenance plan, for the lifetime of the development and any other arrangements to secure the operation of the scheme throughout its lifetime.

**JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES**

Background Papers

None

REFERENCE: P/19/316/FUL
APPLICANT: Mr D Williams Ty Pentwyn, Glynogwr, Blackmill CF35 6EL
LOCATION: 1 Williams Terrace Brynmenyn CF32 9LS
PROPOSAL: Demolish existing dwelling and erect a two storey detached house
RECEIVED: 8 May 2019
SITE INSPECTED: 14 June 2019

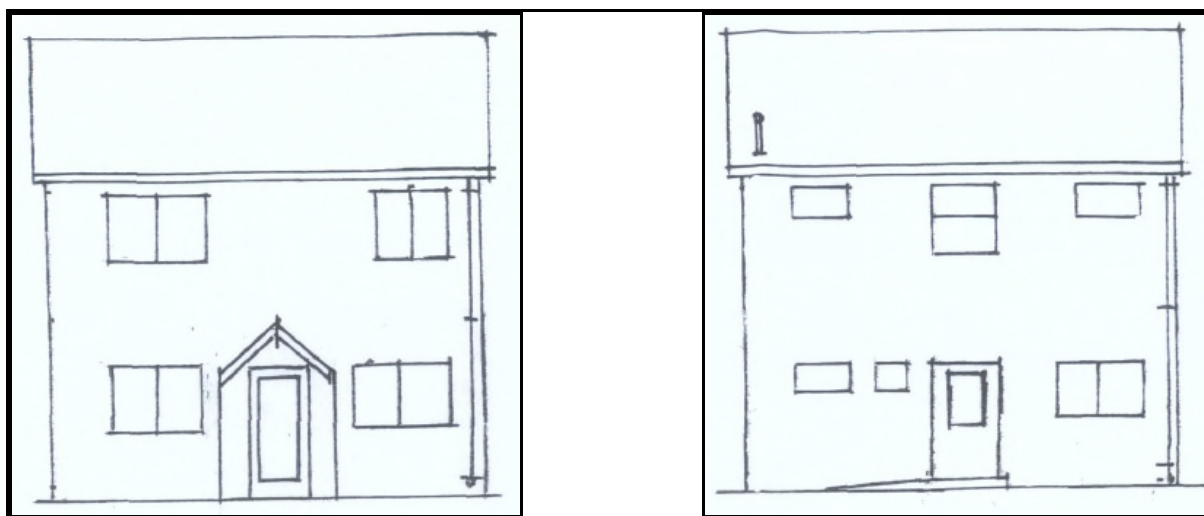
DESCRIPTION OF PROPOSED DEVELOPMENT

Full planning permission is sought for the redevelopment of 1 Williams Terrace, Brynmenyn. The existing end-of-terrace property will be demolished to accommodate the erection of a two storey detached dwelling positioned centrally within the application site.

The proposed dwelling will be orientated to face north-west and will measure 7m in width, 6.1m in depth and 8m in maximum height. It will comprise a porch/hallway with lounge, living room, kitchen and WC at ground floor level with three bedrooms and a bathroom at first floor level and will be finished with painted concrete cream render elevations with a black slate roof.

Access to the residential plot is proposed off Williams Terrace, via the north western boundary of the application site.

The principal elevation of the proposed dwelling will face north-west with window openings serving the proposed living room and lounge at ground floor level and the two bedrooms at the front of the property at first floor level, as shown below left.



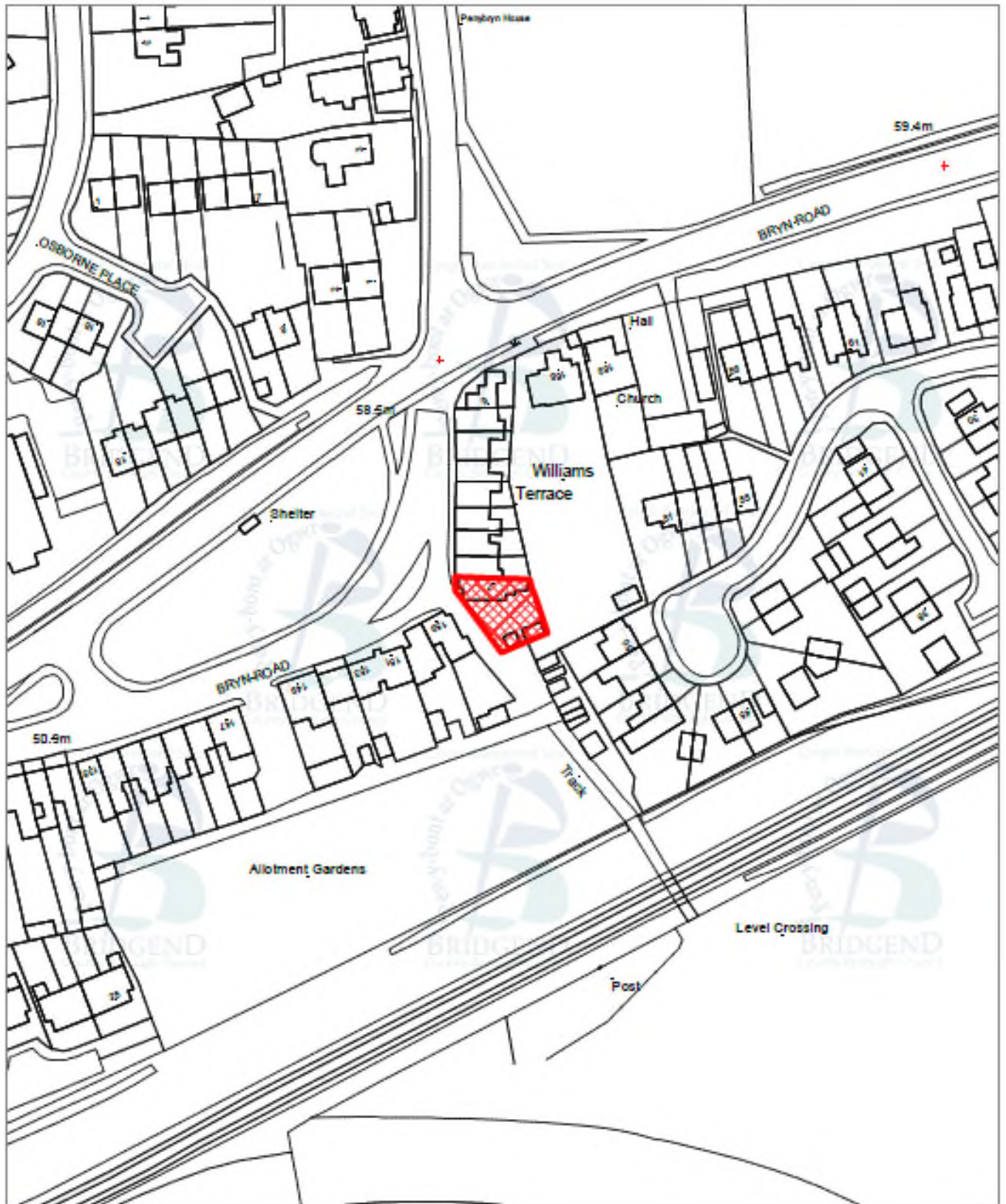
Proposed Front Elevation

Proposed Rear Elevation

The rear south easterly facing elevation will include window openings which serve the kitchen and WC at ground floor level. The windows which serve the WC will be at a high level. At first floor level, two high level windows will serve the bedroom and bathroom at the rear of the property whilst another window will be installed to serve the landing area, as shown.

Access to the rear private garden area is gained via the centrally located doorway at ground floor level. No windows are proposed to be installed in the side elevations of the proposed property.

Details of the proposed boundary treatment have not been included as part of this planning application.



Llyngor Bwrdeistref Siro



© Crown Copyright and database right 2019 Ordnance Survey 100019498.
 Aerial Imagery: © Crown Copyright and database right 2019 Ordnance Survey 100019498.
 Ordnance Survey 100019498.
 Ordnance Survey 100019498.
 Ordnance Survey 100019498.

P/19/316/FUL

1:1250
 Time of Plot:
 14:10
 Date of Plot:
 15/10/2019

Plot generated by:
 Planning Department
 Department :
 Planning Department

SITE DESCRIPTION

The application site is located within the Main Valleys Gateway Settlement of Brynmenyn, as defined by Policy PLA1 of Bridgend County Borough Council's adopted Local Development Plan (2013). It comprises an end-of-terrace, two storey dwellinghouse that is positioned along the northern boundary of a relatively large residential plot. The dwelling is accessed via Williams Terrace which lies adjacent to the site's western boundary. There is an existing access point on the site's western boundary off the single width lane, as shown below:



The dwelling faces west and has a large amenity space to the side (south) and rear (east). It is set slightly back from the building line and down from the ridge line of the adjacent terrace due to the proximity of a row of terraced properties on the western side of Williams Terrace and the topography of the street.

The properties in the terrace have red facing-brick elevations with buff facing-brick window surrounds and slate roofs, creating a distinctive streetscene. The dwellinghouse to be demolished has roughcast render elevations and has a different appearance to the other properties within the terrace.

Properties to the west of the site have painted render elevations with a mix of concrete interlocking tile and slate roofs and they differ in character and appearance to the terraced properties to the east. The site is therefore characterised as being within an established residential area with properties of a varying size, scale, character and appearance.

RELEVANT HISTORY

No relevant planning history.

PUBLICITY

This application has been advertised through direct neighbour notification and the erection of a site notice. A total of four objections were received in response to the notification exercise undertaken from the following properties:

- 2 Williams Terrace, Brynmenyn;
- 168 Bryn Road, Brynmenyn;
- 157 Bryn Road, Brynmenyn;
- 159 Bryn Road, Brynmenyn.

In a consultation response dated 4 June 2019, Ynysawdre Community Council has raised concerns about the continued use of the access lane which provides access to the allotments located to the south west of the application site.

REPRESENTATIONS RECEIVED

The objections received are summarised as follows:

Demolition of 1 Williams Terrace

1. Demolition of the existing property and concerns about the stability of the land and the potential exposure of the gable end of the adjacent terraced property.

Highways

2. Construction traffic and the highway adjacent to the application site being unsuitable for heavy vehicles such as construction vehicles.
3. Access during the construction phase of development - properties and garages will be inaccessible when lorries are delivering material to the application site.
4. Access to the allotments, which lie to the south west of the development site, being blocked during the construction phase of development.
5. Off-street parking provision to be provided as part of the development and the car parking scheme proposed.

Appearance

6. The proposed dwelling is not in keeping with the character and appearance of properties surrounding the application site.

Noise and Disturbance

7. Caused by the demolition of the existing dwelling and construction of the proposed dwelling, stating that the impact of noise would be detrimental to residential amenities.

Inaccurate Application Form:

8. Inaccuracies in the application form submitted in support of the application.

Protected Species

9. Protected species are present at the application site and within its vicinity.

Privacy

10. The impact of the proposed development on the private amenity space of the neighbour occupier(s) and the impact of overlooking.

Flooding

11. Heavy rain and the collapse of sewerage pipes within the vicinity of the application site have resulted in flooding and *any disruption to the drainage system caused by the development and the movement of heavy plant and machinery could exasperate the problem.*

RESPONSE TO REPRESENTATIONS RECEIVED

Factors to be taken into account in making planning decisions must be planning matters, that is, they must be relevant to the proposed development and use of land in the public interest. The matters raised in the objections received are addressed below:

Demolition of 1 Williams Terrace

1. Planning Policy Wales (Edition 10, December 2018) states at paragraph 6.9.28 that “when planning permission is granted, a notice should be issued to inform the applicant that the responsibility and subsequent liability for safe development and secure occupancy of the site rests with the developer and/or landowner. It should

also advise the applicant that although the planning authority has used its best endeavours to determine the application on the basis of the information available to it, this does not mean that the land is free from instability". It is therefore the responsibility of the developer and/or land owner to ensure that the land is stable.

Whilst the concern raised in the letter of objections are noted, the planning system should not be used to secure objectives which are more appropriately achieved under other legislation, such as the Building Regulations or The Party Wall Act 1996. It is therefore considered that the Local Planning Authority has addressed the concerns raised from a planning perspective and any subsequent need to obtain consent that may be necessary is the responsibility of the developer and/or land owner. To address the concerns raised, an informative note will be imposed to remind the developer and/or land owner of their responsibility to ensure that the development preserves the health and safety of adjoining occupiers.

Highways

2. Each objection received refers to the highway being unsuitable for heavy vehicles during the construction phase of development. Whilst the concerns are noted, Williams Terrace can accommodate an increase in traffic generated by the proposal, given the temporary nature of the construction phase. The concern raised would not warrant a refusal of the scheme on such grounds.
3. Should properties or garages within the vicinity of the site become inaccessible because of the construction works or traffic then this is a private matter to be resolved by the developer and/or land owner and the owner(s) of the neighbouring properties.
4. As noted above, if the access lane leading to the allotments to the south west of the application site is blocked by the developer and/or land owner, this is a private matter to be resolved between the relevant parties.
5. The car parking scheme proposed will be assessed by the Highways Section and is addressed in the appraisal section of the report.

Appearance

6. The matters raised which relate to the appearance of the proposed dwelling are addressed in the appraisal section of the report.

Noise and Disturbance

7. The impact of the development on privacy and amenity will be addressed in the appraisal section of the report however, it is important to note that if noise is a statutory nuisance, it is regularised by other statutory bodies (Shared Regulatory Services) under The Environmental Protection Act 1990, The Noise and Statutory Nuisance Act 1993, The Noise Act 1996 and The Licensing Act 2003.

Inaccurate Application Form:

8. It is noted that there are discrepancies on the application form (mainly relating to the question about being related to an elected Member) and in order to address the concerns raised in the letter of objection, the applicant was made aware of the inaccuracies and was advised to revise the Application Form accordingly. A revised and corrected application form has now been submitted.

Protected Species

9. In order to address the concerns raised which relate to protected species and ecology, the Countryside Management Officer has been consulted on the proposed

development. The impact of the development on ecology and protected species is limited but is addressed in the appraisal section of the report.

Privacy

10. The matters raised which relate to privacy and overlooking are addressed in the appraisal section of the report.

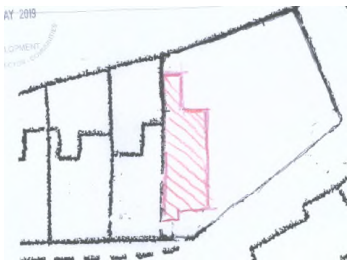
Flooding

11. Whilst the impact of the proposed development on the land drainage system is addressed in the appraisal section of the report, the planning system cannot secure or improve drainage issues associated with an existing property within the vicinity of the application site. The matters raised which relate to flooding of an existing property are not, therefore, considered further in this report.

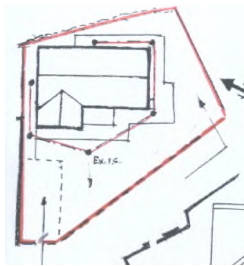
NEGOTIATIONS

The applicant was advised in a letter dated 20 June 2019 that the Local Planning Authority had concerns about the position of the proposed dwelling, its size and its relationship with and impact on the occupiers of the neighbouring properties. The applicant was therefore required to amend the proposed scheme.

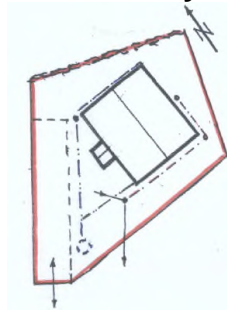
Current Layout



Original Proposed Layout



Amended Layout



RECONSULTATION & FURTHER REPRESENTATIONS RECEIVED

Amended plans were received on 16 July 2019 and it was considered necessary to re-notify neighbouring properties, given the number of objections received.

Another notification letter was sent to neighbouring properties on 19 July 2019.

A further three objections were received from the occupier(s) of the following properties:

- 2 Williams Terrace, Brynmenyn;
- 159 Bryn Road, Brynmenyn;
- 168 Bryn Road, Brynmenyn.

Additional matters raised include the impact on an adjoining oak tree, the previous degeneration of the existing property, the loss of outlook/open aspect and reduced outdoor garden space; these are addressed in the appraisal section of this report.

CONSULTATION RESPONSES

CONSULTEE

Ynysawdre Community Council

COMMENTS

Raised concern about the access lane to the allotments to the south of the site.

Dŵr Cymru Welsh Water

No objection subject to the inclusion of the recommended planning condition and informative notes.

Land Drainage	Recommends the inclusion of a planning condition and informative notes.
Highways Officer	No objection.
Public Protection	Recommends the inclusion of a planning condition which restricts the operating time of development in the interests of residential amenity.
Ecology	Recommends the inclusion of a planning condition and informative notes.

RELEVANT POLICIES

The relevant policies and supplementary planning guidance are highlighted below:

Policy PLA1 Settlement Hierarchy and Urban Management

Policy SP2 Design and Sustainable Place Making

Policy PLA11 Parking Standards

Policy SP12 Housing

Policy COM3 Residential Re-Use of a Building or Land

Supplementary Planning Guidance Note 02 House Extensions

Supplementary Planning Guidance Note 08 Residential Development

Supplementary Planning Guidance Note 17 Parking Standards

In the determination of a planning application, regard should also be given to the requirements of National Planning Policy which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this planning application:

Planning Policy Wales Chapter 3 Making and Enforcing Planning Decisions

Planning Policy Wales Chapter 4 Planning for Sustainability

Planning Policy Wales Chapter 9 Housing

Planning Policy Wales TAN 12 Design

APPRAISAL

This application is presented to the Development Control Committee to consider the objections received from the occupier(s) of neighbouring properties and as the applicant is related to a Local Councillor.

PRINCIPLE OF DEVELOPMENT

The application site lies within the Main Valleys Gateway Settlement of Brynmenyn, as defined by Policy PLA1 of the Local Development Plan (2013). Policy PLA1 states that development will be permitted within settlement boundaries at a scale commensurate with the role and function of that settlement. Policy COM3 of the Local Development Plan (2013) states

residential developments within settlement boundaries defined in Policy PLA1 on 'windfall' or '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 LDP policy protects the building or land for an existing or alternative use.

The proposal is considered to be compliant with Policies PLA1 and COM3 of the Local Development Plan (2013) and is therefore considered to be acceptable in principle subject to detailed design criteria.

LAYOUT, SCALE & APPEARANCE

Policy SP2 of the Local Development Plan (2013) stipulates 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*. Design should be of the highest quality possible and should be appropriate in scale, size and prominence.

The proposal comprises the demolition of the existing end-of-terrace property and the erection of a detached dwelling which is considered to be appropriate in terms of size and scale, in accordance with Policy SP2 of the Local Development Plan (2013). The dwelling is of a scale which is proportionate and complimentary to properties within the vicinity of the site and does not detract from the wider character or appearance of the residential area, given its position and setting within the plot.

The property is positioned appropriately within the application site itself, positioned within the centre of the proposed residential plot which provides for sufficient private amenity space at the rear of the property and for off-street car parking to the north. The dwelling does not project forward from the building line of the existing terrace to the north or the terrace of dwellings to the west. Whilst the dwelling is of a different design to the terraced properties to the north, it is considered that it would not detract from the character of the area, given its position within the proposed residential plot and restricted visibility from public vantage points.

The terraced properties to the north of the application site predominantly have facing-brick elevations and slate roofs. The properties to the west have painted render elevations with a mix of concrete interlocking tile and slate roofs. It is acknowledged that the terraced properties create a streetscene which is distinctive however, the dwellinghouse to be demolished has roughcast render elevations and has a different appearance to the other properties within the streetscene.

Objections were received which relate to the appearance of the proposed dwelling as it is currently in keeping with the surrounding residential area.

Given that properties to the west differ in character to the terraced properties to the north, there is no defined character to which the proposed dwelling must match or adhere to. In addition, given that the proposed dwelling is set off the access lane and its visibility from Williams Terrace will be less significant within the streetscene than the existing dwelling, it is considered that the proposed materials are appropriate and will not detract from the visual amenities of the area.

No details have been submitted regarding the proposed boundary treatment for the site. It is therefore considered reasonable to impose a condition requiring the submission of a drawing and/or details indicating the positions, design, materials and type of boundary treatment to be erected at the site.

The dwelling is considered to respect the character of the surrounding area by way of its design/materials and position within the plot and it is therefore considered to be an acceptable form of development in accordance with criteria (2) and (3) of Policy SP2 of the Local Development Plan (2013).

HIGHWAYS

Policy PLA11 of the Local Development Plan (2013) stipulates that all development will be required to provide adequate levels of parking, in accordance with the adopted parking standards.

Supplementary Planning Guidance Note 17 *Parking Standards* (SPG17) advises that off-street car parking spaces should measure 4.8 metres in depth and 2.6 metres in width as a minimum. It also states at page 18 that one off-street car parking space per bedroom should be provided (up to a maximum requirement of 3 spaces). In this instance, the proposal comprises the introduction of a three bedroom property and therefore a total of three off-street car parking spaces should be provided.

The Highways Officer considers that the proposed car parking arrangement is acceptable and provides sufficient off-street car parking provision, in accordance with the guidance contained within SPG17. Whilst the objections received which relate to off-street parking are noted, the scheme has been assessed by the Highway Authority and is considered acceptable in regards to provision and design.

Therefore, subject to the imposition of the recommended planning conditions which requires the parking area to be completed in permanent materials prior to the beneficial use of the dwellinghouse commencing the proposal is considered to be acceptable from a highway safety perspective and is compliant with Policy PLA11 of the Local Development Plan (2013).

RESIDENTIAL AMENITY

Although Supplementary Planning Guidance Note 02 *Householder Development* (SPG02) mainly relates to household developments such as extensions and outbuildings, it is considered that the principles are directly applicable in this instance.

Note 8 of SPG02 states that development *should leave adequate garden area for the private use around the house.*

When considering the need to provide an appropriate level of off-street car parking provision as part of the development proposal, it is clear that the level of private amenity space for the proposed dwelling would be subsequently affected and reduced, particularly given that the off-street car parking provision is located to the north of the proposed property.

It is acknowledged that, at present, the end-of-terrace property benefits from a large outdoor amenity space compared to other dwellings within the vicinity of the application site. Whilst the level of private amenity space will be substantially reduced as a result of this proposal, it is considered that it has not been reduced to such an extent that the future occupier(s) of the proposed dwellinghouse would lack sufficient private amenity space and therefore the proposal is considered to be compliant with Note 8 of SPG02 in this regard.

NEIGHBOUR AMENITY

The proposed dwelling is orientated and designed to ensure that the amenity of surrounding properties is not compromised by the proposed development. Note 1 of SPG02 states that no development should *unreasonably dominate the outlook of an adjoining property.*

The primary outlook of the terraced property, which lies immediately to the north of the application site, known as 2 Williams Terrace, is to the west and to the east. No windows are proposed to the north-east facing, side elevation of the proposed dwelling at ground or first floor levels. Therefore, it is considered that any form of overlooking into the adjoining property to the north has been mitigated through its design and orientation.

With regards to the property which lies to the west of the application site, known as 159 Bryn Road, its principal outlook is to the north and south. To prevent any direct

overlooking into the private rear amenity space of 159 Bryn Road, there are no windows proposed to be installed into the side, south westerly facing elevation of the property. The side elevation of the neighbouring property has three window openings, as shown below:



Side Elevation 159 Bryn Road, Brynmenyn

SPG02 states at paragraph 4.6.3 that *to reduce the loss of privacy it is recommended that the minimum distance from the new habitable room window to the boundary should be 10.5 metres*. Whilst the position of the dwelling does not strictly accord with the guidance contained within SPG02, it is considered that the erection of a dwelling in this position will not detrimentally or significantly impact the existing levels of privacy afforded to the neighbouring occupier(s) of 159 Bryn Road, given that the primary outlook is to the north and to the south and the proposed dwelling is orientated towards the north west. In addition, the two properties will be separated by an access lane.

Given the above, the proposal is not considered to have an overlooking or overbearing impact on the occupier(s) of the property to the west of the site.

An objection is raised by the occupier(s) of 168 Bryn Road, Brynmenyn, which relates to privacy and amenity. The letter of objection received reads as follows:

According to the block plan, there will be three unobscured windows overlooking our complete garden so loss of privacy is inevitable.

It is considered that the erection of a dwelling in this position will not impact the existing levels of privacy afforded to the neighbouring occupier(s) of 168 Bryn Road. As demonstrated in red below, the property benefits from an extensive residential plot and rear garden.



168 Bryn Road, Brynmenyn

Therefore, it is considered that the erection of the proposed dwelling would not result in unreasonable overlooking or overbearing, over and above the current situation, to warrant a refusal on such grounds. It is considered that the principal and usable private amenity area of 168 Bryn Road immediately surrounds the dwelling and the garden area which lies to the south is a secondary part of the garden area which is likely to be used less frequently. It is therefore considered that the introduction of a dwelling in the proposed location does not detrimentally impact the existing levels of privacy or amenity currently afforded to the occupier(s) of 168 Bryn Road and it is therefore acceptable from a residential amenity perspective.

The proposed dwelling is orientated to ensure that the amenity of surrounding properties is not compromised by the proposed development and the proposal is considered to be compliant with the guidance contained within SPG02. The proposal is considered to be appropriate in terms of amenity.

It is noted that the objections received related to noise and the impact of noise on residential amenity during the construction phase. To ensure the objections raised are addressed, a condition will be imposed which limits the operational hours of the development.

ECOLOGY AND TREES

According to criterion (3) of Policy ENV6 of the Local Development Plan (2013) proposals for development will be required to *avoid or overcome harm to nature conservation assets and/or species of wildlife which may either be resident, in-situ or which can be demonstrated to have frequented habitats within the site on a migratory basis.*

Given that concerns were raised in the letters of objection received, the Authority's Ecologist was consulted to determine whether the proposed development would have a detrimental impact on protected species.

As the application site lies within the vicinity of a suitable bat habitat and there are records of bats within the general area, the Ecologist considered it reasonable to request the submission of an initial bat survey and report.

An Initial Bat Scoping Survey was submitted to the Local Planning Authority and that report concluded that there is a likely absence of roosting bats at the property.

Whilst the Authority's Ecologist considers the findings of the report to be satisfactory, it is recommended that a pre-commencement condition is imposed which requires the submission of further details which include a toolbox to operatives undertaking the dismantling, having ecological support on site when the roof is being removed and a plan identifying what will be done in the event that bats are encountered during the course of the development.

It is also recommended that the mitigation measures highlighted in the Initial Bat Scoping Survey submitted are secured through the imposition of a planning condition which requires the development to be carried out in accordance with the Preliminary Ecological Appraisal.

In terms of the proximity of the proposed dwelling to the adjacent Oak tree, a condition will be added to the recommendation requiring tree protection measures during the course of the development.

LAND DRAINAGE

Subject to the imposition of the recommended planning condition and informative notes, the proposed development is considered to be acceptable from a land drainage perspective.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations 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 comprising 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 well-being goals/objectives as a result of the proposed development.

CONCLUSION

The proposal is considered to be acceptable in principle, in accord with Policy PLA1 of the Local Development Plan (2013) and appropriate in terms of its size, scale, design and prominence. It is considered to be acceptable from a neighbour amenity perspective, residential amenity perspective and from a land drainage perspective. Subject to the imposition of the recommended planning conditions, the proposal is considered to be

acceptable in terms of parking, highway, ecology and tree protection, in accord with Policies SP2 and PLA11 of the Local Development Plan (2013) and is therefore recommended for approval.

RECOMMENDATION

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

1. The development shall be carried out in accordance with the "Site Location Plan", "Block Plan" and "Elevation Plan" received on 16 July 2019.

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

2. The development shall be undertaken in accordance with the recommendations of the Preliminary Ecological Appraisal, dated September 2019 and written by MPS Ecology, received on 17 September 2019.

Reason: To ensure that protected species are protected and mitigated in accord with Policy ENV6 of the Local Development Plan (2013).

3. Prior to the commencement of development, ecological details including a plan identifying what will be done in the event that bats are encountered during the course of the development, a toolbox to operatives undertaking dismantling and details of the ecological support to be employed on site when the roof is being dismantled, shall be submitted to and approved in writing by the Local Planning Authority. The ecological details must be implemented in accordance with the agreed details.

Reason: To ensure that protected species are protected and mitigated in accord with Policy ENV6 of the Local Development Plan (2013).

4. No development shall commence until a drainage scheme for the comprehensive and integrated drainage of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the disposal of foul, surface 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 beneficial 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.

5. 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.

6. Demolition or construction works shall not take place outside 08:00 hours to 18:00 hours Mondays to Fridays, 08:00 hours to 13:00 hours on Saturdays and at no time on Sundays or Bank Holidays.

Reason: In the interests of residential amenities.

7. The parking area shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and thereafter retained for the purposes of parking in perpetuity.

Reason: In the interests of highway safety.

8. The proposed means of access shall be laid out with vision splays of 1m x 1m in both directions before the development is brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

10. No development shall take place, nor any demolition works or site clearance, until there has been submitted to and approved in writing by the local planning authority details of a scheme for the protection of the oak tree at 168 Bryn Road, to the east of the application site. The approved scheme shall be carried out during the demolition of the buildings and throughout the course of the development.

Reason: In the interests of visual amenity and to promote nature conservation.

11. No development shall take place until details of the proposed floor levels of the building in relation to existing ground levels and the finished levels of the site have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

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

12. No development shall commence on the demolition of the dwelling known as 1 Williams Terrace until there has been submitted to and agreed in writing with the Local Planning Authority a scheme for the making good of the end-of-terrace property known as 2 Williams Terrace. The making good shall be implemented in accordance with the approved scheme.

Reason: In the interests of residential and visual amenity.

13. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

The proposal is considered to be acceptable in principle, in accord with Policy PLA1 of the Local Development Plan (2013) and appropriate in terms of its size, scale and prominence. It is considered to be acceptable from a neighbour amenity perspective, residential amenity perspective and from a land drainage perspective. Subject to the imposition of the recommended planning conditions, the proposal is considered to be acceptable from a highway safety perspective, in accord with Policy PLA11 of the Local Development Plan (2013).

No surface water is allowed to discharge to the public highway.

No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.

It is the responsibility of developers to ensure that their developments will not initiate instability or will not be affected by instability originating outside the area of a development. Developers should therefore seek appropriate technical and environmental expert advice about the likely consequences of proposed developments on sites where landsliding is known or may be reasonably foreseen. They should also procure any necessary investigations to ascertain that their sites are and will remain stable or can be made so as part of the development works.

The applicant is advised that as of 7 January 2019, this development may be subject to Schedule 3 of the Flood and Water Management Act 2010. In the event that this proposed development amounts to a total impermeable area of 100sqm or more, approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It would therefore be recommended that the developer engage in consultation with the Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposal by response to SAB consultation. Further information in relation to the new legislation including the sustainable drainage application forms can be obtained from the following link: <https://www.bridgend.gov.uk/residents/recycling-waste-andenvironment/environment/flooding/sustainable-drainage-systems/>

The applicant 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

The applicant is also advised that some public sewers and lateral drains may not be recorded on Dwr Cymru Welsh Water's maps of public sewers because they were originally privately owned and transferred into public ownership by nature of the Water Industry (Schemes for Adoption or Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. The applicant may contact Dwr Cymru Welsh Water on 0800 917 2652 to establish the location and status of the sewer. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

Before creating, altering or reinstating any vehicular crossover, constructional details must be agreed with the Highway Maintenance Manager. You should contact the Highway Maintenance Inspector for the area, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

The applicant is reminded of their legal requirement to consider wildlife on their development site. Further information on wildlife and development can be found in Supplementary Planning Guidance 19: A Green Infrastructure Approach (SPG19); <https://www.bridgend.gov.uk/media/1840/final-green-infrastructure-spg-for-web.pdf>.

British bats and their breeding sites and resting places are protected by law through UK legislation 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 absolute offence to damage or destroy a 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.

Consideration should be given to the provision of nest boxes within the development for bat and bird species. Suitable bird species include house sparrow, swift and house martin, species which are declining in number due to a reduction in suitable nest sites. The incorporation of bat bricks, bat tiles and bat boxes into the development would provide summer roosting opportunities for bats and would contribute to the environmental sustainability of the development. Incorporation of biodiversity enhancements will help contribute to the environmental sustainability of the development.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers
None

REFERENCE: P/17/369/RLX

APPLICANT: Ward Jones (Bridgend) Ltd c/o John Matthews Planning & Dev., 47 Anglesey House, Anglesey Way, Nottage CF36 3QP

LOCATION: Land off Horsefair Road Waterton Industrial Estate Bridgend CF31 3YN

PROPOSAL: Variation of conditions 1 and 5 of P/16/472/FUL

RECEIVED: 2 May 2017

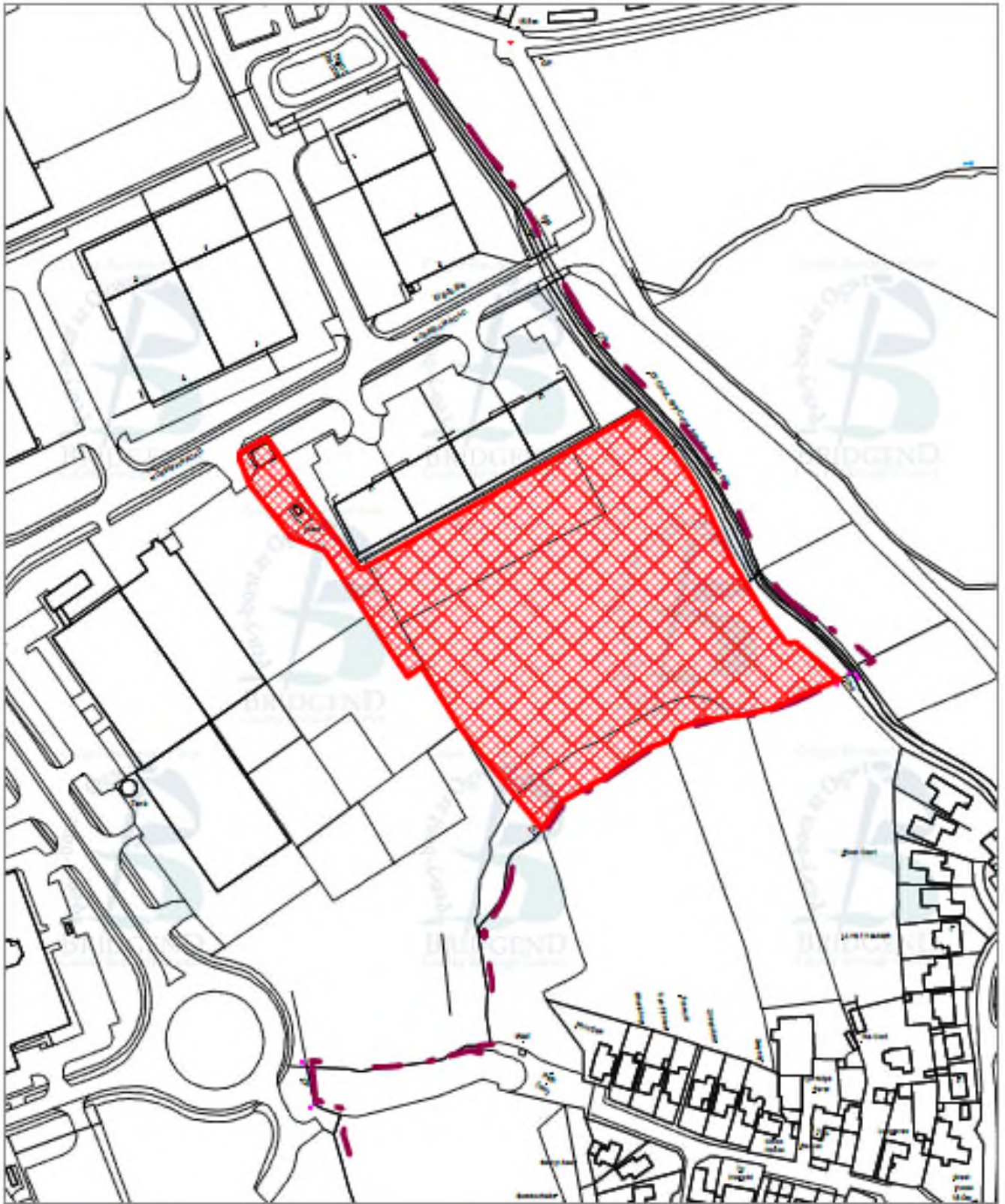
APPLICATION/SITE DESCRIPTION

In 2016, retrospective planning permission was given for a private car parking area and outside storage facility on land to the rear of Units 11-13 Horsefair Road on Waterton Industrial Estate, (P/16/472/FUL). This application seeks permission to vary planning conditions imposed on the aforesaid permission, in an attempt to regularise the current activities on site.

Application P/16/472/FUL was approved on 28 October 2016 and was subject to 15 conditions that sought to manage the development in the interests of safeguarding the living conditions and well-being of residents, to safeguard highway safety, to promote nature conservation and to ensure the safe drainage of the site. A series of applications to agree the planning conditions followed the 2016 decision, the details of which are recorded in the table below:

Application Number	Details of Conditions Agreed	Date Conditions were Agreed
P/16/926/DOC	<p>Condition 3 - a scheme for the provision of junction improvements from the proposed access road onto Horsefair Road</p> <p>Condition 4 - a scheme for the provision of safe pedestrian access from the footways along Horsefair Road into the proposed development site</p> <p>Condition 7 - a scheme to provide sound attenuation measures on the opening mechanisms of the steel containers</p> <p>Condition 13 – Comprehensive and integrated drainage scheme for the site</p> <p>Condition 14 – A revised lighting scheme for the car parking area</p>	Agreed on 14 November 2017
P/16/973/DOC	Condition 8 - Landscaping Scheme for the southern and eastern boundaries of the site	Agreed 14 November 2017
P/17/174/DOC	<p>Condition 10 - Bat Roosting Assessment</p> <p>Condition 12 – Non-native species protocol</p>	Agreed 28 April 2017

The site layout plan that was approved as part of application P/16/472/FUL included the overspill parking area and Locomotive Storage Area along the northern sector of the site with the central portion being used for the storage of steel containers. Caravans, campervans and similar vehicles were to occupy the southern part of the site. A series of



Cyngor Eiddorffir Sŵd



© Crown Copyright and Database right 2019 Ordnance Survey 100029401
Aerial Imagery: GeoEye/GeoEye satellite photography copyright The GeoEye/GeoEye Group 2011
Ordnance Survey: Council for Wales, © Crown Copyright and Database right 2019, Ordnance Survey 100029401
Boundary Coordinates, © Crown Copyright and Database right 2019, Ordnance Survey 100029401

P/17/369/RLX

1:2500
Time of Plot:
14:07
Date of Plot:
15/10/2019

Plot generated by:
Planning Department
Department:
Planning Department

access routes were to be created through the site. Areas of new planting, annotated as 'Landscaping Area Protected Zones' were proposed on the southern and eastern boundaries of the site of varying widths from 5-15m.

Uses commenced on site without the aforementioned planning conditions being agreed. The site operator also introduced an additional use that was not the subject of the planning permission, namely the storage of Heavy Goods Vehicles (HGVs). Complaints that power tools were being operated as part of the Locomotive Restoration use were also received by this Council.

Investigations followed which resulted in the submission of application P/16/1011/RLX which sought to vary conditions 1 and 5 of P/16/472/FUL to amend the uses and their locations on the site. The area defined for caravan/campervan storage was to be relocated to the central part of the site and was to include the parking of lorries (HGVs). The storage of steel containers was to be undertaken within the southern section of the site and was to include a continuous line of containers backing onto the 'Landscaping Area Protected Zone' with 2m high wooden gates at either end to allow access to the planted area for maintenance. The application also sought approval to allow unrestricted access to the storage container facility and Locomotive Restoration area by amending condition 5 and removing any restriction on the hours of use. Part (b) of condition 1, which prevented the use of power tools on the Locomotive Restoration area was also to be omitted from the permission.

During the processing of this application, complaints were received regarding the developer's failure to comply with the original planning conditions regulating the hours of operation in respect of lighting and the continued use of the site for the parking of HGVs. Unauthorised works also commenced on the formation of a hard surface across part of the site that was to form a motorcycle training facility. Letters of objections were received from a significant number of residents and the Community Councils. A number of consultees also offered concerns. The re-siting of the steel containers and caravans was not opposed by Shared Regulatory Services (Public Protection) but the storage of HGVs on site and the use of power tools in connection with the locomotive restoration use was considered to be likely to cause an impact on the living conditions of residents and an objection to the application was received. The Council's Land Drainage Section also indicated that a properly formed parking area with a positive drainage system would be required in connection with the storage of HGVs on site. The Council served a Planning Contravention Notice, with the applicant confirming in response that all HGVs would be removed from site. This was eventually carried out and no formal action was pursued. Application P/16/1011/RLX was subsequently withdrawn with the applicant agreeing to commission acoustic and drainage surveys to inform the layout and uses that could be acceptable on site.

In seeking to regularise the operations on site, this application (P/17/369/RLX) was submitted to the Council. As an application submitted under S73 of the Town and Country Planning Act 1990, it enables the applicant to apply to develop or retain development on land without compliance with conditions attached to a previous planning permission. Under this section a Local Planning Authority may amend or remove conditions. A successful S73 application results in the grant of a new planning permission.

This application, as amended on 25 October 2018, seeks retrospective permission for the following:

1. The retention of the overspill parking area operated by CGI Business and Management Consultants in its originally approved location – the hours of operation will remain unchanged.

2. The continued use of that part of the site approved for the restoration of locomotive cabs. Power tools will be excluded as per the original planning condition (Condition 1 (b) of P/16/472/FUL refers) but the applicant is seeking to omit the control on the number of cabs that can be stored and restored at any one time. The latest plan includes two portacabins (11m x 4m) that have been sited within the compound which are used as an office/restroom and store. The north western and north eastern boundaries of the site are currently enclosed by unsightly corrugated sheeting which this application proposes will be replaced by 3m high close boarded fencing.

3. The retention of the Motorcycle Training Centre, operated by BMTC Ltd and located in the eastern half of the central sector. The facility comprises a tarmacked area measuring 32m x 60m which is enclosed by 2m plastic coated wire mesh fencing and 2m high timber fencing on the eastern boundary. Three steel containers on the northern boundary of the compound provide storage and office space for the training centre. Compulsory Basic Training (CBT) for a maximum of 4 clients with 2 instructors is provided. Classes will typically include 4 hours of classroom work and up to 3 hours of riding exercises within the compound. This is followed by 3 hours road training. In a typical day only 3 hours of motorcycle use will be undertaken on the facility training area. The riding of bikes could take place at any time between the opening hours and can be ridden up to 8 hours per day during a busy period. The operator confirmed to the Neighbourhood Services Officer that business clients in the main use training school motor cycles. In the event of them using their own machine, which would only be when they are renewing a CBT certificate, the user would have to produce all the relevant documentation for the vehicle and ensure that it complies with the legislative requirements. Modifications to the bike such as to the exhaust and silencer would not comply with the Construction and Use Regulations and the machine could not be used for training purposes. The application proposes to operate the motorcycle training centre between the hours of 08:00 to 18:00 Monday to Friday and 09:00 to 17:00 on weekends and bank holidays.

4. The retention of a van storage business which occupies approximately 90 square metres in the central part of the site, immediately adjacent to the motorcycle training centre. The compound has been formed by the compaction of stone and road planings on the original ground, enclosed by a 2m high plastic coated wire mesh fence. Vans and other trailers are purchased, stored and delivered to customers off-site. No repairs are undertaken at any time. The application proposes a limit on the number of vehicles to be stored (30) and proposes the retention of a small portacabin (5m x 2.5m) which has been positioned in the corner of the plot and accommodates a restroom and office. The van storage operation is to be closed outside the following times – 07:00 hours to 19:00 hours Monday to Friday and 08:00 hours to 17:00 hours on weekends and bank holidays.

5. The storage of caravans, campervans and motorhomes which occupies part of the central and southern sectors of the site, over approximately 5000 square metres. Approximately 90 vehicles are parked in a series of defined bays, separated by access tracks. Again the area has been formed by compacting stone and road planings over the original ground. The eastern boundary of this storage facility adjoins an existing container storage operation and an area of undeveloped land to the rear of TBD Owen Holland on Brocastle Avenue. The southern boundary is formed by the landscaping protection zone and a line of steel containers. The storage operation is to be secured to prevent access outside the following times: 07:00 hours to 19:00 hours on any day.

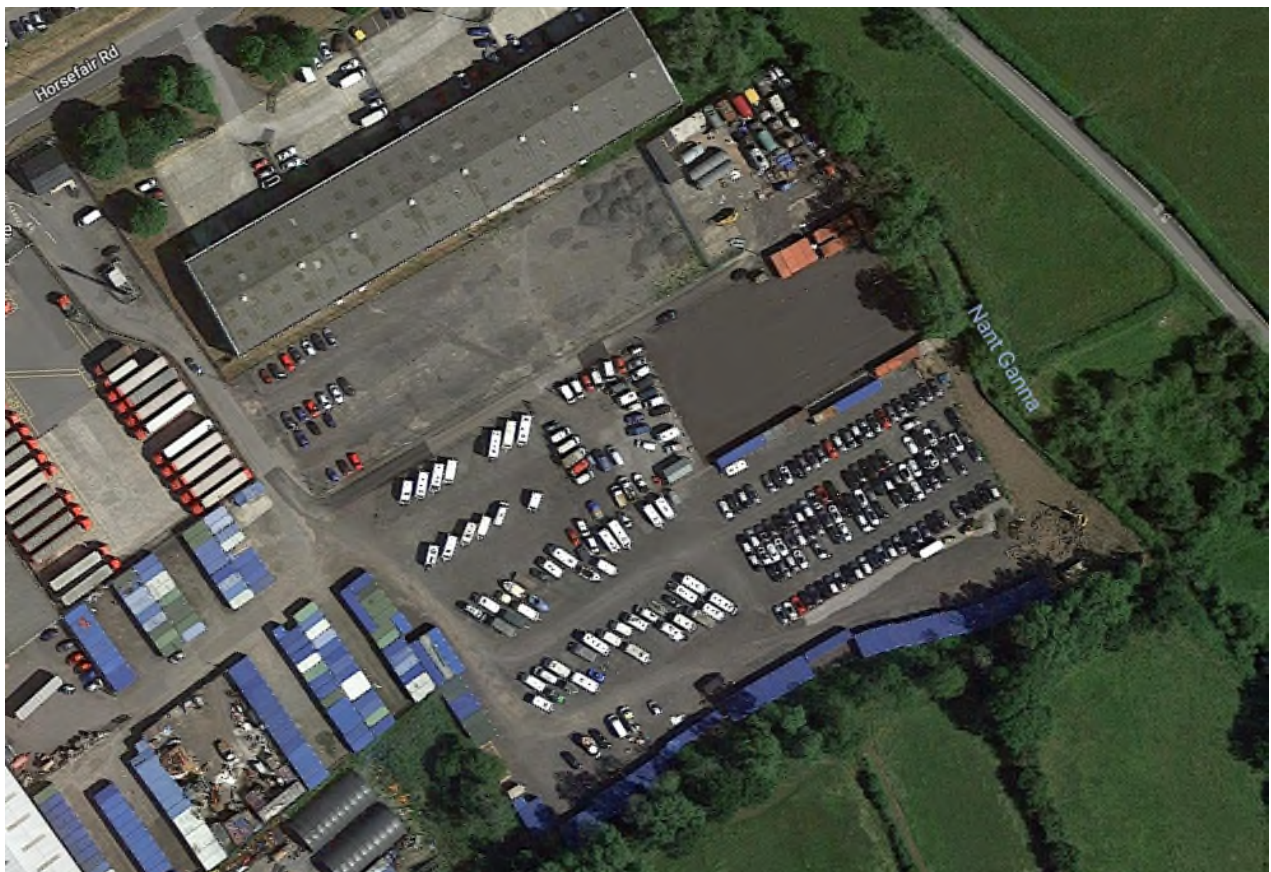
6. A compound that stores new, pre-registered Mercedes Benz motor cars has been formed in the remaining southern sector of the site. The site lies adjacent to the motorcycle training centre, the caravan storage with the southern boundary which is again formed by the landscaping protection zone and a line of steel containers. Approximately

125 vehicles are parked on the land which are either driven to site or brought on a small transporter. The storage operation is to be secured to prevent access outside the following times – 07:00 hours to 19:00 hours Monday to Friday and 08:00 hours to 17:00 hours on weekends and bank holidays.

7. The areas utilised for the storage of steel containers has been significantly reduced with the line of containers having been sited on the southern boundary inside the landscaped bund that has been formed under the original planning permission. Sections of 2.5m high acoustic fencing have been erected in the gaps between the containers. Gates have been created to allow maintenance access to the bund and landscaping. A line of containers has also been situated on part of the northern boundary and along the southern boundary of the motorcycle training facility to act as a noise barrier and to provide storage/office facilities for the business and their customers. Access to the steel containers outside the motorcycle training facility shall only take place during the following times: 07:00 hours to 23:00 hours on any day.

8. Condition 8 of planning permission P/16/472/FUL required the submission of a landscaping scheme for the defined 'Landscaping Area Protected Zone' which adjoined the southern and eastern boundaries of the site. A scheme was approved under P/16/973/DOC which comprised native planting in the form of a mix of whips and standard trees. On the southern boundary, planting was to be undertaken on an earth bund of varying depths. A 7m wide planting area was to be formed on the eastern boundary. This application seeks to relax the requirement for planting on this boundary with the applicant maintaining that the new 2m high timber fence provides the necessary screening along with the existing substantial natural vegetation between the site boundary and the unclassified road linking to Treoes.

The following is a 2018 Google Maps extract of the site showing the site and the current uses:



The application has been accompanied by supporting statements and plans from the applicant's agent and a Noise Impact Assessment and Drainage Strategy prepared by Hydrock Consultants Limited.

PUBLICITY

Neighbours have been notified of the receipt of the application.

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

RELEVANT HISTORY

P/15/132/FUL: 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, (P/15/132/FUL refers).

P/16/472/FUL: retrospective planning permission to develop a private car parking area and outside storage compounds was granted conditional planning permission on 28 October 2016.

CONSULTATION RESPONSES

Transportation and Engineering: No objection subject to conditions.

Land Drainage: No objection subject to the developer complying with Sections 4.0, 6.0, and 8.0 of Drainage Strategy (Version 4), prepared by Hydrock received by the Council on 7th November 2017.

The Neighbourhood Services Officer of Shared Regulatory Services: I have no objection to the latest amended plan and any condition should reflect the amended plan so that the uses do not deviate from this.

Councillor Elaine Venables (Local Member): I object to the development for the following reasons:

1. Condition 1 (b) should not remove the limit of 17 (locomotives) as this may have a detrimental impact on noise;
2. Condition 1 (c) the motorcycle training school will have a detrimental impact on noise particularly as this is every day between 07:00 hours and 19:00 hours;
3. Condition 1 (d) (e) (f) – storage of vans, cars and campervans – these are all between the hours of 07:00 hours and 19:00 hours – this will increase the noise for local residents;
4. Condition 1 (g) access to the steel containers – again this will have an impact on noise for neighbours – if increasing the access hours to 07:00 hours to 23:00 hours.

All these conditions have now extended the time of usage outside normal working hours and will include the use at weekends. There is no respite for local residents at weekends or on bank holidays. I would therefore like to see the original kept and new conditions which take into account how near local residents are.

Coychurch Lower Community Council is objecting to the application since “we believe that relaxing conditions 1 and 5 as proposed by Ward Jones will have a detrimental effect on the amenity of the residents of Treoes. Specifically increased noise associated with motor cycle training centre and additional van, caravan and container movements. We are particularly disappointed that Ward Jones has consistently ignored previous planning application directives and has not completed the bunds on the perimeters to protect the residents of Treoes.”

Vale of Glamorgan Council: The Council would raise no objection to the proposed variation to conditions 1 and 5 subject to the wording being connected to be more precise and enforceable as well as the Environmental Health Section being satisfied that the submitted noise impact assessment demonstrates that the variations in the hours of operation would not result in an unacceptable impact upon the nearest residential property at unreasonable times of the day

REPRESENTATIONS RECEIVED

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

Pant Glas; Rhoslanog; Caeffynnon; Foxwood; Copperfield; Gwyndy*; Parc Newydd Farmhouse; The Croft; Bodafon*; Summerfield; Great House; 14 Brookside; Stoney Brook; The Old Barn; Carreg Melin;

(* Requested to speak)

The following is a summary of the objections received:

1. Cab storage yard appears to have changed to cab restoration yard with extended hours – numbers of wrecks on site has also increased – the site has a planning category for static storage and not for engineering works – the noise from the use of power tools would be unbearable – restriction on cab numbers has never been enforced by BCBC

2. The motorbike school will operate at times (08:00-19:00 hours weekdays and 09:00-17:00 hours weekends and Bank Holidays) this will cause a loss of amenity to the residents of Treoes – this is intrusive and inappropriate – unsuitable use for this location – noise levels are unpredictable – the submitted noise survey is erroneous and misleading. BCBC should consider imposing the following controls: 09:00-18:00 hours weekdays and 09:00-13:00 hours Saturdays but not at all on Sundays and Bank Holidays

The motorbike school has classrooms and toilet facilities but no means of draining the site

The hardstanding of the motorbike school covers an area approved for landscaping which has not been implemented

The entrance to the site from Horsefair Road is unsafe as the required works to segregate traffic from adjacent Parcel Force yard has not been carried out.

3. The storage of vans is loosely defined – could include much larger vehicles – the site has been used for the unauthorised storage of HGVs (refrigerated and non-refrigerated) in the past – BCBC should specify LGV (Light Goods Vehicles) only. The storage and transportation of HGVs on site would have a significant impact on amenities

4. Access to caravan storage and storage containers will also cause a loss of amenity – noise nuisance and light disturbance – 24 hours access is unacceptable – the limitation on the number of caravans and motorhomes should be retained.

5. The storage of steel containers encroaches on the area approved for landscaping – the structures will also be visible from the road serving the village of Treoes – this boundary should be landscaped to reflect the transition between industry and rural land uses. The limitation on the number of steel containers should be retained. Access to the steel containers should not be allowed 24 hours a day.

6. Site is visible from bedroom windows of properties despite the screening which has resulted in a loss of privacy

7. Access arrangements are unsafe as the required works to segregate access from the Royal Mail site has not been carried out and does not comply with the original planning condition. Concerned about the safety of motorcyclists entering and existing the site – conflicting with other users on site

8. Southern site boundary – the landscaping has not been undertaken in accordance with the approved plans – bund is a mound of dirt, rubble and rubbish; eastern site boundary – the developer has failed to provide the landscaping as approved under P/16/472/FUL – communications from the developer suggest that the omission is a '*fait accompli*' – the landscaping should be provided.

9. Flooding – further uses will increase flooding to adjoining land

10. Bat boxes – has the Council ensured that bat boxes are provided on site.

Llangan Community Council:

It is very clear from the contents of this application that Ward Jones is not only seeking to amend conditions 1 and 5 P/16/472/FUL but is also seeking to regularise the many unauthorised activities he has established on the site over time. Unauthorised activities, without planning permission, which you know have caused great stress to Treoes villagers. At this same time he has chosen not to complete important aspects of the site which were conditioned by BCBC in 2016 to protect the amenity of Treoes villagers and the general public. I refer to the lack of the agreed 5m bund with planting on the eastern border of the village, incomplete southern border, the lack of adequate drainage and no remodelling of the entrance on Horsefair Road to ensure the safety of the many vehicles entering/exiting the site.

Due then to the complexity of application P/17/369/RLX our comments are as follows:

Condition 1

CGI Overspill Car Park

This area has yet to be 'secured' in any way, there is no gate and so could be used anytime by other vehicles despite claims made in the application. This need to be enforced by BCBC to ensure the area cannot be used except by CGI in the limited time stated. NO OBJECTION provided secure gates are installed to ensure sole use by CGI

Locomotive Cab Area

Supposedly restricted to 17 cabs we believe there are many more cabs in the area, also unauthorised offices/tool storage areas, lifting gear and portaloos. The entire site has planning permission for static storage only and we have contested from the outset it is inappropriate to undertake any restoration work of cabs in the area, with or without power tools. We object to any form of restoration work and for this area to be regularised.

Motorcycle Training School

The unauthorised development of a motorcycle school with tarmac, storage areas, training rooms, offices and toilets in a static storage site is totally unacceptable. Its close proximity to the village and its proposed 7 days per week operation creates noise the levels of which are unpredictable. Of grave concern too is the lack of vehicle segregation work at the main entrance to reduce accidents. We object to this unauthorised activity, we believe it is totally inappropriate due to its location, to noise, the impact on the amenity of Treoes villagers and safety concerns to/from Horsefair Road.

Storage of 30 Vans

This part of the application is very concerning as it fails to state the size and weight of vans. There have been several incidences in recent years of unauthorised activity, at a time when the entire site should be closed, of HGVs being allowed to enter and park up overnight, in an area immediately close to the village, most HGVs being of the refrigerated type causing significant overnight noise and distress to villagers. WE OBJECT on the basis that the application fails to clarify the size and class of 'vans' or the time they will be stored.

Caravans, campervans, motorhomes

No objection — provided adequate drainage for grey water is developed.

Condition 5

CGI Car Park - No objection provided gates installed and hours remain Mon-Friday only

Cabs Storage - No objection if limited to storage of 17 cabs only. We would request the removal of all unauthorised offices/tool storage/toilets. No restoration work of any kind, static storage only.

Motor Cycle - We object to this inappropriate, noisy, unauthorised activity so close to Treoes boundary with gardens adjoining in a static storage area.

Storage of 30 Vans - We object to this activity on the basis of poor information supplied and known historical overnight activities re: refrigerated HGVs which has caused so many disturbances to immediate villagers.

Storage of New Cars - No objection, this activity is in keeping with the site and its proximity to Treoes.

Access to Storage Containers - We object to extending access hours. The entire site should be closed and secured by 22:00 hrs as originally intended in the interests of residential amenity

Eastern Boundary - We are deeply concerned that the eastern boundary bund approx. 5m depth with agreed planting has not been developed, indeed this BCBC condition has been blatantly ignored and a simple wooden fence erected. We do not believe bat boxes have been fixed as per NRW recommendation 2016, there being a bat order on house adjoining the site.

Southern Boundary - This boundary was never developed as originally agreed to provide a strong visual barrier to the village. Subsequent new agreed layouts have also been ignored relating to the placement of a continuous line of containers to mitigate lack of bunding.

Drainage - Despite many recommendations by BCBC drainage experts an adequate drainage system has yet to be developed on the site to mitigate (a) new flooding conditions occurring along the southern boundary which have been reported to you and (b) to allow for the removal of grey water from motorhomes and caravans parking up long term.

Entry to/from Horsefair Road - Despite BCBC recommendation no changes have been made to segregate traffic at this busy junction or to improve road safety

COMMENTS ON REPRESENTATIONS RECEIVED

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

1. Residents suggest that the planning permission was for static storage of the locomotive cabs, however, Condition 1 (b) of the original consent, P/16/472/FUL permitted 'Locomotive Restoration' without power tools, between 09:00 hours and 18:00 hours on any day (condition 5 refers). This amended application seeks only to vary the condition by omitting reference to the number of cabs that could be stored on site. Accounting for the office and store that have been sited within the compound, it may be possible to site additional cabs but only by a limited number. The Council accepts that the use of power tools would have an impact on the amenity of residents and the proposal to allow power tools to be used as part of the restoration process has been omitted from the application.

2. Consideration of the use of the land as a Motor Cycle Training Centre in the context of the Bridgend Local Development Plan (2013) will be considered in the appraisal section of the report. The main concern of residents is the noise impact and disturbance throughout the week days and over weekends and bank holidays.

A noise survey has accompanied the application which has been assessed by Shared Regulatory Services. The applicant's acoustic consultant measured the loudest bike when the training school was previously operating at Stormy Down and then predicted the levels at 2 of the closest residential properties in Treoes by assuming that 6 of the loudest bikes would be in use at the same time. Inconsistencies in the noise report were noted relating to the hours that the bikes are ridden. For instance, it states that the training will typically consist of 4 hours of classroom work and up to 3 hours of riding exercises to take place between 12.00 hours -15.00 hours. However, it is understood from discussions with the operator of the training school that the riding of bikes could take place at any time between the opening hours and can be ridden up to 8 hours in a day during a busy period. Clients in the main use training school machines and the cost of the bikes are included in the training regardless of whether they use them. In the event of them using their own machine, which would only be when they are renewing a CBT certificate, the customers have to produce all the relevant documentation for the vehicle and ensure that it complies with the legislative requirements. If the vehicle does not, the instructor would not allow use of that machine. Modification of an exhaust would not comply with the Construction and Use Regulations so in the event of this occurring, the machine could not be used for training purposes.

The noise survey has been based upon the use of 6 bikes at any one time as a worst case scenario however, since then Bridgend Motorcycle Training Centre (BMTC) has been reassessed with a site visit by the DVSA Examiner who has authorised the site for use by eight machines at any one time for CBT training. Nevertheless, as the survey has been based upon a maximum of 6 bikes and due to the size of the site, this is the maximum amount of bikes that have been considered by the Council. The noise levels of the bikes will be limited as the clients riding the bikes will be restricted in terms of what bikes they can ride due to other legislative requirements. The rating level of the bikes when compared against a background level of 38dB indicated that there would be no adverse impacts from the bikes.

Complaints were received by the Council following the commencement of operations on site and further monitoring was undertaken. Officers were positioned on the southern boundary of the site and in the village of Treoes. The noise level on the site itself from 5 bikes being ridden was just audible when they were being ridden at a point extended beyond the row of storage containers which separate the training school from the rear of the site. For the majority of the time the activity was barely audible. At the monitoring location in Treoes, the bikes were not audible at any time during the period that they were

being ridden. Although complaints were received when BMTC first started operating from the site, officers of the Council have not witnessed noise nuisance from their use. The noise survey undertaken by the applicant's consultants and the survey undertaken by Shared Regulatory Services does not indicate that there will be a significant adverse impact from the continued operation of the motorcycle training centre however, this is with a number of provisos, namely that the activity is undertaken on the current site and that the steel containers on the southern boundary of the compound and the south eastern boundary of the site are retained. The noise report references a 2.5m bund along the eastern boundary of the site. Natural Resources Wales has previously resisted any significant change in ground levels alongside Nant Ganna. A 2m high fence has been provided along the eastern boundary to provide an acceptable form of noise mitigation. It is also important to note that BMTC operate a training facility so the type of bikes that can be ridden are automatically restricted by this use therefore, no other type of motorbike facility should be permitted and variation 1(c) stipulates that the use is restricted to area 3 and will be Motorcycle Training centre operated by BMTC Ltd. The application proposes to operate the motorcycle training centre between the hours of 08:00 to 18:00 Monday to Friday and 09:00 to 17:00 on weekends and bank holidays. The imposition of planning conditions should ensure that operations on this part of the site can be controlled and if necessary enforced to ensure that the living conditions of the residents of Treoes are not unreasonably affected.

Residents have also raised detailed criticisms of the noise assessment which have been addressed by Shared Regulatory Services as follows:

The noise report does not say that noise measurements or sampling were undertaken at residences at Llys Ty Mawr. It states that the closest residences to the development are 3 Llys Ty Mawr to the south of the site and River Court to the southeast. Background measurements were taken from position 1 (land to the rear of Cae Ffynnon and Foxwood) and 2 (south eastern corner of the site) which is representative of the background levels at these properties- with position 1 being representative of the background levels at Llys Ty Mawr and position 2 being representative of the levels likely to be experienced at River Court.

With reference to the motorbike sampling noise, the consultants measured the noise from the noisiest bike used for onsite training when BMTC were operating their training facility at Stormy Down and the noise from all 6 bikes was calculated and used in the software prediction model to derive the noise levels at the closest residential receptors which is acceptable methodology.

Measurements of the power tools that are currently used by the person restoring the loco cabs were undertaken at a distance of 1m from the source at a height of 1.5m and the noise was then predicted at the residential receptors for various scenarios as already described above. However, the use being applied for with power tools, if granted, would effectively allow an unrestricted external engineering operation on site and for the reasons given in 1(b) above, I do still have to object to the restoration of cabs outside using power tools.

The existing drainage arrangements are deemed acceptable by the Council's Land Drainage Section. Concerns that the training facility track has crossed into an area approved as a landscaping corridor will be considered elsewhere in this report but it should be noted that this application proposes the omission of planting along the eastern boundary of the development site.

Improvements to the site access onto Horsefair Road have been carried out in accordance with the details approved under P/16/926/DOC. Those works were

undertaken in April 2018.

3. Consideration of the use of the land for the storage/sale of vans in the context of the Bridgend Local Development Plan (2013) will be considered in the appraisal section of the report. The residents oppose the use of the land for the storage of vans on the basis that the site will be used for the parking of Heavy Goods Vehicles – such operations have previously taken place on the land without the benefit of planning permission.

The Council acknowledge that the term 'van' could include car derived vans, light goods vehicles, heavy goods vehicles and large goods vehicles and any such vehicles with refrigeration. The siting of lorries and HGVs would cause problems of noise when arriving and departing site, often occurring late at night or in the early hours of the morning when background noise levels are at their lowest. Operators often need to leave their engines running for prolonged periods when starting the vehicles to build up enough pressure before moving off. Other noise associated with lorry parks include refrigeration plant which can be included on some vehicles, reversing alarms and the sounding of horns before the vehicles depart site. The use of the land for the sale of used cars/vans should not have a significant impact on the amenity of residents subject to the imposition of planning conditions that control the size of vehicles that are stored and to prevent the use of land for refrigerated vehicles, large goods vehicles, heavy goods vehicles and any vehicle with a gross vehicle weight of more than 3.5 tonnes should be prohibited. A condition limiting the time for access to the vehicles would also need to be included on any permission granted

4. The application does not propose 24 hours access to the caravan, cars and steel containers. The application, as amended proposes access to the steel containers between 07:00 hours and 23:00 hours on any day and between 07:00 hours to 19:00 hours on any day for the other uses. Shared Regulatory Services has no objection to the proposed hours of operation subject to each site being secured to prevent access outside the permitted hours

5. A line of containers has been positioned on the boundary of the motorcycle training facility which the residents correctly allege intrudes into the landscaping zone, approved along the eastern boundary of the site. This application proposes the omission of the landscaping along this boundary with the applicant maintaining that the current uses are such that the approved landscaping works are unnecessary from both a visual and noise screening perspective. It is maintained that the 2.0m high close boarded fence along with the existing substantial natural vegetation between the site boundary and the road leading to Treoes, provides an "an entirely satisfactory effect". The original layout included caravans, steel storage containers and the locomotive restoration yard along the eastern boundary which arguably would be more intrusive than the current uses, simply by virtue of their scale. An existing wooded area to the south east, beyond the development site, provides a significant level of screening. The applicant has erected 2.0m high fencing along the boundary with the motorcycle training centre and new car storage area and proposes a 3m high timber fence along the boundaries of the locomotive restoration yard. In combination with the roadside hedge and other intervening landscaping, the existing and proposed measures do offer a significant level of screening. This boundary does form the transition between the allocated employment land and the countryside to the south and east. An appropriate compromise would be the provision of landscaping between the fence and Nant Ganna, along the boundaries of the motorcycle training centre and locomotive restoration yard. The available space is limited but would allow for a line of trees to be planted which when mature would minimise the impact of the 'functional' fence. A suitably worded planning condition will be imposed that requires the submission of a modified landscaping scheme, which when agreed should then be implemented in the next planting season.

The amended condition would not include a control on the number of containers but the area to be used for their storage is clearly defined on the submitted layout. Should additional containers be brought to site and introduced on other areas, this would be contrary to the permission granted

Access to the steel containers is not proposed for 24 hours and will only take place during the following times: 07:00 hours to 23:00 hours on any day

6. Distances between the development site and the existing properties in Treoes varies from over 100m from properties to the south and over 70m from the nearest houses in River Court to the south east. Although the development of the site and the introduction of the various uses has transformed the outlook from the nearest residential properties, any reduction on the levels of privacy enjoyed would be minimal given the distances involved. The landscaping along the southern boundary will in time provide an acceptable level of screening which will minimise the impact of the respective uses from a visual perspective.

7. Access to the development site has been improved in accordance with a scheme agreed by the Council under P/19/926/DOC. The Transportation Development Control Officer has confirmed that the arrangements are acceptable to serve the respective uses on site and the associated movements.

8. The applicant's planning consultant and landscape designer maintain that the landscaping has been provided generally in accordance with the plans approved under P/16/973/DOC, although it is acknowledged that slight modifications in the south eastern and western corners have been undertaken to allow for the retention of the existing trees, the overall depth of the planting has not changed significantly. The bund was however formed from material on site and its appearance, particularly on its southern flank is not visually attractive. A recent inspection of the site indicates that management/maintenance of the landscaping has also been minimal. Nevertheless, the planting has been implemented and the trees are establishing. Subject to a programme of management/maintenance being followed by the applicant, there are no reasons why the landscaping shouldn't establish and in time, provide a substantial screen along the southern boundary of the site. In addition, Members should be aware that a condition will be re-imposed that will require the replanting of trees that are either removed, uprooted or destroyed or die, or become seriously damaged or defective. The site will continued to be monitored.

9. Residents maintain that the site development has affected land drainage which has resulted in the adjoining land becoming waterlogged. Drainage Consultants, commissioned by the applicant have agreed a drainage scheme for the development site which basically allows all surface water to drain to the ground through a permeable stone surface that covers the majority of the site.

The rights and responsibilities of land/property owners on the matters of flooding are matters of common law and should be addressed outside the planning legislation.

10. An objector has referred to bat boxes being provided as part of the development. There are no requirements under the terms of the original planning permission for bat boxes to be provided.

POLICY CONTEXT

The relevant policies relating to the proposed development from the adopted Bridgend County Borough Council Local Development Plan (LDP) (2013) are:

Policy PLA1 Settlement Hierarchy and Urban Management
Policy SP1 Regeneration-Led Development
Policy SP2 Design and Sustainable Place Making
Policy SP3 Strategic Transport Planning Principles
Policy PLA11 Parking Standards
Policy ENV6 Nature Conservation
Policy ENV7 Natural Resource Protection and Public Health
Policy SP9 Employment and the Economy
REG1 (8) Employment Sites – Land at Waterton Industrial Estate
REG 2 Protection of Identified Employment Sites

Supplementary Planning Guidance

SPG 17 Parking Standards
SPG 19 Biodiversity and Development

National Planning Policy and Guidance

National planning guidance in the form of Planning Policy Wales (Edition 10 December 2018) (PPW) is of relevance to the determination of this application. It states that the planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly (Paragraph 2.3 of PPW refers).

Planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done through maximising their contribution to the achievement of the seven well-being goals and by using the five Ways of Working, as required by the Well-being of Future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits, while considering potential impacts when assessing proposals and policies in line with the Act's Sustainable Development Principle. The most appropriate way to implement these requirements through the planning system is to adopt a placemaking approach to... decision making. (Paragraphs 2.8 and 2.9 of PPW refer).

For planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses. Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing) as well as uses such as retail, tourism, and public services. The construction, energy, minerals, waste and telecommunications sectors are also essential to the economy and are sensitive to planning policy (Paragraphs 5.4.1 and 5.4.2 refer).

Local authorities are required to identify employment land requirements, allocate an appropriate mix of sites to meet need and provide a framework for the protection of existing employment sites of strategic and local importance. Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development.

Technical Advice Note 23 - Economic Development (February 2014) provides guidance on weighing the economic benefits against any possible harm to the environment and sets three tests that should assist the planning decision making process – alternatives; jobs accommodated; special merit. In all cases robust evidence should be provided to support the tests.

The following Technical Advice Notes (TANs) are also of relevance in the consideration of these proposals:

TAN5 - Nature Conservation and Planning (2009)
TAN11 – Noise (1997)
TAN12 – Design (2016)
TAN15 – Development and Flood Risk (2004)
TAN18 – Transport (2007)

APPRAISAL

The application is being reported to Members due to the number of objections received, including the Community Councils and Local Member.

The main considerations in the determination of this application relate to:

- The acceptability of the uses with reference to the site's allocation in the Bridgend Local Development Plan 2013
- The use of land and the impact on the amenity of the residents of Treoes
- The protection/enhancement of biodiversity interests
- The implications of the development on the surrounding highway network and whether the access arrangements are deemed acceptable to serve the mix of development uses on site
- The drainage of the site

The Principle of the Development

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.

In assessing the uses proposed as part of application P/16/472/FUL, the following statement was included in the committee report:

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.

The CGI car park, the locomotive restoration yard, the storage of steel containers of caravans and campervans etc. were all considered acceptable uses with reference to the Bridgend Local Development Plan. Car storage would again fall within a B8 use which accords with the site's allocation. A motorcycle training facility with incidental office and storage facilities is a 'sui generis' use and it could be argued that such a use does result in the loss of land that could be used for employment purposes. Policy REG2 does however acknowledge that such uses can be accommodated on employment land in appropriate

locations. Factors to be considered would be the impact of the activities on the environment and the amenity of residents which will be considered in the following sections of the report. On a matter of principle, the current activities on site accord with local and national planning policies.

The use of land and the impact on the amenity of the residents of Treoes

As with the original application, the key issue in the assessment of this application is the impact of the respective uses, both individually and in combination on the living conditions and well-being of the nearest residents in Treoes. Measured from Ordnance Survey plans, the nearest property, 4 River Court is some 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.

Introducing commercial development to this site was always likely to have an impact on the levels of amenity that had been enjoyed by the residents. The critical issue was the significance and whether, under the current planning legislation, adequate controls could be imposed on the existing and future use of land. The landowner has revised the site arrangements and introduced new uses without first gaining the necessary planning permission and this has frustrated residents on what they perceive as a failure on the part of the Local Planning Authority to pursue enforcement action. Wilful disregard for the need for planning permission is not condoned by this Council and the developer's actions have been regrettable. Nevertheless, the decisive issue for the authority is whether the unauthorised uses have unacceptably affected public amenity and whether the use of the existing use of land and buildings merits protection in the public interests. On each occasion when additional uses have been introduced to site, the above tests have been applied and on the basis of the advice received from the Council's consultees, enforcement action was not immediately pursued in respect of the uses. The planning legislation does allow for the submission of retrospective applications to regularise the use of land and to amend the requirements of previously imposed planning conditions and this current application seeks to address those matters as described earlier in the report.

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 and light pollution does not demand a refusal of permission. The land used for the parking of cars in association with the CGI operation has not altered and the hours of operation will not be amended. The site is now secured, following the service of a Breach of Condition Notice, to prevent access outside the times specified in the condition. The locomotive restoration yard occupies the same area of the site as originally approved, although the use does have temporary buildings for the storage of equipment and a restroom for members of the restoration group. No power tools will be permitted to be used as part of the use. Omitting a control on the number of locomotives that could be stored as proposed, is not considered acceptable but it is acknowledged that the space available would allow more cabs to be stored. The condition should be amended accordingly. New fencing on the northern and eastern boundaries of the yard is proposed as a replacement for the unsightly corrugated sheeting. At 3m high, the fencing will screen the site from the Treoes Road and Horsefair Road. Residents allege that the locomotive cabs are visible from the rear facing windows in properties, despite the formation of the bund along the southern boundary of the site. Continuing the proposed 3m high fence along the southern boundary of the yard in lieu of the existing mesh fencing will offer additional screening that should further limit the impact of this use on the nearest residents. A condition will be imposed requiring the erection of this fencing within three months of the date of this decision.

The motorcycle training centre commenced operating in April 2017 having re-located from its previous site on Stormy Down. The noise impact assessment that accompanied this application considered the potential sources of noise and the nearest noise sensitive

receptors. Shared Regulatory Services has confirmed that the use does not have a significant adverse impact on the residents. This is however subject to the imposition of conditions that will only allow the use to continue on the current site subject to the retention of the acoustic barriers (fencing and steel containers) and a limit on the type and number of bikes. The use will only be permitted to operate between the hours of 08:00 to 18:00 Monday to Friday and 09:00 to 17:00 on weekends and bank holidays.

The Council accepts that the definition of 'vans' as proposed by the applicant is ambiguous and could include other vehicles that may cause problems of noise when arriving and departing. The site is relatively modest in scale and is used by the current operator to store vans and small trailers which are purchased, stored and delivered to customers off-site. No repairs are undertaken. The noise assessment concludes that the use will have no significant impact on the well-being of residents. This is however subject to the Council imposing conditions controlling the use, the size and type of vehicles to be stored and the hours the site will operate.

The storage of caravans, campervans and motorhomes was approved as part of the original permission although it now occupies a smaller area. The southern boundary of the compound is formed by the landscaping protection zone and a line of steel containers. The storage operation is having no significant impact on the amenities of residents and will be controlled by restricting access. The storage of pre-registered Mercedes Benz motor cars represents a new use occupying an area that was approved for the storage of caravans, campervans and motorhomes. The movement of cars to and from the site is limited and either involves small transporters delivering vehicles directly to the compound or the transporters parking on Horsefair Road and the vehicles being driven onto the site. At the busiest times, this would generate no more than four trips a day. Subject to such activity taking place during the working day, the use of land should not affect the amenities of the nearest residents.

As indicated earlier in this report, the areas to be used for the storage of steel containers has been significantly reduced with the line of containers having been sited on the southern boundary inside the landscaped bund that has been formed under the original planning permission. In this location, they form part of the noise mitigation works in combination with sections of acoustic fencing. Access to these storage facilities is to be extended from 22:00 hours to 23:00 hours. Even accounting for the position of the containers on the southern part of the site, the level of activity and the disturbance that is likely to be caused would be limited. Although a 24 hour operation would be inappropriate in this location, the proposed hours are considered acceptable.

National policy does indicate that '*potentially polluting*' commercial/industrial development should be located where there is low public exposure or where the impacts can be minimised. The potential impact of noise pollution arising from existing development must be fully considered to ensure the effects can be adequately controlled to safeguard amenity. On the basis of the evidence submitted, the responses received from consultees and a review of the site circumstances, the impact of the respective uses on the residents in terms of noise is minimal and does not demand a refusal of permission. It must also be recognised that the application site does form part of Waterton Industrial Estate and has long been identified for business uses. Conditions both new and existing (re-imposed from the original consent) should ensure that the living conditions of residents can be reasonably maintained. They are matters that can be addressed by conditions and can be enforced should the developer fail to comply.

No additional lighting is proposed as part of this application and air pollution is not considered a factor in terms of the existing uses on site.

The protection/enhancement of biodiversity interests

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); 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. Even before the site was developed, ecological reports that accompanied previous planning application indicated that the main biodiversity interests were around the site margins. The retention of trees around the boundaries of the site was also consistent with general landscape and amenity considerations. Unfortunately, a subsequent detailed survey of the trees confirmed that a number would need to be felled on the basis that they were either dead, dying or dangerous. Although residents did not agree with the outcomes of the report it was submitted by an appropriately qualified tree surveyor. Prior to any felling the trees were examined for potential bat roosts. It is the Council's understanding that no habitats were found. To mitigate the tree loss and to off-set the impact of the development in terms of the views of the site from the existing properties in Treoes, landscaping schemes were agreed, including a bund on the southern boundary. The trees and shrubs planted are still immature but, in time, will increase the level of screening, reducing views into the site from the nearest properties. It is essential that the site owner maintains the landscaping and this will be controlled through the grant of planning permission. Again, when mature the tree corridors along the southern and eastern boundary will contribute to green infrastructure and will soften the appearance of this commercial operation on the surrounding land uses.

The omission of the landscaping along the eastern boundary of the site has been discussed above. The provision of trees along part of the boundary to compensate for the loss of existing mature trees and to screen the locomotive storage yard and motorcycle training centre will however be necessary and will be controlled through planning conditions.

The implications of the development on the surrounding highway network and whether the access arrangements are deemed acceptable to serve the mix of development uses on site

Comments from the Community Councils and a number of local residents suggest that the required improvements to the site access onto Horsefair Road have not been undertaken. Members will note from the table on the first page of this report that the scheme was approved on 14 November 2017 under application P/19/926/DOC. The junction improvements had been subject to a safety audit which had regard to the uses that were operating at that time but did not include the car storage facility. This use and how it

operates has been considered by the Council's Transportation and Traffic Management Team and it is the Officer's view that the current access arrangements are considered safe in highway terms to serve the combination of uses on site. Accordingly, no objection has been received on highway safety grounds.

The drainage of the site

As there are no foul drainage requirements (a small portaloo serves the Motorcycle training facility), the only drainage relates to the disposal of surface water. Crushed stone topped with road planings provides a permeable surface over all the development areas apart from the access road, landscaping zones and motorcycle training area. Surface water will therefore drain directly into the ground. Whilst a number of the sites allow for the storage of motor vehicles with oil and petrol/diesel tanks, the scale of the activity and developed areas is below the threshold that would require the installation of a positive drainage system. Whilst the storage of the pre-registered vehicles is more significant in scale, very little fuel is held in the tanks and the likelihood of leaks from new vehicles is low. Accordingly, the Council's Land Drainage Team have no objections the current site layout.

Representations have been received from adjoining landowners suggesting that the development of this site has increased groundwater levels. Higher rainfall levels, the loss of some mature trees and the naturally higher groundwater table in the area may have all contributed to this problem but there is no evidence on site that the layout has resulted in direct discharge onto adjoining land. Given the lack of hard surfacing along the southern boundary of the site, it does not represent a substantive planning objection.

CONCLUSION.

This application seeks to retain the current uses on this site which have operated for over 12 months. From the representations received from the Community Councils, local Member and residents, it is clear that the various uses on site, in particular the Locomotive Restoration Yard and Motorcycle Training Centre are deemed by them to be inappropriate for this location. For the reasons set out earlier in this report the activities are compliant with the site's allocation for Classes B1, B2 and B8 in the Bridgend Local Development Plan. Furthermore, on the evidence submitted and subject to the imposition of planning conditions, the uses, individually and in combination should not significantly adversely affect the living conditions and well-being of residents. Any impacts will be minimal and acceptable given the site's allocation. On the basis of the developer's previous actions, residents believe that planning conditions will be ignored in the future. Whilst their frustrations are understandable, nothing within legislation or planning case law indicates that a 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.

The omission of the landscaping buffer on the eastern boundary has been carefully considered and although its formation would have enhanced the scheme, given that the majority of existing residential properties lie to the south of the site and that an existing hedgerow and trees screens much of the site from the public highway, requiring the planting to be provided cannot be fully justified. Localised tree planting alongside the boundary of the Locomotive Restoration Yard will screen the proposed high boundary fencing on this part of the site.

In all other respects, the development is considered to be compliant with national and local planning policy.

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.

RECOMMENDATION

(R53) 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 4 January 2019

Reason: For the avoidance of doubt as to the extent of the permission granted and in the interests of highway safety and the amenities of residents.

2. The site shall only be used for the following:

a) Area 1 - 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 materials, containers or equipment.

The car parking area shall not be used outside the following times: 07:00 hours - 20:00 hours Mondays - Fridays. At all other times, the car park shall be secured to prevent access outside the permitted hours.

Area 1 shall not be used for any other purposes 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.

b) Area 2 – The storage of Locomotive Cabs (a maximum of 19 cabs).

Area 2 shall not be accessed outside the following times: - 09:00 hours-18:00 hours on any day. At all other times the Locomotive Restoration Yard shall be secured to prevent access outside the permitted hours.

Area 2 shall not be used for any 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.

c) Area 3- A Compulsory Basic Training Motorcycle Facility operated by Bridgend Motorcycle Training Centre Ltd (BMTC Ltd) only that is restricted to a maximum of 6 bikes being operated/ridden on site at any one time.

The Motorcycle Training Facility shall not operate outside the following times: 08:00 hours -18:00 hours Mondays- Fridays and 09:00 hours -17:00 hours on weekends and Bank Holidays. At all other times the Motorcycle Training Facility shall be secured to prevent

access outside the permitted hours.

d) Area 4 - A Van Storage Yard and ancillary building (a maximum of 30 Vans).

Area 4 shall be used for the storage of transit type commercial vans and car derived vans. The use of refrigerated vehicles, large goods vehicles, heavy goods vehicles and any vehicle with a gross vehicle weight of more than 3.5 tonnes is prohibited.

No repairs of the vehicles shall be undertaken at any time and the yard and ancillary building shall be secured to prevent access outside the following times: 07:00 hours - 19:00 hours Mondays- Fridays and 08:00 hours -17:00 hours at the weekends and Bank Holidays.

Area 4 shall not be used for any other purposes including any other purposes in Class B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to those Classes in any Statutory Instrument revoking and re-enacting that Order with or without modification.

e) Area 5 - The storage of Caravans, Campervans and Motor Homes 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.

The road surfaces subject to vehicular movement by caravans, camper vans and motorhomes shall be surfaced with asphalt planings or scalplings or a similar noise reducing surface. The area shall be secured to prevent access outside the following times: 07:00 hours – 19:00 hours on any day.

f) Area 6 - The storage of new pre-registered motor cars and for no other purposes including any other purposes 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 6 shall be secured to prevent access outside the following times: 07:00 hours-19:00 hours on Mondays- Fridays and 08:00 hours - 17:00 hours on weekends and Bank Holidays.

g) Areas 7, 7a, 7b and 7c - the storage of steel containers.

The row of storage containers in locations 7b and 7c shown on Proposed Site Layout plan shall be maintained and retained in perpetuity to form a contiguous line along the southern perimeter boundary of Area 3 and the southern boundary of Areas 5 and 6. Should any container(s) be removed from site, the use of the motorcycle training facility, the storage of Caravans, Campervans, Motor Homes and vans shall immediately cease until replacement noise mitigation measures in the form of a 2.5m high acoustic barrier or close boarded fence with the joins being overboarded with a minimum mass of 10kg per square metre unit area which has no gaps, is imperforate and forms a contiguous line has been erected in a position to be agreed by the Local Planning Authority. The barrier or fence agreed by the Local Planning Authority shall be maintained and retained in perpetuity.

Areas 7, 7a, 7b and 7c shall be secured to prevent access outside the following times: 07.00 hours -23.00 hours on any day.

h) A Landscaping Protected Zone identified and shaded green on the 'Layout Plan' shall be retained in accordance with the landscaping scheme and maintenance plan agreed in discharge of condition 8 of P/16/472/FUL (P/16/973/DOC refers).

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

3. A 2m overboarded close boarded fence with a minimum mass of 10kg/m² unit area shall be erected as part of 7b and 7c and as located on boundary b marked on the 'Layout Plan' received on 4 January 2019 and shall be maintained and retained in perpetuity. The fence shall be imperforate, with no gaps, including no gaps between the steel containers at 7b and the fence marked as b on the Layout Plan.

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

4. A 3m high close boarded timber fence shall be erected along the northern, southern and eastern boundaries of Area 2 as indicated as boundary 'a' on the 'Layout Plan' received on 4 January 2019. The fence shall be maintained and retained in perpetuity.

Reason: In the interests of screening this part of the site operation

5. The junction improvements from the access road onto Horsefair Road and the pedestrian walkways shall be retained in accordance with the detailed agreed scheme as part of P/16/926/DOC.

Reason: For the avoidance of doubt as to the extent of the permission granted and in the interests of highway safety.

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 'Layout Plan' received on 4 January 2019.

7. Within one month 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 within three months of the date of this permission or prior to any individual steel container being used. The agreed sound attenuation measures shall be maintained and retained as such in perpetuity.

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

8. Within two months of the date of this permission a revised landscaping plan for the eastern boundary of the site shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall incorporate a line of tree/hedge planting on the eastern boundaries of the Areas 2 and 3 on the 'Layout Plan' received on 4 January 2019. The planting plans shall include a schedule of trees and shrubs, noting species, plant sizes and proposed numbers and densities and a program for maintenance. All landscaping works shall be carried out in accordance with the approved details and in the next planting season (November 2019 – March 2020).

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 approved as part of a landscaping scheme on site, 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, apart from those agreed in the discharge of condition 10 of P/16/472/FUL (P/17/174/DOC refers) 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. The CGI car parking area shall not be lit outside the following times: - 07:00 hours - 20:00 hours Mondays- Fridays.

Reason: In the interests of residential amenities.

13. The external lighting of the CGI Car Park shall be retained in accordance with the detailed scheme agreed in discharge of condition 14 of P/16/472/FUL, (P/19/926/DOC refers).

Reason: In the interests of residential amenities.

14. No external lighting shall be installed on any of the outside storage areas unless details of such lighting have been first submitted to and agreed by the Local Planning Authority in writing. Any application for approval made to the Local Planning Authority under this condition shall include details of the 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. 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.

15. The site surfaces and associated drainage measures shall be maintained in accordance with the 'Surfacing Strategy and Specifications', 'Limitations' and 'Inspection and Maintenance Plan' in the Drainage Strategy Report produced by Hydrock and dated November 2017.

Reason: To ensure the safe drainage of the site

16. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

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.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers

None

REFERENCE: A/19/20/ADV

APPLICANT: Leyshon Flint & Sons Bridgend Road, Penyffai CF31 4LL

LOCATION: **Leyshon Flint & Sons, Bridgend Road, Penyffai CF31 4LL**

PROPOSAL: Proposed new advertisement signage

RECEIVED: 8th August 2019

SITE INSPECTED: 29th August 2019

DESCRIPTION OF PROPOSED DEVELOPMENT

This application seeks Advertisement Consent for the replacement of various signs at Leyshon Flint & Sons, Bridgend Road, Penyffai. As demonstrated below, a total of six signs are proposed to be installed:

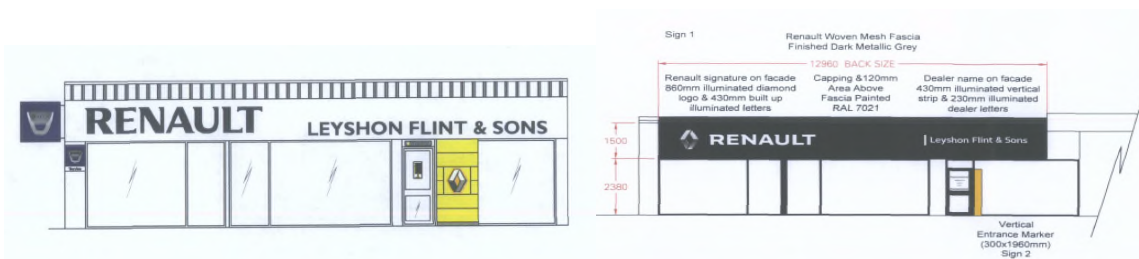


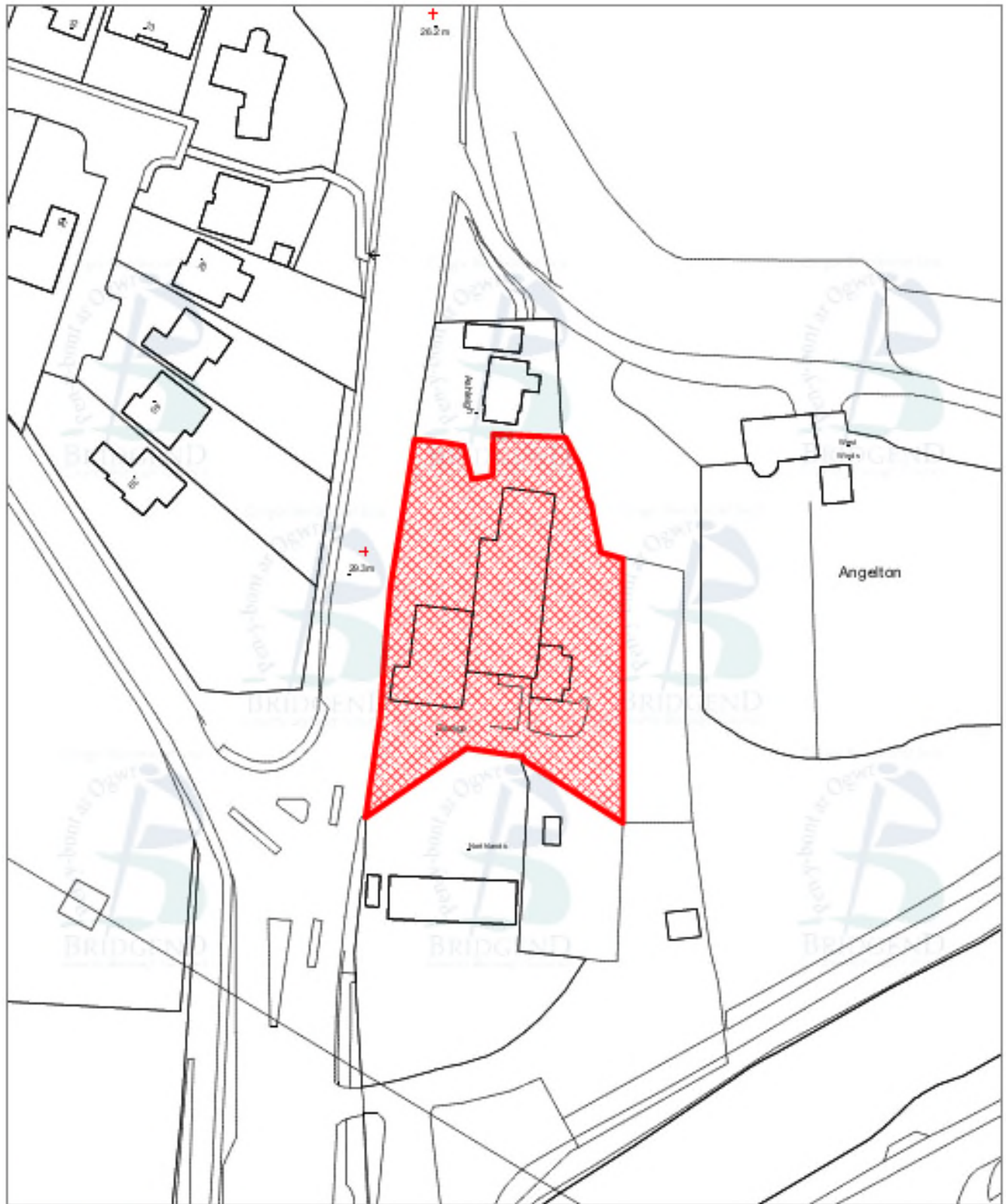
Proposed Signage

Sign 1 comprises a woven mesh fascia which will measure 12.9m in width and 1.5m in height. The sign will project from the building by 17.5cm and will be installed 2.38m above the adjacent ground level. The sign will be finished in a dark metallic grey colour and on the left of the façade, will have the Renault lettering with illuminated diamond logo. On the right of the façade, the dealer name ‘Leyshon Flint & Sons’ will be installed along with a 430mm illuminated strip.

Existing Fascia Signs

Proposed Fascia Signs





© Crown Copyright and the Ordnance Survey 10 000 0000
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of the Ordnance Survey. For more information please contact the Ordnance Survey on 0800 505050.

A/19/20/ADV

1:1000
 Time of Plot:
 13:56
 Date of Plot:
 15/10/2019

Plot generated by:
 Planning Department
 Department :
 Planning Department

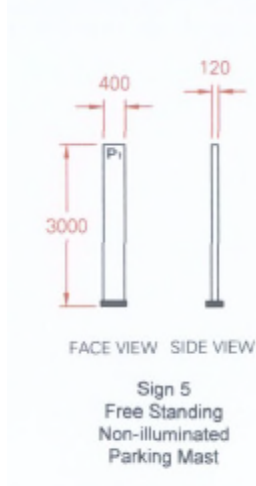
Sign 2 is a free standing sign which will be positioned at the entrance to the show room. It is proposed to measure 1.96m in height.

Sign 3 will be positioned in the far north western corner of the application site and will be fixed to an existing 6.5m high post. The sign will measure 1.1m in width and 1.5m in height and will have the new Renault insignia sign positioned centrally. The existing post will be painted in a dark metallic grey colour to match the other signs on the site.



The fourth sign proposed to be installed (**Sign 4**) is a free standing directional sign which measures 1.4m in width, 15cm in depth and 2.3m in maximum height. The sign is proposed to be positioned along the southern boundary of the application site to provide directional assistance to the car park at the rear of the premises.

Sign 5 is also a freestanding directional sign which demarcates the parking area. It will measure 0.4m in width, 12cm in depth and 3m in maximum height.



Sign 6 is proposed to be installed at the rear of the car display unit positioned in the north western corner of the application site. It will measure 13.5m in width, 23cm in depth and 2.76m in maximum height. The sign will advertise promotions at the car dealership. The number of spotlights to illuminate this sign has been amended in line with the Highways officer's comments.

This application has been submitted to run concurrently with an application for planning permission, received on 16 August 2019, which seeks consent for the erection of 'display area spotlights' under reference P/19/591/FUL.

SITE DESCRIPTION

The application site lies within the countryside, as defined by Policy PLA1 of the adopted Local Development Plan (2013) and lies within the Green Wedge known as 'Penyfai and Aberkenfig', designated under Policy ENV2(8) of the Local Development Plan (2013).

The site is positioned on the eastern side of Bridgend Road (A4063) and is accessed via the existing vehicular access points on the western boundary of the application site. It comprises a petrol station and a Renault car dealership to the immediate north east of the junction between Bridgend Road and Tondu Road.

The eastern boundary of the application site lies adjacent to a Site of Importance for Nature Conservation (SINC) known as 'Angelton Common', designated as a habitat for semi-improved neutral grassland, dense/continuous scrub and an orchard. The site is identified under Policy ENV4(2) of the Local Development Plan (2013).

Ogwr Borough Council's Tree Preservation Order No 18 (1992) covers land, on the western side of the A4063 carriageway, identified in blue below:



Tree Preservation Order

RELEVANT HISTORY

Application Reference	Description	Decision	Date
A/96/16/ADV	Fascia sign and pole to showroom	Refused	17/05/1996
P/01/1069/FUL	Elevated car park	Conditional Consent	19/03/2002
A/03/44/ADV	Pole signs and wall mounted signs	Split Decision (Allowed for pole sign and wall mounted signs, refused for double sided signs)	12/03/2004

A/07/7/ADV	External statically illuminated signage	Conditional Consent	23/04/2007
P/13/284/FUL	New extension to provide additional workshop and office space	Conditional Consent	20/09/2013
P/15/565/FUL	Regularise parking to rear of building (change of use) (retrospective application)	Conditional Consent	11/03/2016
P/16/494/DOC	Approval of details for condition 3 of P/15/565/FUL	Not Agreed	18/08/2016
P/16/681/NMA	Non material amendment to P/15/565/FUL for provision of 31 car parking spaces	Conditional Consent	30/09/2016
P/19/591/FUL	Display area spotlights	Pending	

PUBLICITY & RESPONSES RECEIVED

This application has been advertised through direct neighbour notification. One letter of objection was received from the occupier(s) of Ashleigh, Angelton Road, Penyfai. The letter raises objections to the proposal on the following grounds:

- The spotlights proposed will be a distraction to the traffic along Bridgend Road;
- The light emitted from the spotlights will affect residential amenity;
- The car being mounted onto a plinth will distract motorists.

In addition to the above, an objection is raised by Newcastle Higher Community Council. The consultation response reads *The concept of spotlights and a raised plinth at this location would not sit well in the landscape. There would be a distraction to passing motorists.*

The objection raised in respect of the car being mounted onto a plinth will not be addressed further as the application under consideration here refers solely to the erection of advertisement signs only.

The matters raised which are considered to be material planning objections are addressed in the appraisal section of the report.

CONSULTATION RESPONSES

CONSULTEE

Highways Officer

COMMENTS

No objection subject to the inclusion of the recommended planning conditions.

RELEVANT POLICIES

The relevant policies and supplementary planning guidance are highlighted below:

Policy SP2 Design and Sustainable Place Making

In the determination of a planning application, regard should also be given to the local requirements of National Planning Policy which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this planning application:

APPRAISAL

This application is referred to the Development Control Committee to consider the objections raised by a neighbouring resident and by Newcastle Higher Community Council.

The Town and Country Planning (Control of Advertisements) Regulations 1992 requires that in the consideration of applications for the display of advertisements, Local Planning Authorities shall exercise their powers only in the interests of amenity and public safety.

Therefore, in considering and determining this application, the primary considerations are the effect of the proposal on the amenity of the area, taking account of the general characteristics of the locality, and the impact on public safety.

AMENITY

Policy SP2 of the Local Development Plan (2013) states 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”. Design should be of the highest quality possible and should be appropriate in scale, size and prominence”.

The proposed signage will not detract from the character or appearance of the area in which it is located. Its installation will not result in visual clutter being added to the vicinity and so the proposal is not considered to impact the visual amenity of the wider area.

The letter of objection received from the occupier(s) of Ashleigh, Angelton Road, states that the illumination will be distracting and will impact the existing levels of residential amenity.

Whilst the signage is illuminated and is proposed to replace existing signage, it is not considered to be illuminated to such an extent that would be detrimental to the residential amenities of neighbouring occupier(s) In terms of amenity therefore, the signage is considered to be acceptable as it will not cause nuisance by way of light pollution or distraction.

PUBLIC SAFETY

The objections raised by Newcastle Higher Community Council and the occupier(s) of the neighbouring property refer to highway safety.

The Highway Officer considers that the proposed replacement signage is acceptable from a highway safety perspective and no objection is raised, subject to the inclusion of the recommended planning conditions. The proposal is therefore considered to be acceptable from a public safety perspective as the methods of illumination will not force shine onto the highway .

CONCLUSION

The proposed signs are considered to be appropriate in terms of size, scale and prominence, in accordance with Policy SP2 of the Local Development Plan (2013) and they are not considered to have a significant visual impact upon the character or appearance of the host building or wider area.

Subject to the inclusion of the recommended planning conditions, the signs are considered to be acceptable in terms of public safety as they will not distract users of the adjoining highway network.

RECOMMENDATION

(R06) That Advertisement Consent be GRANTED subject to the following conditions in addition to the standard conditions:-

1. The development shall be carried out in accordance with the "Site Location Plan" and drawings entitled "RenPFL0602 Block Plan", "RenPFL0602 Planning", "Renault Fascia Detail", "Renault Projector Detail", "Directional Sign", "Poster Unit" and "Head Line Display" received on 8 August 2019.

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

2. No source of illumination shall be directly visible from any part of an adjacent highway.

Reason: In the interests of highway safety.

3. No part of the sign(s) or lighting unit(s) hereby approved shall be less than 2.1 metres above any adjacent footway or within 0.45 metres of a vertical line above the edge of any adjacent carriageway.

Reason: In the interests of highway safety.

4. The advertisement shall not at any time contain a directional element, which may be confused with traffic signing.

Reason: In the interests of highway safety.

5. * THE FOLLOWING IS AN ADVISORY NOTE NOT A CONDITION

The proposal is considered to be appropriate in terms of size, scale and prominence, in accordance with Policy SP2 of the Local Development Plan (2013) and is not considered to have a significant visual impact upon the character or appearance of the host building or wider area. Subject to the inclusion of the recommended planning conditions, the proposal is considered to be acceptable in terms of public safety, as it is considered to be acceptable from a highway safety perspective.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers

None

This page is intentionally left blank

REFERENCE: P/19/591/FUL

APPLICANT: Leyshon Flint & Sons Bridgend Road Penyfai, CF31 4LL

LOCATION: Leyshon Flint & Sons Bridgend Road Penyfai CF31 4LL

PROPOSAL: Display area spotlights

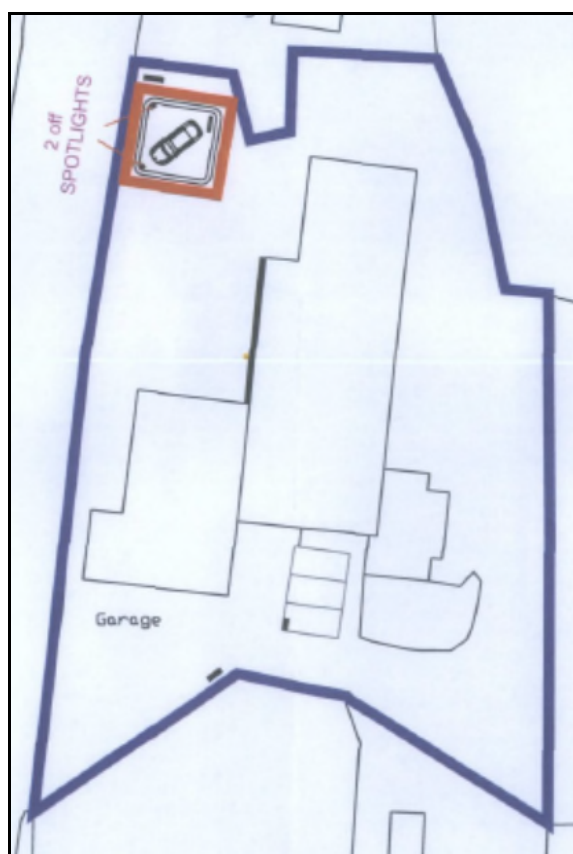
RECEIVED: 8 August 2019

SITE INSPECTED: 29 August 2019

DESCRIPTION OF PROPOSED DEVELOPMENT

Full planning permission is sought for the installation of two spotlights at Leyshon Flint & Sons, Bridgend Road, Penyfai.

The spotlights are proposed to be positioned in the north western corner of the application site and will be mounted on 3m high lighting columns. Each spotlight will face east and will illuminate a raised display area, as demonstrated below:

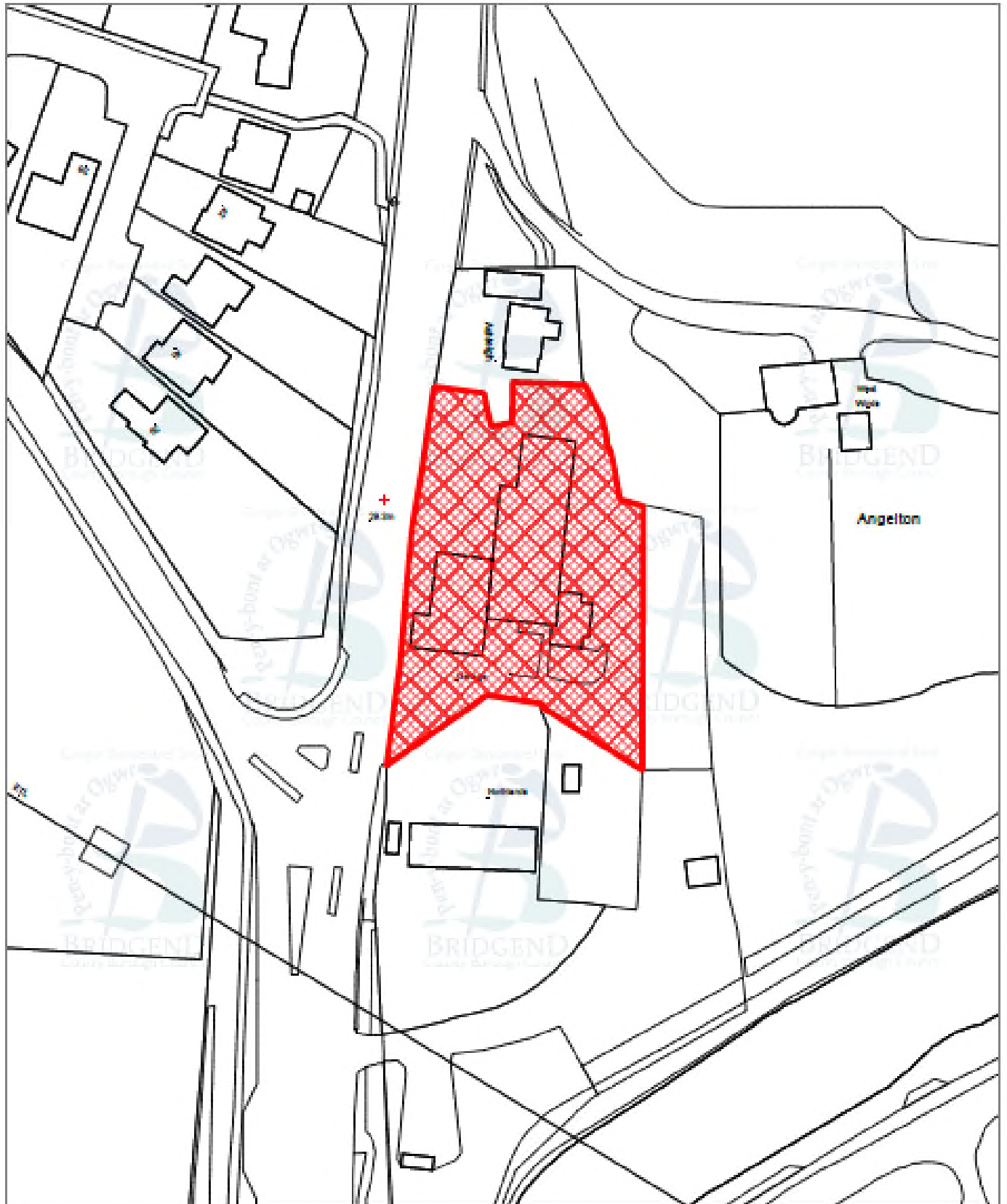


Proposed Spotlights

This application has been submitted to run concurrently with an application for advertisement consent, received on 8 August 2019, which seeks consent for the erection of 'new advertisement signage' under reference A/19/20/ADV.

SITE DESCRIPTION

The application site lies within the countryside, as defined by Policy PLA1 of the adopted Local Development Plan (2013) and lies within the Green Wedge known as 'Penyfai and Aberkenfig', designated under Policy ENV2(8) of the Local Development Plan (2013).



© Crown Copyright and database right 2019. Ordnance Survey 100025688.
 Aerial Imagery: Cities Revealed aerial photography copyright The GeoInformation Group 2011.
 Countryside Council for Wales, © Crown Copyright and database right 2019. Ordnance Survey 100025688.
 Treasury Commissioners, © Crown Copyright and database right 2019. Ordnance Survey 100025688.

P/19/591/FUL

1:1000
 Time of Plot:
 14:00
 Date of Plot:
 15/10/2019

Plot generated by:
 Planning Department
 Department :
 Planning Department

The site is positioned on the eastern side of Bridgend Road (A4063) and is accessed via the existing vehicular access points on the western boundary of the application site. It comprises a petrol station and a Renault car dealership to the immediate north east of the junction between Bridgend Road and Tondy Road.

The eastern boundary of the application site lies adjacent to a Site of Importance for Nature Conservation (SINC) known as 'Angelton Common', designated as a habitat for semi-improved neutral grassland, dense/continuous scrub and an orchard. The site is identified under Policy ENV4(2) of the Local Development Plan (2013).

Ogwr Borough Council's Tree Preservation Order No 18 (1992) covers land on the western side of the A4063 carriageway, identified in blue below:



Tree Preservation Order

RELEVANT HISTORY

Application Reference	Description	Decision	Date
A/96/16/ADV	Fascia sign and pole to showroom	Refused	17/05/1996
P/01/1069/FUL	Elevated car park	Conditional Consent	19/03/2002
A/03/44/ADV	Pole signs and wall mounted signs	Split Decision (Allowed for pole sign and wall mounted signs, refused for double sided signs)	12/03/2004
A/07/7/ADV	External statically illuminated signage	Conditional Consent	23/04/2007
P/13/284/FUL	New extension to provide additional workshop and office space	Conditional Consent	20/09/2013
P/15/565/FUL	Regularise parking to rear of building (change of use) (retrospective application)	Conditional Consent	11/03/2016

P/16/494/DOC	Approval of details for condition 3 of P/15/565/FUL	Not Agreed	18/08/2016
P/16/681/NMA	Non material amendment to P/15/565/FUL for provision of 31 car parking spaces	Conditional Consent	30/09/2016
A/19/20/ADV	Proposed new advertisement signage	Pending	

PUBLICITY & REPRESENTATIONS RECEIVED

This application has been advertised through direct neighbour notification. Two letters of objection have been received through this process.

The first letter of objection was received on 18 September 2019 from the occupier(s) of 41 Parkfields, Penyfai. The letter states *the proposed display area spotlights have the potential to become a nuisance* as one spotlight is directed towards the main road and to properties which lie to the west of the application site. The letter states that the orientation of the spotlight has the potential to be hazardous to drivers on Tondu Road.

The letter also refers to the spotlight being directed towards the trees which *will affect local ecological connectivity* and negatively impact protected species within the vicinity of the application site.

The second letter of objection was received from the occupier(s) of 42 Parkfields, Penyfai, on 18 September 2019. Concern is raised that the lighting would negatively impact the residents of Parkfields, particularly in winter months when tree coverage is reduced. The letter states the following: *The introduction of 3 x 3 metre high floodlighting spotlights directly opposite established housing in Parkfields is unacceptable as it will inevitably cause lighting disturbance and nuisance.*

The letter also refers to the impact of the development on the market value of the property. Whilst this comment is noted, loss of property value is not a material planning consideration and cannot be considered in the determination of this planning application.

In addition to the above, an objection is raised by Newcastle Higher Community Council. The consultation response letter reads: *The concept of spotlights and a raised plinth at this location would not sit well in the landscape. There would be a distraction to passing motorists.*

The Community Council raises concern about pedestrian safety and state that the lights may cause distraction for road users entering and exiting the application site. Concern is also raised with regard to the impact of the development on protected species.

The objection raised in respect of the car being mounted onto a plinth is not considered further as this element does not form part of this planning application. The matters raised in the letters of objection received which are considered to be material planning objections are addressed in the appraisal section of the report.

CONSULTATION RESPONSES

CONSULTEE

Transportation, Policy and Development

COMMENTS

No objection subject to the inclusion of the recommended planning conditions.

RELEVANT POLICIES

The relevant policies and supplementary planning guidance are highlighted below:

Policy SP2	Design and Sustainable Place Making
Policy ENV2	Development in Green Wedges

In the determination of a planning application, regard should also be given to the local requirements of National Planning Policy which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this planning application:

Planning Policy Wales Edition 10

Planning Policy Wales TAN 12 Design

APPRAISAL

This application is referred to the Development Control Committee to consider the objections raised by the occupier(s) of neighbouring properties and by Newcastle Higher Community Council.

PRINCIPLE OF DEVELOPMENT

The application site is located within the countryside, as defined by Policy PLA1 of the Local Development Plan (2013); it comprises land lying outside of the designated settlement boundaries. It is also located within a Green Wedge known as 'Penyfai and Aberkenfig', designated under Policy ENV2(8) of the Local Development Plan (2013). Policy ENV2 states the following:

Development which causes, or contributes to, the coalescence of settlements or reduces the openness of land between settlements will not be permitted.

Whilst it is acknowledged that the proposed spotlights are within the identified Green Wedge, it is considered that their installation would not cause coalescence of the settlements between Penyfai and Aberkenfig and the business is long established in this location. As such, it is considered that the proposed development will not have a detrimental impact on the Green Wedge and is considered to be acceptable in principle, in accord with Policy ENV2(8) of the Local Development Plan (2013).

DESIGN

Policy SP2 of the Local Development Plan (2013) states 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. Design should be of the highest quality possible, and should be appropriate in scale, size and prominence".

The introduction of two spotlights to be erected on 3 metre high lighting columns are considered to be a modest form of development that is appropriate in terms of size, scale and prominence, in accordance with Policy SP2 of the Local Development Plan (2013).

Given the commercial context of the application site, the proposal will not affect the character or appearance of the car dealership and adjacent petrol station. The lighting columns with spotlights will not impact the visual amenity of the area and therefore their introduction is considered to be acceptable from a design perspective.

NEIGHBOUR AMENITY

In both letters of objection received from the occupier(s) of properties within Parkfields, reference is made to light disturbance and the impact of the proposed spotlights on the

amenities of the occupier(s) of that residential estate. Whilst the objections are noted, the spotlights to be installed will face eastwards and therefore any light spill will be minimal especially as the nearest property in that residential estate is located 42 metres to the north-west of the application site. The residential estate is also separated from the commercial car dealership by Bridgend Road and an established hedgerow with mature trees.

Whilst the occupiers of Ashleigh, a residential property immediately to the north east of the site, have not objected to this application, it is considered that, due to the orientation and proximity of the spotlights, this property is more likely to be affected by the proposal however, there is a pronounced levels difference and a dense and established group of conifer trees are sited between the two properties, thereby limiting the potential impact of the LED spotlights.

Therefore, in terms of amenity, the installation of two lighting columns with spotlights is not considered to impact the existing levels of amenity afforded to properties to the west of the application site.

ECOLOGY

It is noted that the occupier(s) of 41 Parkfields and Newcastle Higher Community Council reference the impact of the development on protected species such as bats. The letter received from the occupier(s) of 41 Parkfields specifically requests Bridgend County Borough Council to consider its duty to assess the impact of a development on ecology and protected species.

It is acknowledged that the eastern boundary of the application site lies adjacent to a Site of Importance for Nature Conservation (SINC) known as 'Angelton Common', and that Ogwr Borough Council's Tree Preservation Order No 18 (1992) covers land to the west of the application site, on the western side of the A4063 carriageway however, the application site itself is not designated as part of the SINC and there are no protected trees on the site.

Although the commercial site is already extensively illuminated during the evenings, in order to address the concerns raised in the letters of objection received, an informative note will be added to the recommendation to remind the developer of their legal requirement to consider wildlife on their development.

HIGHWAYS

The Highways Officer considers that the installation of two spotlights which face away from the adjacent highway are acceptable from a highway safety perspective, in compliance with Policy PLA11 of the Local Development Plan (2013).

Whilst the matters raised in all three objections received refer to highway safety and the impact of the development on the adjacent highway (Bridgend Road), the proposal has been assessed by the Transportation Development Control Officer who considers the proposal to be acceptable in highway safety terms.

Therefore, whilst the concerns are noted, the proposal is not considered to be detrimental to highway safety and there is no justification to refuse it on those grounds.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations 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 comprising 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 well-being goals/objectives as a result of the proposed development.

CONCLUSION

The proposal is considered to be acceptable in principle, in accordance with Policies ENV2(8) and PLA1 of the Local Development Plan (2013). In terms of size, scale and prominence, the proposed lighting columns and spotlights are considered to be acceptable as they will not have a detrimental visual impact on the character or appearance of the application site or wider area, in compliance with Policy SP2 of the Local Development Plan (2013).

Subject to the inclusion of the recommended planning conditions, the proposal is considered to be acceptable from a highway safety perspective and is therefore recommended for approval.

RECOMMENDATION

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

1. The development shall be carried out in accordance with the "Site Location Plan" received on 8 August 2019 and drawings entitled "RenPFL0602 Block Plan 2" and "Head Line Display" received on 17 September 2019.

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

2. No part of the lighting unit(s) hereby approved shall be less than 2.1 metres above any adjacent footway or within 0.45 metres of a vertical line above the edge of any adjacent carriageway.

Reason: In the interests of highway safety.

3. * THE FOLLOWING IS AN ADVISORY NOTE NOT A CONDITION

The proposal is considered to be acceptable in principle, in accord with Policies ENV2(8) and PLA1 of the Local Development Plan (2013). In terms of size, scale and prominence, the proposed lighting columns and spotlights are considered to be acceptable as they will not have a detrimental visual impact on the character or appearance of the application site or wider area, in compliance with Policy SP2 of the Local Development Plan (2013). Subject to the inclusion of the recommended planning conditions, the proposal is considered to be acceptable from a highway safety perspective, and is therefore recommended for approval.

The applicant is reminded of their legal requirement to consider wildlife on their development site. Further information on wildlife and development can be found in Supplementary Planning Guidance 19: A Green Infrastructure Approach (SPG19); <https://www.bridgend.gov.uk/media/1840/final-green-infrastructure-spg-for-web.pdf>.

British bats and their breeding sites and resting places are protected by law through UK legislation 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 absolute offence to damage or destroy a 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.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers

None

APPEALS

The following appeals have been received since my last report to Committee

CODE NO.	D/19/3233411 (1866)
APPLICATION NO.	P/19/226/FUL
APPELLANT	MR C TARR
SUBJECT OF APPEAL	RETENTION OF FENCE TO FRONT OF DWELLING 81 PARK STREET, BRIDGEND
PROCEDURE	HOUSEHOLDER
DECISION LEVEL	DELEGATED OFFICER

The application was refused for the following reasons:

1. The boundary treatment by reason of its size, finish and siting in close proximity and in full view of users of the adjoining highway would represent an incongruous element in the street scene to the detriment of local visual amenities contrary to Policy SP2 of the Bridgend Local Development Plan (2013) and Supplementary Planning Guidance 02: Householder Development and advice contained within Planning Policy Wales (Ed 10 Dec 2018).
2. The proposed development will restrict visibility from the neighbouring property's existing access and would create traffic hazards to the detriment of highway safety contrary to Policy SP2 of the Bridgend Local Development Plan (2013) and advice contained within Planning Policy Wales (Ed 10 Dec 2018).

CODE NO.	D/19/3233932 (1867)
APPLICATION NO.	P/19/281/FUL
APPELLANT	MR I JONES
SUBJECT OF APPEAL	FIRST FLOOR SIDE EXTENSION (VOID BELOW FOR PARKING); CHANGE ROOF TO GABLE END & EXTEND DORMER AT REAR 42 PARCAU AVENUE, BRIDGEND
PROCEDURE	HOUSEHOLDER
DECISION LEVEL	DELEGATED OFFICER

The application was refused for the following reasons:

1. The proposed development would by reason of its siting, scale and design constitute an insensitive and unsympathetic form of development that would unbalance the existing pair of semi-detached properties and have a potential terracing effect to the detriment of the existing visual amenities of the locality. As such, the proposal is considered contrary to Policy SP2 of the Bridgend Local Development Plan (2013), the principles of Notes 16 and

17 of SPG2 - Householder Development (2008), Technical Advice Note 12 Design (2016) and advice contained within Planning Policy Wales (2018).

2. The proposed side extension by reason of its siting, scale and design, would have an unreasonably overbearing impact on the neighbouring residential property, No. 44 Parcau Avenue, to the detriment of the residential amenities enjoyed by the occupiers of that property. The proposal is therefore contrary to Policy SP2 of the Bridgend Local Development Plan (2013) and the principles of Supplementary Planning Guidance 02: Householder Development (2008).

The following appeals have been decided since my last report to Committee

CODE NO.	A/19/3225311 (1856)
APPLICATION NO.	P/18/1025/FUL
APPELLANT	MR N & MRS M ARNOLD
SUBJECT OF APPEAL	SITING OF A MOBILE TIMBER ECO RESIDENTIAL UNIT BLACKBRIDGE ARABIAN STUD, TYLAGWYN, PONTRHYL
PROCEDURE	HEARING
DECISION LEVEL	DELEGATED OFFICER
DECISION	WITHDRAWN

CODE NO.	NOT STARTED
APPLICATION NO.	ENF/17/19/ACK (1870)
APPELLANT	MR C TARR
SUBJECT OF APPEAL	UNAUTHORISED FENCE 81 PARK STREET BRIDGEND
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION	THE ENFORCEMENT APPEAL WAS TURNED AWAY BY THE PLANNING INSPECTORATE AS THE DATE BY WHICH TO LODGE THE APPEAL HAD EXPIRED

CODE NO.	C/19/3226631 (1861)
ENFORCEMENT NO.	ENF/151/18/A21
APPELLANT	MR N REES
SUBJECT OF APPEAL	PROPERTY IN STATE OF DISREPAIR 6 WARWICK CRESCENT PORTHCAWL
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	ENFORCEMENT NOTICE (SECTION 215)

DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE DISMISSED AND THE ENFORCEMENT NOTICE VARIED/UPHELD.

A copy of the appeal decision is attached as **APPENDIX A**

CODE NO. A/19/3226420 (1859)
ENFORCEMENT NO. P/18/898/RES

APPELLANT MR DAMIEN JENKINS

SUBJECT OF APPEAL NON COMPLIANCE WITH APPROVALS P/16/222/RES, P/17/34/DOC & P/17/1086/FUL
22 ABERGARW MEADOWS (PLOT 11), BRYNMENYN

DECISION LEVEL ENFORCEMENT NOTICE

DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE ALLOWED ON GROUND C (DOWNLIGHTS) AND VARIED ACCORDINGLY: ALL OTHER GROUNDS OF APPEAL BE DISMISSED AND THE ENFORCEMENT NOTICE UPHELD.

A copy of the appeal decision is attached as **APPENDIX B**

CODE NO. C/19/3226431 (1860)
ENFORCEMENT NO. P/18/898/RES

APPELLANT MR DAMIEN JENKINS

SUBJECT OF APPEAL RESERVED MATTERS TO P/14/742/OUT TO RETAIN DWELLING AS BUILT WITH SWIMMING POOL AND GLAZED PANELS ABOVE BOUNDARY WALLS
22 ABERGARW MEADOWS (PLOT 11), BRYNMENYN

DECISION LEVEL WRITTEN REPRESENTATIONS

DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE ALLOWED SUBJECT TO CONDITIONS.

A copy of the appeal decision is attached as **APPENDIX B**

RECOMMENDATION
That the report of the Group Manager Planning & Development Services be noted.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers (see application reference number)



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 14/06/19

gan **A L McCooey BA MSc MRTPI**

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 29.07.2019

Appeal Decision

Site visit made on 14/06/19

by **A L McCooey BA MSc MRTPI**

an Inspector appointed by the Welsh Ministers

Date: 29.07.2019

Appeal Ref: APP/F6915/C/19/3226631

Site address: 6 Warwick Crescent, Porthcawl, CF36 3LH

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 217 of the Town and Country Planning Act 1990 as amended.
 - The appeal is made by Mr Noel Rees against a notice under section 215 of the above Act, issued by Bridgend County Borough Council.
 - The notice, numbered ENF/151/18/A21, was issued on 4 March 2019.
 - The notice has been served because it appears that the amenity of an area is adversely affected by the condition of the above land/building.
 - The requirements of the notice are:
 1. Remove the vegetation at the western side of the property, facing the lane, up to a minimum distance of 1m from the property.
 2. Remove the ivy from the gable end of the property facing Warwick Crescent.
 - The period for compliance with the requirements is within 28 days of the date on which the notice takes effect.
 - The appeal is proceeding on the grounds set out in section 217(1) (a) of the Town and Country Planning Act 1990 as amended.
-

Decision

1. It is directed that the notice be varied by deleting requirement 1 and replacing it with the following: Remove the vegetation growing at the western elevation of the dwelling (facing the lane/footpath) for a minimum of 1m from the elevation of the dwelling. Subject to this variation the appeal is dismissed, and the notice is upheld.

The Notice

2. Whilst not a ground of appeal there appears to be a misunderstanding regarding requirement 1. The appellant wrongly assumes that this step requires the removal of vegetation growing at the boundary with the adjoining lane or footpath. The Local Planning Authority has clarified that the requirement entails the removal of vegetation close to the dwelling, leaving vegetation along the footpath intact. Section 217 (4) gives me the power to correct any informality, defect or error in the notice, if satisfied that it is not material. I consider that requirement 1 should be amended to clarify the Council's intentions as set out in the decision paragraph above. The appellant is aware of the Council's position and the clarification renders the requirement less onerous. This variation causes no prejudice because it does not materially change the notice and I will vary it accordingly.
-

3. The appeal is proceeding on the grounds that the condition of the land does not adversely affect the amenity of any part of the area of the Local Planning Authority who served the notice.
4. The property is a detached dwelling located towards the end of a cul-de-sac. A lane or footpath runs alongside the western boundary leading to Lock's Lane to the north. The property appears very overgrown with thick ivy covering and obscuring much of the dwelling. Dense vegetation along the western boundary extends close to the dwelling. The background to the case is that the Council wrote to the appellant about its concerns following the receipt of complaints. The appellant did not take any action to maintain the ivy or vegetation and so the Council served the notice.
5. The appellant argues that the vegetation along the lane acts as a barrier preventing further burglaries of the dwelling. The Local Planning Authority takes no issue with the vegetation along the lane/footpath and I have no reason to disagree. Whilst a fence would also provide security, the requirements of the notice would not affect the appellant's concerns. This also renders examples of vegetation blocking other footpaths/lanes that are the Council's responsibility irrelevant.
6. The appellant argues that ivy is a common feature on many dwellings. I agree. However, the ivy has been allowed to grow to such an extent that the dwelling is virtually hidden behind by thick ivy that extends out some distance from the walls of the dwelling. This contrasts with neat well-kept ivy that is a pleasant feature of many dwellings.
7. The overgrown vegetation and ivy give the dwelling an unkempt and abandoned appearance. The notice is directed to the western side of the property and the front elevation. These areas are plainly visible from Warwick Crescent and the footpath. The appellant's point about the vegetation to the rear of the property is not therefore relevant to this notice. I do not accept that overgrown ivy and vegetation is common in seaside towns outside city centres, as argued by the appellant. This is an extreme example of very overgrown vegetation on and around a property, which has been neglected for a considerable period of time to the detriment of the character and appearance of the area. I conclude that the appearance of the dwelling is detrimental to the amenity of the area and that the appeal must fail.
8. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of supporting safe, cohesive and resilient communities.

A L McCooey

Inspector



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 14/06/19

gan **A L McCooey BA MSc MRTPI**

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 02.08.2019

Appeal Decision

Site visit made on 14/06/19

by **A L McCooey BA MSc MRTPI**

an Inspector appointed by the Welsh Ministers

Date: 02.08.2019

Appeal Ref: APP/F6915/C/19/3226431 (APPEAL A)

Site address: Plot 11 Abergarw Meadow, Bridgend, CF32 8YG

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 174 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.
 - The appeal is made by Mr Damian Jenkins against an enforcement notice issued by Bridgend County Borough Council.
 - The enforcement notice, numbered ENF/221/08/C, was issued on 28 February 2019.
 - The breach of planning control as alleged in the notice is on 25 May 2016 planning permission P/16/222/RES was granted, subject to conditions, for a detached dwelling. The development has been carried out without complying with conditions 1, 6 and 8 of planning permission P/16/222/RES.
 - The requirements of the notice are:
 - i. Remove the swimming pool and backfill with soil and seed with grass.
 - ii. Remove the downlights from the soffits/ frieze board around the roof of the property.
 - iii. Remove the glazed panels from the boundary enclosures.
 - The period for compliance with the requirements is 4 months after the notice takes effect.
 - The appeal is proceeding on the grounds set out in section 174(2) (a) and (f) of the Town and Country Planning Act 1990 as amended.
-

Appeal Ref: APP/F6915/A/19/3226420 (APPEAL B)

Site address: Plot 11 Abergarw Meadow, Bridgend, CF32 8YG

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Damian Jenkins against the decision of Bridgend County Borough Council.
 - The application Ref P/18/898/RES, dated 7 December 2018, was refused by notice dated 27 February 2019.
 - The development proposed is described as "reserved matters to P/14/742/OUT to retain dwelling as built with swimming pool and glazed panels above boundary walls".
-

Decision

Appeal A

1. The appeal is allowed on ground (c) insofar as it relates to the downlights in the soffits. It is directed that the enforcement notice is varied by the deletion of requirement (ii) in Section 5 of the notice and that requirement (iii) is re-numbered as (ii). Subject to this matter, the appeal on other grounds is dismissed and the enforcement notice is upheld. Planning permission is refused on the application deemed to have been made under section 177(5) of the 1990 Act as amended.

Appeal B

2. The appeal is allowed insofar as it relates to matters other than the outdoor swimming pool and the glazed fencing panels on top of the boundary walls around it and planning permission is granted to retain the dwelling as built at Plot 11 Abergarw Meadow, Bridgend, CF32 8YG in accordance with the terms of the application, Ref P/18/898/RES, dated 7 December 2018 and the plans submitted with it so far as relevant to those parts of the development hereby permitted and subject to the conditions set out in the attached Schedule.

The Notice and Background matters

3. Outline planning permission was granted for 26 plots on land including the site under P/14/742/OUT in September 2015. That consent required the development to be carried out in accordance with a development brief, plot layout and approved levels. Reserved matters consent was granted under P/16/22/RES, however the development was not carried out in accordance with the terms of that consent. The conditions referred to in the enforcement notice (EN) relate to the development to be in accordance with the approved plans and details (no. 1); approved details of boundary treatments (no. 6); and the removal of permitted development rights for any other buildings (no. 8).
4. The matters against which the Local Planning Authority is taking action are specified in the steps required to be taken as set out above. Whilst no ground (c) appeal has been made, I raised whether the soffit lights require planning permission with the parties. I have considered the responses and address this matter below.
5. The description of development on the application form referred to the original description as used on the application for outline consent (P/14/742/OUT). This was clearly incorrect and the revised description on the decision notice and appeal form is to be preferred. The application was to retain the dwelling as built and several matters were specified in detail in the description.
6. A separate application to erect an attached garage was approved (P/17/1086/FUL) in February 2018. The garage has not been erected in accordance with the approved details in that the roof form is not as approved. The Local Planning Authority has issued a Breach of Condition Notice (BCN) in respect of this matter. The BCN requires the roof form to be altered to conform with the approved plans and details. There is no right of appeal against a BCN. However, it is clear that the application was for approval of the dwelling as built. The revisions to the roof of the garage were included in the planning application which is before me. These revisions were assessed in the Committee report on this application. It is also clear from the decision, that the refusal was of an application for revised reserved matters.

7. I note from the Officer's report that there were a number of variations to the design of the dwelling that were acceptable. The appellant seeks a split decision asking for planning permission for any part of the dwelling as built that may be acceptable. The most appropriate way to do this is under Section 73A of the Town and Country Planning Act – Planning Permission for Development already carried out (s.73A). The Local Planning Authority claims that s73A cannot be used to revise reserved matters consents as they are not the planning permissions. Although this statement was predicated on internal legal advice, no legal authority for this proposition was advanced. I do not agree with this interpretation. The purpose of this provision is to regularise a development as built. No caveats to the applicability of s73A are stated within the legislation or in any guidance, as far as I am aware. The outline permission and reserved matters consent taken together constitute the planning permission and s.73A applies to planning permissions. I consider that s73A applies and will proceed on that basis.

Main Issue

8. The main issue is the effect of the development as built on the character and appearance of the area.

Reasons

9. The appeal property is a recently completed large detached dwelling located within a new residential development of 26 building plots. A number of other large detached houses have been completed around the development and are occupied, and a number of others are currently under construction. No development has commenced on the four plots to the north of the site. The most relevant policy context is Policy SP2 of the Adopted Bridgend Local Development Plan, 2013 which requires all development to contribute to creating high quality, attractive, sustainable places. The Council also referred to Supplementary Planning Guidance 02: Householder Development in support of its case. All development on the site is the subject to the development brief referred to above.

Appeal A – ground (c)

10. The Local Planning Authority consider that the development has not been carried out in accordance with the approved plans in that the soffit lights were not shown on the approved plans and this is a breach of condition. I consider that the lights are not of such significance as to warrant being depicted on the approved plans. Indeed, the drawings do not show the underside of the soffits. The lights are an unobtrusive addition to the building similar to other minor items such as door furniture, that are not normally depicted on planning drawings. In my judgement the minor nature of these lights mean that they do not require planning permission and for the reasons given are not a breach of condition.
11. Even if I am wrong in this conclusion, the dwelling is now occupied and benefits from permitted development rights. If the lights were installed prior to occupation, then they could have been removed and promptly replaced, because they would then be permitted development. In the absence of any conditions removing such rights, the lights must be permitted development under Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). I conclude that they do not require planning permission and the appeal succeeds on ground (c) in relation to the soffit lights only. Requirement (ii) of the EN should be deleted as set out in the decision above.

Appeal A – ground (a)

12. A swimming pool has been constructed in the garden to the south of the dwelling. There is a public sewer crossing the site at this point. The swimming pool is within the safeguarding zone of the sewer and could cause damage to it. Access for maintenance and repairs would also be affected. The appellant accepts that this element of the development is unacceptable and does not appeal against requirement (i) of the EN or the refusal of planning permission for the swimming pool.
13. The area of garden around the swimming pool has been enclosed by the erection of glazed panels on top of the boundary walls in order to provide further privacy¹. The appellant accepts that the panels along the front boundary are inappropriate because they do not conform with the guidance in the development brief, which states that front walls should be low and constructed of brick matching the dwelling. This element of the EN and the planning application are not therefore contested. I agree that the glazed panels along the front boundary are detrimental to the character of the estate.
14. The side and rear boundary treatments require consent by virtue of the terms of the extant planning permissions for the plot. The development brief advises that side or rear boundaries that abut the public realm should be of matching brick 1.8m high. The side and rear boundary in this case abut the drive and garden of plot 10 next door and not the public realm. The panels along the side boundary are at a higher level than plot 10 and appear incongruous and out of character with the boundary treatments used on the remainder of the estate and advice in the brief. Given this conclusion, the retention of the panels along the rear boundary would appear out of character with the materials used on the other boundaries. This would be detrimental to the appearance of the dwelling and the plot. I therefore conclude that the glazed panels along the front, side and rear boundaries are detrimental to the character and appearance of the area, contrary to Policy SP2, the SPG and the development brief. This requirement of the EN is upheld and planning permission for their retention is refused.

Appeal A – ground (f)

15. I have found two of the matters specified in the EN to be harmful for the reasons set out above. The appeal on this ground related to the glazed panels to the side and rear boundaries. I have dealt with this matter above. The requirements are necessary to remedy the harm and lesser steps would not suffice. For these reasons, the appeal on ground (f) fails.

Appeal B

16. I do not need to consider the other variations to the previously approved plans that were acceptable to the Local Planning Authority. The planning permission for the garage on the plot (P/17/1086/FUL) included a "catslide" type roof² to the attached garage on the side of the dwelling. The garage has been constructed with a ridged roof with the ridge just below the main eaves of the dwelling. The Local Planning Authority considered this under the appeal application and rejected the amended roof design as out of character. It is claimed that it jars with the architectural style of the

¹ According to the Local Planning Authority's Delegated Report

² That is where the main roofline continues down over the garage

dwelling's frontage, has a different roof pitch and will be publicly visible because of a proposed side road serving 4 nearby plots.

17. My attention was drawn to several examples of this design of roof being used elsewhere on this estate, including for the gable addition of garages. I observed many examples in the immediate vicinity of the appeal site. I do not agree that the amended roof design is out of character with the area. The garage appears as a subordinate addition to the front elevation and the difference in roof pitch between it and the southern block of the dwelling is not so noticeable as to warrant the refusal of planning permission for its retention. In these circumstances, I consider that this aspect of the planning application accords with Policy SP2, the SPG and the development brief and should succeed.

Conditions

18. The appeal is being considered under s73A (as discussed above) and it is good practice to repeat any conditions that remain relevant to a reserved matters consent. Having sought the views of the parties the conditions provided below are considered necessary and appropriate. Of the other conditions attached to the outline and previous reserved matters consents, many have been complied with and details approved. Conditions 1, 3 and 20 of the outline planning permission are not relevant to an individual plot. Details of floor and site levels and landscaping have been submitted and approved. I repeat the condition requiring implementation of the approved landscaping details. A condition defining the scope of what has been allowed is necessary because certain elements of the development as built are not acceptable.

Conclusion

Appeal A

19. I have concluded that the soffit lights do not require planning permission for the reasons given. The appeal on ground (c) succeeds to that extent. I find that requirements (i) and (iii) are not excessive. These aspects of the unauthorised development are unacceptable for the reasons given and the steps are necessary in order to remedy the breach of planning control. The appeals on ground (a) and ground (f) fail.

Appeal B

20. I conclude that the amended garage roof design is in keeping with the host building and the character and appearance of the area. It accords with Policy SP2, the SPG and the brief and the appeal against the refusal of planning permission for the retention of the dwelling as built (including the garage roof) succeeds. I issue a split decision as set out above.
21. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of supporting safe, cohesive and resilient communities.

A L McCooey

Inspector

SCHEDULE OF CONDITIONS

Appeal Ref: APP/F6915/A/19/3226420 (APPEAL B)

1. The following are the approved plans and documents for the development: site location plan and drawing nos. 16.DJ 01C and 19.DJ 05C. The following matters shown on the approved plans are not approved:

- The outdoor swimming pool and
- The surrounding glazed fencing panels on top of the boundary walls.

Reason: to define the scope of this planning permission for the complete avoidance of any doubt.

2. The development shall not be brought into beneficial use until the three parking spaces have been laid out in permanent materials within the site in accordance with the approved plans for cars to be parked. The parking spaces shall thereafter be retained for this purpose in perpetuity.

Reason: To ensure adequate off-street parking is provided, in the interests of highway safety.

3. 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 and shown on the approved plans identified in Condition 1.

Reason: In the interests of visual and residential amenities.

4. The development shall not be brought into beneficial occupation until the property has been connected to and served by separate foul and surface water sewerage systems.

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

5. The second-floor windows serving the bedroom in the roof spaces in both the northern and southern elevations shall be fitted with obscure glazing to a minimum of level 5 on the Pilkington index of obscurity and be so retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

6. 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.

This page is intentionally left blank

REPORT TO LOCAL DEVELOPMENT PLAN STEERING GROUP

24 October 2019

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

Bridgend Replacement Local Development Plan (LDP)

Candidate Site Stage 1 Assessment

1. Purpose of the Report

- 1.1 The purpose of this report is to inform the LDP Steering Group of the Candidate Site Stage 1 Assessment (attached at **Appendix 1**).

2. Connection to Corporate Improvement Objectives/Other Corporate Priorities

- 2.1 The Bridgend Replacement Local Development Plan (LDP) is a high level strategy which must be prepared by the Council. The LDP sets out in land-use terms all the priorities and objectives of the Corporate Plan. The future Replacement LDP will be required to express in land-use terms the wellbeing objectives and priorities of the Bridgend Public Services Board's Well-being Plan.

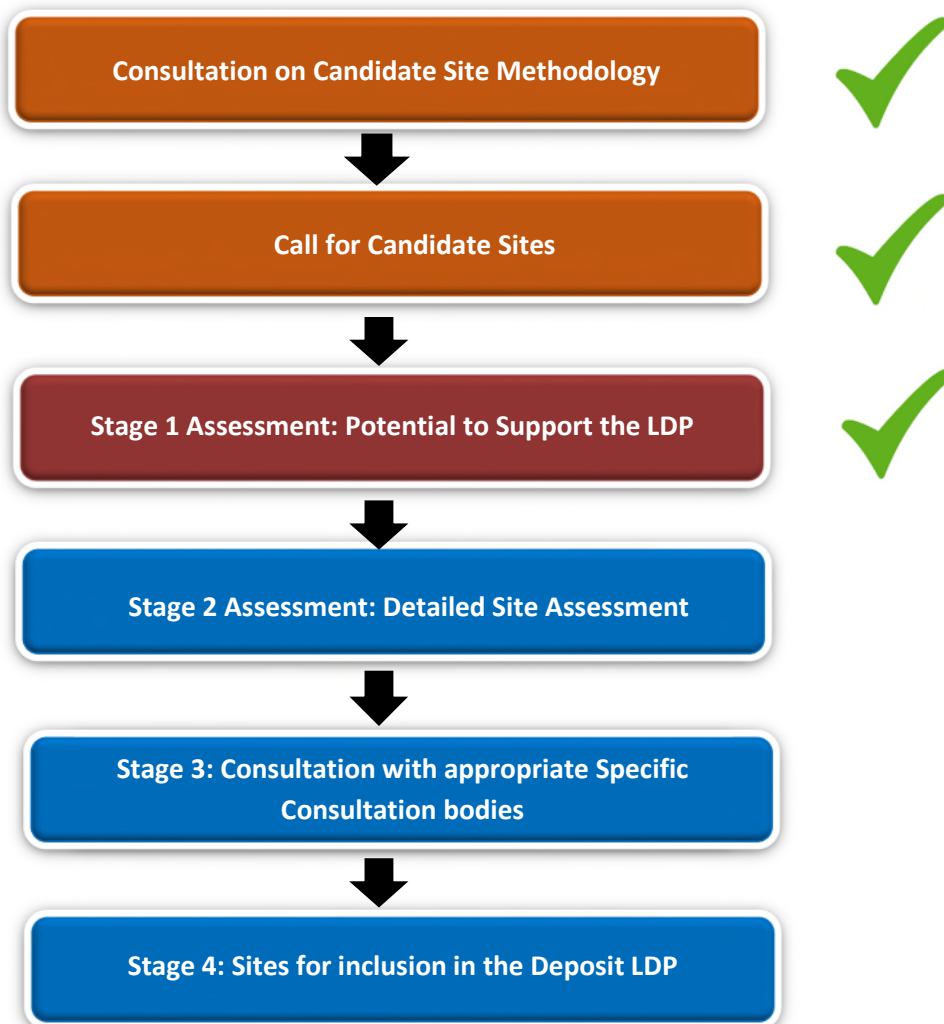
3. Introduction and Background

- 3.1 Members will be aware that the identification of suitable sites for future housing, employment, retailing, transportation and other main land uses (such as recreation and community facilities) is a key foundation of the Replacement LDP process. The Council invited landowners, developers and the public to nominate Candidate Sites for future development from 14 September 2018 to 9 November 2018. Site proposers were required to complete a Candidate Site Assessment Questionnaire (Appendix 5) to provide basic information regarding the site accompanied by a map showing the site area. Several potential sites (171) were ultimately submitted to the Council for consideration, which have been compiled into a Candidate Site Register, published in January 2019.

4. Current Situation

- 4.1 The purpose of the report is to outline the stages involved in assessing submitted Candidate Sites. The Candidate Site Assessment Methodology was consulted on informally before landowners, developers and the public were asked to nominate 'Candidate Sites' for consideration for inclusion within the Replacement Bridgend Local Development Plan (LDP). The first stage of assessment has been completed and involved the consideration of submitted Candidate Sites to determine whether they had potential to support the LDP Preferred Strategy. The next Stage (Stage 2)

will involve further detailed assessment of sites that were considered to satisfy Stage 1 assessment. Following completion of Stage 2, the Council will seek the views of a limited number of specific consultation bodies in respect of those sites which will be considered suitable for future development and possible allocation in the Deposit LDP. Finally, a list of sites will be identified for inclusion within the Deposit LDP, acknowledging the conclusions drawn from Stage 2 and comments received from Stage 3.



4.2 Stage 1 of the Candidate Site Assessment evaluates, in broad terms, the sites that have the potential to support the Preferred Strategy spatially. It is acknowledged that in order to deliver the Preferred Strategy, future growth will need to be directed to the most appropriate and sustainable locations at a scale that will not undermine the Regeneration and Sustainable Growth Strategy.

4.3 As documented within the 2019 Settlement Assessment, Bridgend is classified as the Primary Key Settlement, along with five additional Main Settlements which include the Valleys Gateway, Porthcawl, Maesteg, Pencoed and the grouped settlement of Pyle, Kenfig Hill and North Cornelly. All six of these settlements demonstrate a strong employment function with an existing concentration of businesses plus a notable variety of shopping and community services however, the Valleys Gateway specifically has accommodated substantial growth in recent years and there are now capacity issues running north to south at Junction 36 of the M4. This issue substantially hampers the area's potential to accommodate any

significant growth until it is resolved. Therefore, the remaining four Main Settlements and the Primary Key Settlement of Bridgend are considered, by the Preferred Strategy, to be the most sustainable environs to accommodate future growth and will therefore continue to be the main focus of future planned development, the scale and type of which will need to be in line with their individual infrastructures, economies, characters and constraints.

- 4.4 To assess compatibility with the Preferred Strategy, Candidate Sites have been scrutinised based on two questions:

Question 1. Is the site located within or adjacent to a Sustainable Growth Area or Regeneration Growth Area?

Question 2. Is the site a potential brownfield development opportunity located within the existing urban area?

Following consideration of these two questions, all Candidate Sites that were considered capable of satisfying Stage 1 of the assessment progressed to Stage 2. Sites that failed Stage 1 of the assessment are detailed in the attached report.

5. Effect Upon Policy Framework and Procedure Rules

- 5.1 The Planning and Compulsory Purchase Act 2004 and regulations of the Town and Country Planning (Local Development Plan) (Wales Regulations 2005) requires that a Local Planning Authority must commence a full Review of its LDP every 4 years.

6. Equality Impact Assessment

- 6.1 The policies contained within any Replacement LDP will require an Equalities Impact Assessment to be carried out.

7. Financial Implications

- 7.1 The cost of the Replacement LDP will be met from the Development Planning budget and carried out by Development Planning staff with expert advice and evidence procured from consultants and through collaboration with neighbouring authorities as required.

8. Wellbeing of Future Generations (Wales) Act 2015

- 8.1 The Replacement LDP will be prepared in accordance with the 7 Wellbeing goals and the 5 ways of working as identified in the Act.

9. Recommendation

- 9.1 That LDP Steering Group note the contents of the Candidate Site Stage 1 Assessment.

Jonathan Parsons
Group Manager Planning & Development Services

24 October 2019

Contact Officer: Richard Matthams - Development Planning Manager
Gareth Denning - Development Planning Team Leader
Louis Pannell – Development Planning Officer

Telephone: (01656) 643162 / 643193

E-mail: richard.matthams@bridgend.gov.uk
gareth.denning@bridgend.gov.uk
louis.pannell@bridgend.gov.uk

Postal Address: Development Planning Communities Directorate,
Civic Offices,
Angel Street,
Bridgend
CF31 4WB

Background documents: Appendix 1 – Candidate Site Stage 1 Assessment

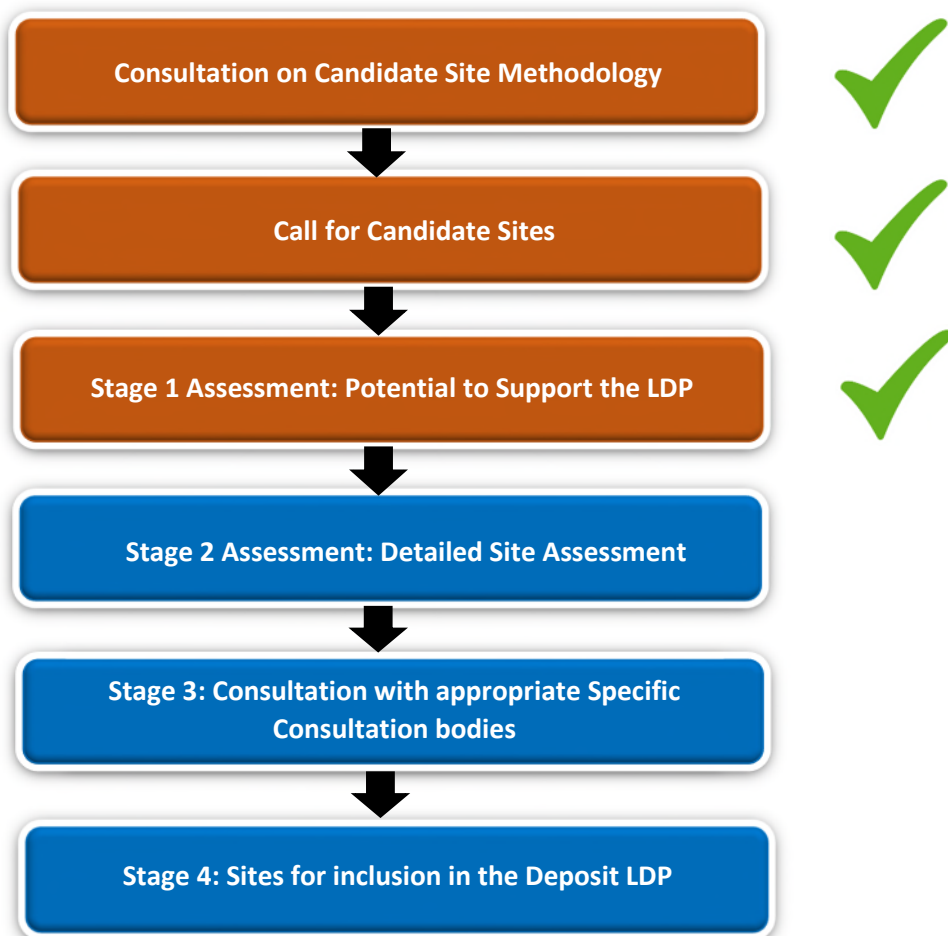


Candidate Site Assessment Report 2019



Executive Summary

The purpose of this document is to outline the stages involved in assessing submitted Candidate Sites. The Candidate Site Assessment Methodology was consulted on informally before landowners, developers and the public were asked to nominate 'Candidate Sites' for consideration for inclusion within the Replacement Bridgend Local Development Plan (LDP). The first stage of assessment has been completed and involved the consideration of submitted Candidate Sites to determine whether they had potential to support the LDP Strategy. The next Stage (Stage 2) will involve further detailed assessment of sites that were considered to satisfy Stage 1 assessment. Following completion of Stage 2, the Council will seek the views of a limited number of specific consultation bodies in respect of those sites which will be considered suitable for future development and possible allocation in the Deposit LDP. Finally, a list of sites will be identified for inclusion within the Deposit LDP, acknowledging the conclusions drawn from Stage 2 and comments received from Stage 3.



1. Introduction

- 1.1 An up-to-date LDP is an essential part of a plan-led planning system in Wales. The existing LDP (adopted on 18th September 2013) sets out in land-use terms the priorities and objectives of the Corporate Plan, although the housing land supply within the County Borough has now fallen below the 5 year minimum requirement. The Council is statutorily required, under Section 69 of the Planning and Compulsory Purchase Act 2004, to undertake a full review of the adopted LDP at intervals not longer than every 4 years from the date of adoption. The Review Report therefore recognises an urgent need to address the shortfall in the housing land supply by the identification of additional housing sites, whilst identifying other significant contextual changes in circumstances and policy at a national, regional and local level. For these reasons, a Replacement LDP is now being prepared and will express, in land-use terms, the wellbeing objectives and priorities of the Bridgend Public Services Board's Well-being Plan.
- 1.2 The purpose of this report is to outline the findings of the Candidate Site Assessment process undertaken by Bridgend County Borough Council as part of the Replacement LDP. This will help facilitate implementation of the Preferred Strategy through delivery of the Vision and Objectives. This report begins by outlining the background to the candidate site process then details the methodology used to assess each Candidate Site, together with other appropriate sites included as allocations in the existing Plan that have not specifically been considered by other mechanisms. This report then outlines the results of the Assessment, providing a reasoned justification as to why sites are or are not considered to be in accordance with the Preferred Strategy of the Replacement LDP.

2. Candidate Sites – Background

- 2.1 The call or request for candidate site nominations is an early core component of the Replacement LDP, to be undertaken in advance of any formal element of plan preparation. This provides communities and stakeholders with an opportunity to propose sites for a range of uses hence why Welsh Government considers Candidate Sites and the Sustainable Appraisal process to be 'the building blocks of plan making'. Identification of suitable sites for future housing, employment, retailing, transportation and other main land uses (such as recreation and community facilities) is a key foundation for the Replacement LDP process.
- 2.2 The Council invited landowners, developers and the public to nominate Candidate Sites for future development from 14 September 2018 to 9 November 2018. This opportunity was extensively publicised as follows:

- Written correspondence was sent to all people and organisations on the LDP consultation database (included Elected Members) and members of the LDP Key Stakeholder Forum;
- Adverts were placed in the Glamorgan Gazette on 20 and 27 September 2018 and a press release was issued;
- All information was placed on the Council's web site, including a link from the 'home page'.

2.3 Site proposers were required to complete a Candidate Site Assessment Questionnaire (Appendix 5) to provide basic information regarding the site accompanied by a map showing the site area. Several potential sites (171) were ultimately submitted to the Council for consideration, which have been compiled into a Candidate Site Register, published in January 2019. The Register can be viewed on the Council's website:

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/replacement-candidate-sites/candidate-site-register/>

2.4 The Register contains baseline information summarised from the Candidate Site questionnaire forms for each of the sites submitted, specifically the unique reference number, a location description, the name of the person(s)/organisation promoting the site, the proposed use(s) of the land, the settlement the site is located in or its nearest settlement and the approximate area of the site.

2.5 When the Replacement LDP is placed on Deposit, the evidence in the Candidate Site Register and Sustainability Appraisal will need to clearly document why certain sites have been included within or excluded from the LDP. The methodology outlined in this Report will help facilitate this process however, site promoters will also be expected to submit specific information on the viability and deliverability of Candidate Sites during the Preferred Strategy consultation. Viability assessments will then be conducted to identify whether the costs of the development requirements and placemaking principles set out in site specific policies coupled with the Council's aspirations for delivering high-quality new communities are realistic and deliverable on each site. For these reasons, if site promoters do not submit specific information during the LDP Preferred Strategy consultation and more detailed viability information to inform the Deposit Plan, the prospect of site allocation could be affected.

3. Candidate Site Assessment – Methodology

3.1 This Report aims to identify potential sites that are suitable for allocation within the Replacement LDP. A Candidate Site Assessment Methodology has therefore been developed and applied to the Candidate Sites contained within the Register, including uncommitted and unimplemented sites allocated within the existing LDP that have been resubmitted as Candidate Sites. However, there are several site categories that have been excluded from the Candidate Site Assessment in the first instance, which are detailed below:

- **Sites More Appropriately Considered by Other Mechanisms**

A number of sites were not directly considered by the Assessment, as they did not propose development and/or were non-specific in nature i.e. proposals to protect the countryside. Broadly speaking, proposals for green wedges will be considered separately through the green wedge designation methodology. Proposals for recreational facilities are also already considered in several other studies that form part of the evidence base for the Deposit LDP. In addition, transportation proposals will be included in the Replacement LDP in accordance with national policy and will be subject to their own separate assessments and consultations. Finally, education proposals will be subject to an education capacity assessment.

The Candidate Sites that were not considered by the Candidate Site Assessment process and excluded for such reasons are detailed in Appendix 1.

- **Small-Scale Candidate Sites**

All small sites measuring less than 0.25 hectares were also excluded from the Candidate Site Assessment. Sites with this level of capacity would not be suitable for individual allocation within the LDP as they would only be able to accommodate approximately 9 dwellings in residential terms (using an average density of 35 dwellings per hectare). Instead, these sites have been considered as 'small sites' and will be assessed in one of the following 2 ways:

- ***Small Sites outside Existing Settlement Boundaries***

Small sites located outside of existing LDP settlement boundaries will be assessed through the forthcoming Settlement Boundary Review. The Council will review all settlement boundaries within the County Borough to determine if they are still appropriate in light of the Preferred Strategy of the Replacement LDP and/or would constitute appropriate amendments to existing boundaries.

- ***Small Sites within Existing Settlements***

The development and/or safeguarding of small sites for specific purposes within existing settlements will be determined through criteria based Development Management policies within the Deposit LDP.

3.2 After these sites were discounted, the remaining Candidate Sites were subject to a four stage Assessment which will now be outlined sequentially. It should be noted that unimplemented allocations from the existing LDP, including potential 'rollover' sites, that were not submitted as Candidate Sites automatically progressed to Stage 2 providing they were in accordance with the Preferred Strategy. This is primarily because the Preferred Strategy seeks to broadly continue with the existing LDP's Regeneration-Led Strategy (along with some additional sustainable growth). The sites in question have therefore already undergone a significant level of scrutiny, hence it was not deemed necessary to re-assess these sites via Stage 1 providing they were aligned with the identified growth areas.

3.3 **Stage 1: Potential to Support the LDP Strategy**

3.3.1 Stage 1 of the Candidate Site Assessment evaluates, in broad terms, the remaining sites that have the potential to support the Preferred Strategy spatially. It is acknowledged that in order to deliver the Preferred Strategy, future growth will need to be directed to the most appropriate and sustainable locations at a scale that will not undermine the Regeneration and Sustainable Growth Strategy.

3.3.2 As documented within the 2019 Settlement Assessment, Bridgend is classified as the Primary Key Settlement, along with five additional Main Settlements, which include the Valleys Gateway, Porthcawl, Maesteg, Pencoed and the grouped settlement of Pyle, Kenfig Hill and North Cornelly. All six of these settlements demonstrate a strong employment function with an existing concentration of businesses plus a notable variety of shopping and community services however, the Valleys Gateway specifically has accommodated substantial growth in recent years and there are now capacity issues running north to south at Junction 36 of the M4. This issue substantially hampers the area's potential to accommodate any significant growth until it is resolved. Therefore, the remaining four Main Settlements and the Primary Key Settlement of Bridgend are considered, by the Preferred Strategy, to be the most sustainable environs to accommodate future growth and will continue to be the main focus of future planned development. The scale and type of which will need to be in line with their individual infrastructures, economies, characters and constraints.

3.3.3 Table 1 overleaf illustrates the impacts the Preferred Strategy will have on each of the settlements in terms of accommodating future strategic growth and in determining whether their respective settlement boundaries will need to be altered.

Table 1: Spatial Distribution of Growth and Impact on Settlement Boundaries

Sub Area	Settlement	Impact on Settlement
Bridgend	Bridgend (including Brackla, Broadlands, Bryntirion and Cefn Glas, Central Bridgend, Coity/Parc Derwen, Coychurch and North Bridgend/Litchard).	Sustainable Growth.
The Llynfi Valley	Maesteg	Regeneration Growth.
	Caerau Nantyffyllon Cwmfelin Pontrhydydyff Llangynwyd	No Sustainable or Regeneration Growth. Development within existing settlement.
Porthcawl	Porthcawl	Regeneration Growth.
The Garw Valley	Blaengarw Pontycymmer Bettws Llangeinor Pontyrhyl	No Sustainable or Regeneration Growth. Development within existing settlement – Regeneration Area.
The Ogmore Valley	Blackmill Evanstown Glynogwr Nantymoel Ogmore Vale Pantyravel	No Sustainable or Regeneration Growth. Development within existing settlement – Regeneration Area.
The Valleys Gateway	Aberkenfig Bryncethin Brynmenyn Coytrahen Sarn Tondu	No Sustainable or Regeneration Growth. Development within existing settlement.
Pyle/Kenfig Hill /North Cornelly	Pyle North Cornelly Kenfig Hill	Sustainable Growth.
	Cefn Cribwr Kenfig Mawdlam South Cornelly	No Sustainable or Regeneration Growth. Development within existing settlement.
Pencoed	Pencoed	Sustainable Growth.
	Heol-y-Cyw	No Sustainable or Regeneration Growth. Development within existing settlement.

3.3.4 Stage 1 also incorporates sustainability criteria into the site assessment process, based on the 14 objectives developed for the Sustainability Appraisal (SA). The SA (incorporating the Strategic Environmental Assessment (SEA)) of the Preferred Strategy provides an evaluation/validation of the site selection process in respect of the overall contribution (or otherwise) to sustainable development. Following a base level assessment of all Candidate Sites, the SA excluded some sites for consideration on the basis of significant environmental or deliverability criteria e.g. flood risk or common land. Stage 1 will specifically address sites identified with major constraints that have been excluded from further consideration. This will provide opportunity for site promoters to provide further information to demonstrate that identified constraints can be satisfactorily overcome, before any decision is made at Deposit Stage as to which Candidate Sites should be allocated or rejected.

3.3.5 To assess compatibility with the Preferred Strategy, Candidate Sites have been scrutinised based on two questions, which will now be outlined in turn.

Question 1. Is the site located within or adjacent to a Sustainable Growth Area or Regeneration Growth Area?

3.3.6 This question is directly related to the delivery of the Preferred Strategy. In order to achieve the Vision and Objectives of the LDP, the Council will follow a Regeneration and Sustainable Growth Strategy, underpinned by a balanced level of economic growth. Regeneration and sustainable development will be focused in the following areas:

- Bridgend Sustainable Growth Area
- Pencoed Sustainable Growth Area
- Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area
- Maesteg and Llynfi Valley Regeneration Growth Area
- Porthcawl Regeneration Growth Area

3.3.7 Sites located within a Regeneration Growth or Sustainable Growth Area that would support the Preferred Strategy and also promote growth at a scale commensurate with the respective settlement's role, function and capacity, progressed to Stage 2.

3.3.8 In addition, the Preferred Strategy seeks to allocate 71.7 hectares of employment land to enable 60 hectares of new employment land to be brought forward and accommodate up to 4,995 additional jobs over the Plan period. In order to maintain a sustainable level of employment land and based upon the recommendations of the Economic Evidence Base Study, the Preferred Strategy seeks to safeguard existing sites and premises where appropriate and necessary whilst identifying strategic employment sites of significant importance to the local and wider economy. Employment sites were therefore assessed against this evidence base and derived policies to ascertain conformity with the Preferred Strategy.

- 3.3.9 Candidate Sites outside of a Regeneration Growth or Sustainable Growth Area were also assessed through Question 2 to ensure their potential contribution to sustainable growth was not overlooked.

Question 2. Is the site a potential brownfield development opportunity located within the existing urban area?

- 3.3.10 Whilst the identified level of growth is to be primarily directed towards Regeneration Growth and Sustainable Growth Areas, the re-use and regeneration of other sites across the County Borough can also prove contributory. This is especially the case where there are opportunities for brownfield development in appropriate, sustainable and accessible locations.
- 3.3.11 Therefore, the scale and type of proposal was assessed to ensure the development was commensurate with the respective settlement's capacity. A number of settlement based factors were considered including existing infrastructure, education, transport and the environment, balanced against the level of growth that the site can contribute to the delivery of the Preferred Strategy.
- 3.3.12 Brownfield sites that could potentially deliver development **within** the settlements identified in Table 1 which accorded with these principles also progressed to Stage 2 for further assessment.
- 3.4 Following consideration of these two questions, all Candidate Sites that were considered capable of satisfying Stage 1 of the assessment progressed to Stage 2. Sites that failed Stage 1 of the assessment are detailed in Appendix 3.
- 3.5 **Stage 2: Detailed Site Assessment – Deliverability, Sustainability and Suitability**
- 3.5.1 Stage 2 of the Candidate Site Assessment will involve scrutinising the sites that progressed from Stage 1 in greater detail. During Stage 2, sites will be examined based on any specific issues they raise in terms of their deliverability, general location, neighbouring land uses, existing use(s), accessibility, physical character, environmental constraints and opportunities. In addition, there will be an assessment of the policy context together with the local geographical context, including known infrastructure issues.
- 3.5.2 Stage 2 will incorporate integrated elements of sustainability assessment into the site selection process. Although this site validation/evaluation process will not be reported separately from the main SA/SEA; it will be undertaken in advance of the Deposit Plan in order to justify 'provisional' allocations.
- 3.5.3 Where relevant, the site appraisals will consider other legislation and national policies. Many of these factors are detailed in the original Candidate Site Questionnaire Forms, which were completed by site promoters and subsequently verified by the Council where necessary.

3.5.4 Each remaining site will be examined against the criteria detailed below. This Stage of the assessment process will require additional information to be provided from a range of stakeholders.

a) Deliverability of the Site

3.5.5 The Council will need to have a high degree of confidence that each allocated site has a realistic prospect of being delivered within the LDP period including whether the site promoter has a serious intention of developing the site. The assessment process will therefore seek to gather suitable evidence to robustly demonstrate the viability and deliverability of each site. Viability assessments will therefore be undertaken based on anticipated costs, values and site specific issues (i.e. abnormal costs) whilst also identifying the contribution sites can make to the delivery of infrastructure, affordable housing and other policy requirements. Site promoters will be expected to submit viability information as part of this assessment process and failure to do so may result in the site being ruled out at this Stage of the Assessment. In addition, if the site is a longstanding residential proposal that has been subject to detailed scrutiny as part of ongoing Joint Housing Land Availability Studies, the site will also be ruled out at this Stage unless new evidence is provided to suggest the prospect of delivery has now changed.

b) The Site's Physical Constraints & Environmental Impact

3.5.6 The sites will also be assessed in respect of their physical constraints (i.e. topography, access, vegetation, flood zones) in the context of Technical Advice Note (TAN) 15 – Development and Flood Risk and the latest Development Advice Maps. Sites promoted for 'highly vulnerable uses' (including housing) which are located in areas of high flood risk will be discounted from any further consideration unless justified by a more detailed Strategic Flood Consequences Assessment, a Flood Consequences Assessment or the sites are in compliance with the justification tests of TAN15.

3.5.7 Edition 10 of Planning Policy Wales emphasises the importance of re-utilising brownfield land, through a site search sequence, to accommodate the level of growth justified by the Replacement LDP. The Preferred Strategy therefore seeks to allocate deliverable, previously developed land and/or underutilised sites within existing settlements in the first instance, followed by suitable and sustainable sites on the edge of settlements. This Stage will adopt these principles in assessing potential sites to ensure that new allocations will be geographically balanced with community facilities, services and employment opportunities within existing settlements.

3.5.8 Similarly, PPW places importance on safeguarding agricultural land that is Graded 1, 2 and 3a in the national classification, also highlighting the importance of lower graded land where this has either an environmental value recognised by landscape, wildlife, historic or archaeological designations.

3.5.9 Where a site proposal falls within, lies in close proximity to or is likely to have a significant negative environmental effect upon a site designated under any of the following natural environmental designations, it will be discounted from further consideration at this Stage:

- A Special Area of Conservation (SAC)
- A National Nature Reserve (NNR)
- A Site of Special Scientific Interest (SSSI)
- A Local Nature Reserve (LNR)
- A Regionally Important Geological Site (RIGS)

3.5.10 Where a site proposal falls within, or lies adjacent to, Ancient Woodland, a Registered Historic Landscape, Park and Garden, Scheduled Ancient Monument, Listed Building or Conservation Area, the Council will consult with the appropriate organisation to determine any potential impacts. Where it is found that a site proposal is likely to lead to environmental improvements, this will rank more highly than those which will have neutral or detrimental effects.

c) Site Accessibility

3.5.11 National planning guidance highlights the importance of developments having access to a range of services, facilities and opportunities which can also be accessed by existing communities. Sites will therefore be assessed in terms of their propensity to promote connectivity for all through maximising active travel opportunities, including those contained within Existing Route Maps and future proposals detailed within the Integrated Network Maps. Well connected developments will assist in promoting the improvement of health and well-being by encouraging people to adopt healthier and active lifestyles whilst also contributing to the creation of successful places. The relative distance to existing facilities and public transport, including the level and frequency of public transport provision, will therefore be considered. For housing proposals specifically, the assessment will examine the location of the site in terms of whether it is located within or outside a settlement and secondly, the ease of pedestrian and cyclist access to key services such as primary schools, doctor's surgeries and local shops.

d) Site Infrastructure Capacity

3.5.12 New development can place additional pressures on existing infrastructure such as highways, water supply, drainage and sewerage capacities as well as local facilities such as schools, community facilities and recreational space. The Council will engage with Natural Resources Wales, service providers and all appropriate Council Directorates to determine whether such pressures on local infrastructure exist and to identify whether appropriate mitigation measures could and should be taken (for example through the use of planning obligations). This criterion will also determine whether such a course would not be viable or realistic within the timescale of the Plan.

3.5.13 The Preferred Strategy maintains the stance that housing development without employment provision (and vice-versa) in the same broad location is less sustainable and to be avoided. Similarly, infrastructure improvements need to be aligned with new development, including transport networks, utilities, green infrastructure, health, education and social facilities. This is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. Indeed, this latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.

3.6 Stage 2 of this Assessment will determine whether the site is suitable for further consideration or should be omitted for being out of accord with the Preferred Strategy. This Stage will also focus on whether the site is necessary to contribute to the level of growth set out in the Replacement LDP Strategy; determined by considering all other remaining opportunities in the context of the Replacement LDP's evidence base and the use proposed for the site.

3.7 **Stage 3: Consultation with Appropriate Specific Consultation Bodies**

3.7.1 Post application of Stages 1 and 2, the Council will seek the views of a limited number of specific consultation bodies in respect of those sites identified as suitable for future development and possible allocation in the Deposit LDP. The specific consultation bodies that will be consulted include:

- Natural Resources Wales
- CADW
- Glamorgan-Gwent Archaeological Trust
- Dwr Cymru/Welsh Water
- Wales & West Utilities
- Western Power Distribution
- Coal Authority
- Cwm Taf Morgannwg University Health Board

3.7.2 The Council will send these organisations maps and details of all sites that have passed Stage 1 and Stage 2. The ensuing responses will be considered further to determine each site's potential for allocation.

3.8 **Stage 4: Sites for Inclusion in the Deposit LDP**

3.8.1 Post Stage 3, a list of sites will be identified for inclusion in the Deposit LDP taking into account the conclusions of Stage 2 and comments received from Stage 3. During this process and to inform these conclusions, the Council will request additional information, where appropriate, to support sites for inclusion and subsequent allocation in the Deposit LDP.

3.9 **Consultation on the ‘Officers Working Copy’ of the Deposit LDP**

3.9.1 As a check and balance exercise, further to the consultation on the Candidate Sites, the Deposit LDP will be sent to all internal consultees as a draft officers working copy. As part of this exercise, a copy of the draft Deposit LDP and/or details of the proposed allocations will also be sent to the following specific consultation bodies:

- Natural Resources Wales
- CADW
- Dwr Cymru/Welsh Water
- Wales & West Utilities
- Western Power Distribution
- Cwm Taf Morgannwg University Health Board

3.9.2 This consultation exercise will provide internal consultees and several key external consultees with a further opportunity to comment on proposed allocations and designations. The Council will then use the responses to make appropriate changes to the Deposit Plan.

4. **Sustainability Appraisal (SA)**

4.1 As stated above, Stages 1 and 2 of the Candidate Site Assessment integrate a sustainability assessment into the site selection process based on the sustainability objectives developed for the LDP SA. The current stage of the Replacement LDP (i.e. the Preferred Strategy) sets out a high level spatial strategy and identifies broad areas for growth rather than identifying preferred site allocations. In this context, an initial SA of Candidate Sites (including newly promoted sites and potential LDP rollover sites) has been carried out by the SA to support the level of proposed growth and spatial strategy, including Strategic Policy 1. This has provided a timely, objective and transparent assessment to support evidence based decisions regarding the potential allocation (or rejection) of individual sites within the emerging Replacement LDP in accordance with national planning policy requirements.

4.2 In the first instance, all new candidate sites and potential rollover sites have properly been treated equally as potential ‘reasonable alternatives’ (subject to the absence of major constraints) before any decision to allocate individual sites is made. This process has also identified major environmental or sustainability constraints which, in the absence of further information being provided to demonstrate site effectiveness, is likely to result in the rejection of some candidate sites on the basis they do not constitute a ‘reasonable alternative’ on sustainability or deliverability grounds. This provides a fair opportunity for site promoters to provide further information (through responding to the LDP Preferred Strategy consultation) to demonstrate that identified constraints and issues can be satisfactorily overcome and addressed before any decision is made by the Council at Deposit Stage as to which candidate sites should be allocated or rejected. The

methodology, assessment criteria and scoring system adopted to undertake a proportionate SA of Candidate Sites is detailed in the SA Report.

APPENDIX 1

Candidate Sites more appropriately considered by other mechanisms

Proposed Green Wedges

Proposals for green wedges will be considered through the green wedge designation methodology.

Site	Site Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site
Danygraig Avenue (Land East of)	5.21	182.C1	Porthcawl	Newton	Green Wedge

Proposed Open Space/Recreation

Proposals for recreational facilities are also already considered in several other studies that form part of the evidence base for the Deposit Plan.

Site	Site Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site
Foxfields (Land off)	1.62	292.C2	Bridgend	Brackla	Public Open Space / Recreational
Pheasant Public House (Land south of)	0.75	129.C1	Penyfai	Penyfai	Public Open Space

Transportations Proposals

Transportation proposals will be included in the replacement LDP in accordance with national policy and will be subject to their own separate assessments and consultations.

Site	Site Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site
Brocastle and Waterton	0.37	353.C2	Bridgend	Coychurch Lower	New Link Road
Penprysg Road Bridge	0.48	353.C1	Pencoed	Felindre/Penprysg	Highway Improvements
Pyle Rugby Football Ground (Land adj)	0.11	353.C3	Pyle	Pyle	Park and Ride
Ynysawdre/Brynmenyn Primary School (Surplus Land)	0.31	352.C25	Valleys Gateway	Ynysawdre	Residential (Access)

Education Proposals

Education proposals will be subject to an education capacity assessment.

Site	Site Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site
Former Ogmores Vale Nursery Site	0.086	352.C7	Ogmores Vale	Ogmores Vale	Education
Green Acre Drive (Land off)	1.94	352.C45	Pencoed	Hendre	Education

APPENDIX 2

Candidate Sites – Small Sites

Candidate sites assessed under the Settlement Boundary Review Process

Small sites located outside of existing LDP settlement boundaries will be assessed through the forthcoming Settlement Boundary Review.

Site	Site Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site
Blackmill (Land at)	0.18	316.C1	Blackmill	Blackmill	Residential
Osbourne Terrace (rear of)	0.19	329.C1	Nantymoel	Nantymoel	Residential
Cuckoo Street (Land adjoining)	0.2	309.C1	Pontycymmer	Pontycymmer	Residential

Small sites within existing settlements

The development and/or safeguarding of small sites for specific purposes within existing settlements will be determined through criteria based Development Management policies within the Deposit LDP.

Site	Site Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site
Queen Street (Land at)	0.03	352.C36	Bridgend	Morfa	Retail
Heol y Cyw Car Park	0.2	121.C1	Heol y Cyw	Penprysg	Community Car Park and turning round area for public buses and large vehicles
Picton Street	0.22	352.C12	Nantylffyllon	Caerau	Residential

APPENDIX 3

Candidate Sites that failed Stage 1 Assessment

Site	Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site	Does the site fit with the preferred strategy
Heol Richard Price (Land South of)	2.56	275.C1	Bettws	Bettws	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Bettws Road (Land West of)	11.81	322.C1	Bettws	Bettws	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside and as such will not be assessed as part of Stage 2.</p>
Pen y Bryn Farm (Land at)	1.11	335.C2	Bettws	Bettws	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Pen y Bryn Farm (Land adj)	2.47	335.C1	Bettws	Bettws	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

Bettws (Land West of)	3.33	327.C1	Bettws	Bettws	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Bettws (Bottom Side, West)	3.19	352.C3	Bettws	Bettws	Residential / Recreation / Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The eastern part of the site is deemed a logical inclusion within the existing settlement boundary however, the remainder of the site is beyond the settlement boundary and is not considered to be physically, functionally and visually related to the existing settlement. The part of the site is therefore considered to be an inappropriate expansion into the countryside and as such will not be assessed as part of Stage 2.</p>
Dolau Ifan Ddu Farm (land part of)	4.73	317.C1	Blackmill	Blackmill	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Blackmill is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Pentre Beili Farm (Land at)	1.51	262.C1	Blackmill	Blackmill	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Blackmill is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

David Street	15.87	352.C1	Blaengarw	Blaengarw	Residential / Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Blaengarw is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The western part of the site is deemed a logical inclusion within the existing settlement boundary however, the remainder of the site is beyond the settlement boundary and is not considered to be physically, functionally and visually related to the existing settlement. The part of the site is therefore considered to be an inappropriate expansion into the countryside and as such will not be assessed as part of Stage 2</p>
Archdeacon John Lewis Church of Wales School (land adj)	8.78	352.C40	Brackla	Brackla	Recreation / Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Brackla is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, a large section of the site is allocated as an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site is not considered suitable for residential use and will not be assessed as part of Stage 2.</p>
Ewenny Road (land West of)	0.76	331.C1	Bridgend	Oldcastle	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement boundary of Bridgend which is identified as a Sustainable Growth Area however, the Candidate Site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside and will not be assessed as part of Stage 2.</p>
Coity Road Sidings	6.46	346.C1	Bridgend	Morfa	Commercial & Employment	<p>Employment site reduced to include only the builder's merchants as recommended by the Employment Land Review. More than sufficient employment land is allocated on strategic sites elsewhere within the County Borough.</p>

Bryntirion Field	3.74	352.C30	Bridgend	Bryntirion, Laleston & Merthyr Mawr	Education or Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area and playing field in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site is not considered suitable for education or residential use and will not be assessed as part of Stage 2.</p>
Brewery Field	2.49	352.C34	Bridgend	Newcastle	B1/Residential and/or Retail	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, the site is allocated as a playing field in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site is not considered suitable for residential use and will not be assessed as part of Stage 2.</p>
Penybont Primary School (Playing Field adj)	0.66	352.C35	Bridgend	Morfa	Education and/or Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1) however, the site is allocated as an informal recreation area and playing field in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site is not considered suitable for educational or residential use and will not be assessed as part of Stage 2.</p>
Caerau (Land North of)	15.71	296.C1	Caerau	Caerau	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Caerau is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

Heol Ty Gwyn Industrial Estate (land adj)	4	352.C10	Caerau	Caerau	B2 and Employment	Employment site not identified as part of the forthcoming supply of the Employment Land Review. More than sufficient employment land is allocated on strategic sites elsewhere within the County Borough.
Cefn Road	1.81	301.C2	Cefn Cribbwr	Cefn Cribbwr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Cefn Cribbwr is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Cefn Road	3.79	301.C1	Cefn Cribbwr	Cefn Cribbwr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Cefn Cribbwr is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Cefn Farm, Farm Road (Land at)	3.47	319.C1	Cefn Cribbwr	Cefn Cribbwr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Cefn Cribbwr is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

Heol Spencer, Bryn Garn (Land to East of), Coity, CF36 6AT	3.82	274.C1	Coity	Coity Higher	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside of the settlement boundary for Bridgend which is identified as a Sustainable Growth Area. The site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside, and as such will not be assessed as part of Stage 2.</p>
Brodawel (Land part of)	1.95	318.C1	Coychurch	Coychurch Lower	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside of the settlement boundary for Bridgend which is identified as a Sustainable Growth Area. The site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside, and as such will not be assessed as part of Stage 2.</p>
Factory Lane (Land off)	14.41	340.C1	Coychurch	Coychurch Lower	Commercial/Light Industrial/Warehouse	<p>Employment site not identified as part of the forthcoming supply of the Employment Land Review. More than sufficient employment land is allocated on strategic sites elsewhere within the County Borough.</p>
Coychurch Playing Fields	1.82	352.C42	Coychurch	Coychurch Lower	Recreation/Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Bridgend which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area and playing field in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site is not considered suitable for education use and will not be assessed as part of Stage 2.</p>

Coytrahen (Land at)	0.87	315.C1	Coytrahen	Aberkenfig	Mixed Use	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Cwmfelin (Land at)	0.49	333.C1	Cwmfelin	Llangynwyd	Residential & Public Open Space	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Cwmfelin is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located within the settlement boundary however, a large proportion of the site is located within Flood Zone C2 (eastern section). TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Therefore, residential development is considered inappropriate and will not be assessed as part of Stage 2.</p>
Glan yr Afon (Land East of)	2.08	145.C1	Cwmfelin	Llangynwyd	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Cwmfelin is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located within the settlement boundary however, a large proportion of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Therefore, residential development is considered inappropriate and will not be assessed as part of Stage 2.</p>
Former Abercerdin School Site	1.71	352.C6	Evanstown	Blackmill	Residential/Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Evanstown is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside. Furthermore, the site is allocated as an informal recreation area and playing field in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site is not considered suitable for education or residential use and will not be assessed as part of Stage 2.</p>

Glynogwr (Land West of)	0.74	334.C1	Glynogwr	Blackmill	Residential & Open Space	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Glynogwr is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. A small proportion (eastern section) of the site is deemed a logical inclusion within the existing settlement boundary however, the remainder of the site is beyond the settlement boundary and is not considered to be physically, functionally and visually related to the existing settlement. The part of the site is therefore considered to be an inappropriate expansion into the countryside and as such will not be assessed as part of Stage 2.</p>
Glynogwr Village (Land off A4093)	3.36	326.C1	Glynogwr	Blackmill	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Glynogwr is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
High Street (car park rear of)	0.9	352.C44	Heol y Cyw	Penprysg	Residential / Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Heol y Cyw is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The northern part of the site is deemed a logical inclusion within the existing settlement boundary however, the remainder of the site is located beyond the settlement boundary and is not considered to be physically, functionally and visually related to the existing settlement. This part of the site is therefore considered to be an inappropriate expansion into the countryside and as such will not be assessed as part of Stage 2.</p>

Heol y Cyw Playground	1.36	352.C47	Heol y Cyw	Penprysg	Extend Settlement Boundary	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Heol y Cyw is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside. Furthermore, the site is allocated as children's playground and recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site will not be assessed as part of Stage 2.</p>
Newton Down Ind. Estate & Civic Amenity Site	1.77	285.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Employment	<p>Planning permission has been granted (P/18/558/LAE). Employment site not identified as part of the forthcoming supply of the Employment Land Review. More than sufficient employment land is allocated on strategic sites elsewhere within the County Borough.</p>
Rhosla Lane (Land off)	0.82	282.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Stormy Lane (Land at)	2.57	295.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside and as such will not be assessed as part of Stage 2.</p>

Laleston (Land South of)	1.74	279.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Laleston (North of)	3.96	305.C2	Laleston	Bryntirion, Laleston & Merthyr Mawr	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Laleston (Land North of)	3.67	305.C3	Laleston	Bryntirion, Laleston & Merthyr Mawr	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Laleston (Land North of)	1.31	305.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

Laleston (Land at)	2.29	304.C2	Laleston	Bryntirion, Laleston & Merthyr Mawr	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Laleston (A48 end)	2.73	304.C3	Laleston	Bryntirion, Laleston & Merthyr Mawr	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside and as such will not be assessed as part of Stage 2.</p>
Laleston (Land South Of)	1.74	304.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Laleston (Land West of)	30.33	347.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Laleston is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

North Lodge Farm	8.82	302.C1	Litchard	Litchard	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered subject to application of justification test for sites within Flood Zone C2. Therefore, residential development is considered inappropriate and as such the site will not be assessed as part of Stage 2.</p>
Sycamore Close (Land adjoining)	2.62	352.C37	Litchard	Litchard	Residential and Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Furthermore, the site is allocated as an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, residential development is considered inappropriate and as such will not be assessed as part of Stage 2.</p>
Great Western Avenue Bridgend (Playing Field)	1.92	352.C38	Litchard	Pendre	Recreation/Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area and playing field in the Outdoor & Children's Playing Space Audit 2017. Therefore, residential development is considered inappropriate and as such will not be assessed as part of Stage 2.</p>

Llangeinor Pool and Recreation Ground	4.05	352.C4	Llangeinor	Llangeinor	Residential/Recreation and/or employment	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Llangeinor is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The north eastern part of the site is deemed a logical inclusion within the existing settlement boundary however, the remainder of the site is beyond the settlement boundary and is not considered to be physically, functionally and visually related to the existing settlement. The part of the site is therefore considered to be an inappropriate expansion into the countryside. Additionally, the site is largely located within Flood Zone C2 and to a lesser extent Flood Zone B. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Furthermore, the north eastern section of the site is allocated as a playing field, informal recreation area, children's playground and playing area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, residential development is considered inappropriate and as such will not be assessed as part of Stage 2.</p>
Llangynwyd (Land West of)	4.19	305.C6	Llangynwyd	Llangynwyd	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Llangynwyd is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Llangynwyd (Land West of)	1.98	305.C5	Llangynwyd	Llangynwyd	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Llangynwyd is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

Llangynwyd (Land West of)	6.5	305.C4	Llangynwyd	Llangynwyd	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Llangynwyd is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Greenmeadow (Land at)	0.47	314.C1	Llangynwyd	Llangynwyd	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Llangynwyd is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside and as such will not be assessed as part of Stage 2.</p>
Maesteg Hospital (Land adjoining)	0.81	352.C9	Maesteg	Maesteg West	Residential and Health	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>A small proportion of the Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The eastern part of the site is deemed a logical inclusion within the existing settlement boundary however, the remainder of the site is considered to represent a Greenfield extension to the existing settlement of Maesteg that would undermine the Preferred Strategy and is considered to represent an unacceptable incursion into the open countryside. Furthermore, the majority of the site is allocated as an informal recreation area (north western section) in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site is not considered appropriate for residential development and will not be assessed as part of Stage 2.</p>

Oakwood Estate (Playing Field at)	1.09	352.C14	Maesteg	Maesteg West	Recreation / Residential / Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) however, the site is allocated as an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site is not considered appropriate for residential development and it will not be assessed as part of Stage 2.</p>
Ivor Street (Land rear of)	0.46	352.16	Maesteg	Maesteg West	Residential / Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) however, the majority of the site is allocated as an informal recreation in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site is not considered appropriate for residential development and it will not be assessed as part of Stage 2.</p>
South Parade Playing Fields	3.65	352.C23	Maesteg	Maesteg East	Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) however, the majority of the site is currently allocated as an informal recreation in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site will not be assessed as part of Stage 2.</p>

Y Parc	3.7	352.C18	Maesteg	Maesteg West	Residential/Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) however, the northern section of the site is currently allocated as an informal recreation in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this section of the site is not considered appropriate for residential development and it will not be assessed as part of Stage 2.</p>
Salisbury Road (Land at - Rear of Sports Centre)	0.57	352.C20	Maesteg	Maesteg West	Residential and Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) however, the majority of the site is currently allocated as an informal recreation in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site is not considered appropriate for residential development and it will not be assessed as part of Stage 2.</p>
Spelter	1.38	352.C13	Nantyffyllon	Caerau	Residential/Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Nantyffyllon is identified as a 'local settlement' where new development should be contained within the existing settlement boundary however, the western section of the site is located within Flood Zone C2 and to a lesser extent Flood Zone B. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Therefore, residential development is considered inappropriate on this site and will not be assessed as part of Stage 2.</p>

John Street (East of)	0.69	332.C1	Nantymoel	Nantymoel	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Nantymoel is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Aber Fields (inc. land adj. Penllwyngwent Ind. Estate)	35.24	352.C5	Nantymoel	Nantymoel/ Ogmores Vale	Recreation / Employment / Residential / Education / Renewable Energy	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Nantymoel is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. A large section of the Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside. Additionally, the site is allocated as a playing field and an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Furthermore, a large proportion of the site is located on Flood Zone C2 and to a lesser extent Flood Zone B. TAN15 states that only less vulnerable development should be considered subject to application of justification test for sites within Flood Zone C2. Therefore residential development is considered inappropriate on this site and will not be assessed as part of Stage 2.</p>
Pencoed Farm (Land formerly part of)	3.01	298.C1	Pencoed	Pencoed	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement boundary of Pencoed which is identified as a Sustainable Growth Area however, a large section of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Therefore, residential development is considered inappropriate on this site and will not be assessed as part of Stage 2.</p>

Trebryn Farm (Land at)	6.62	303.C1	Pencoed	Hendre	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) however, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment however, development located west of Pencoed is highly constrained by Penprysg Road Railway Bridge where traffic flow issues exist. It is considered that any new development which generates a net increase in vehicular movement will exacerbate congestion either side of the level-crossing and at the complex over-bridge junction between the eastern end of the relief road and Penybont Road. As such a moratorium has been placed on development west of the railway line and therefore, the Candidate Site will not be assessed as part of Stage 2.</p>
Factory Lane	4.61	320.C1	Pencoed	Felindre	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement boundary of Pencoed which is identified as a Sustainable Growth Area however, a large section of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Therefore, residential development is considered inappropriate on this site and will not be assessed as part of Stage 2.</p>
Bryngarn Road	3.45	297.C1	Pencoed	Penprysg	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement boundary of Pencoed which is identified as a Sustainable Growth Area and the site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside and as such will not be assessed as part of Stage 2.</p>

Rhiwceiliog, Taihirion	3.02	324.C1	Pencoed	Penprysg	Leisure	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) and the Candidate Site does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). It is therefore considered an unacceptable intrusion into the countryside. Furthermore, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment however, the site is considered an unacceptable intrusion into the countryside and as such will not be assessed as part of Stage 2.</p>
Rockwool (Land North East of)	4.04	313.C1	Pencoed	Penprysg	Vertical Agriculture/Horticulture/Energy Production	<p>The Candidate Site will be determined through specific policies (e.g. renewable energy) within the Deposit LDP. Therefore, the candidate site will not be assessed as part of Stage 2.</p>
Llwyn Gwern / Woodland (Playing Fields)	8.52	352.C43	Pencoed	Hendre	Residential/Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) however, a large section of the site is located within Flood Zone C2 and B. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. Furthermore, the site is allocated as a playing field and informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore the site is not considered appropriate for residential development and will not be assessed as part of Stage 2.</p>
Ty'r Isha Barn (Land at)	2.98	272.C1	Penycae	Sarn	Mixed Use	<p>The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Furthermore, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the south eastern section of the site and as such would require further assessment to determine whether the constraint can be satisfactorily overcome. Capacity issues at Junction 36 of the M4 prevents future development and as such the Candidate Site will not be considered as part of Stage 2.</p>

Sevenoaks Bungalow (land to rear of)	0.4	321.C1	Penyfai	Penyfai	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Penyfai is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside. Furthermore, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site (northern section) and appears to prevent potential access onto the site; as such further assessment would be required however, the site is out of accord with the Preferred Strategy and will not be assessed as part of Stage 2.</p>
Heol Eglwys (Land fronting)	9.54	338.C1	Penyfai	Penyfai	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Penyfai is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Penyfai Kickabout Area/Heol Eglwys	0.76	352.C33	Penyfai	Penyfai	Residential/Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Penyfai is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located within the existing settlement boundary however, the site is allocated as an informal recreational area in the Outdoor Sports & Children's Playing Audit 2017. Therefore, the site is not considered appropriate for residential development and will not be assessed as part of Stage 2.</p>

Westfield Crescent (Land end of)	0.79	278.C1	Porthcawl	Nottage	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
West Road (land off)	4.08	278.C2	Porthcawl	Nottage	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is outside within the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that does not provide a natural or logical extension to the settlement (i.e. it is not physically, functionally and visually related to the existing settlement pattern). Therefore it is considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Zig Zag Lane	26.2	221.C2	Porthcawl	Newton/Porthcawl East	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a large scale Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>

Former St John's School	2.44	24.C1	Porthcawl	Newton	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1) however, the site is allocated as a playing field and playing area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore the site is not considered appropriate for residential development and as such will not be assessed as part of Stage 2.</p>
Cae Ganol (Land to North of)	1.83	289.C1	Porthcawl	Nottage	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Danygraig Avenue (Land East of)	5.21	312.C1	Porthcawl	Newton	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside. Furthermore, the Sustainability Appraisal identifies 'SSSI (Site of Special Scientific Interest)' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment however, the site is out of accord with the Preferred Strategy and as such will not be assessed as part of Stage 2.</p>

West Road (Land West of)	29.61	311.C1	Porthcawl	Nottage	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a large scale Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Moor Lane (Land at)	5.9	207.C1	Porthcawl	Nottage	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Cypress Gardens (Land to the North & East of)	1.38	345.C1	Porthcawl	Newton	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside. Furthermore, the Sustainability Appraisal identifies SSSI (Site of Special Scientific Interest) as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment however, the site is out of accord with the Preferred Strategy and as such will not be assessed as part of Stage 2.</p>

<p>Cypress Gardens (Playing Fields)</p>	<p>2.86</p>	<p>352.C55</p>	<p>Porthcawl</p>	<p>Newton</p>	<p>Residential and Recreation (Change Settlement Boundary)</p>	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside. Furthermore, the Sustainability Appraisal identifies SSSI (Site of Special Scientific Interest) as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment however, the site is out of accord with the Preferred Strategy and as such the site will not be assessed as part of Stage 2.</p>
<p>Heol y Goedwig (Land at)</p>	<p>2.01</p>	<p>352.C56</p>	<p>Porthcawl</p>	<p>Porthcawl East Central</p>	<p>Recreation / Residential</p>	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Porthcawl which is identified as a Regeneration Growth Area (as defined by SP1). Brownfield sites will primarily provide the required capacity to accommodate growth within Regeneration Growth Areas. The site represents a Greenfield extension to the existing settlement of Porthcawl that would undermine the Preferred Strategy. Therefore it is considered to represent an unacceptable incursion into the open countryside. Furthermore, the site is allocated as a children's playground, playing area, playing field and an informal recreational area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore the site is not considered appropriate for residential development and as such this site will not be assessed as part of Stage 2.</p>
<p>Marlas Farm (Land Opposite)</p>	<p>6.05</p>	<p>336.C1</p>	<p>Pyle/Kenfig Hill/North Cornelly</p>	<p>Cornelly</p>	<p>Mixed Use</p>	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement boundary for North Cornelly which is identified as a Sustainable Growth Area however, the site is largely located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Therefore the site is not considered appropriate for residential development and as such will not be assessed as part of Stage 2.</p>

Laing Street (rear of)	0.99	352.C48	Pyle/Kenfig Hill/North Cornelly	Pyle	Recreation/Residential and/or Employment	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement boundary for Pyle which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site will not be assessed as part of Stage 2.</p>
Mynydd Cynfig Infants School plus surrounding land	1.82	352.C51	Pyle/Kenfig Hill/North Cornelly	Pyle	Residential and Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement boundary for Pyle which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area/children's playground in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site will not be assessed as part of Stage 2.</p>
Mynydd Cynfig Junior School plus surrounding land	3.1	352.C50	Pyle/Kenfig Hill/North Cornelly	Pyle	Education/Recreation/Residential/Community	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement boundary for Pyle which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area/children's playground in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site will not be assessed as part of Stage 2.</p>
Croft Goch	0.59	352.C52	Pyle/Kenfig Hill/North Cornelly	Pyle	Recreation/Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement boundary for Pyle which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area/children's playground in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the site will not be assessed as part of Stage 2.</p>

North Cornelly Playing Fields	4.6	352.C53	Pyle/Kenfig Hill/North Cornelly	Cornelly	Recreation/Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement boundary for North Cornelly which is identified as a Sustainable Growth Area however, the site is allocated for a playing field and an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Furthermore, the Sustainability Appraisal identifies 'flood risk' as a constraint that would prevent development from coming forward. The northern section of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. Therefore, the site will not be assessed as part of Stage 2.</p>
Marlas Kickabout, Brynteg Avenue	0.38	352.C54	Pyle/Kenfig Hill/North Cornelly	Pyle	Extend Settlement Boundary	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement boundary for Pyle which is identified as a Sustainable Growth Area however, the site is allocated as an informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, this site will not be assessed as part of Stage 2.</p>
Porthcawl Road (land adj)	5.04	283.C1	South Cornelly	Cornelly	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>South Cornelly is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located outside the existing settlement boundary and is therefore considered to represent an unacceptable incursion into the open countryside; as such this site will not be assessed as part of Stage 2.</p>
Brynmenyn Ind. Estate (Land South and South East of)	11.84	342.C1	The Valleys Gateway	Bryncethin	Mixed Use	<p>The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.</p>

Cwmrisca Farm (Land at) - Site A	0.09	290.C2	Tondu	Aberkenfig	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Cwm Risca Farm (Land at) - Site B	0.23	290.C1	Tondu	Aberkenfig	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Cwm Risca Farm (Land at)	9.45	290.C4	Tondu	Aberkenfig	Mixed Use	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Furthermore, the Sustainability Appraisal identifies SSSI (Site of Special Scientific Interest) as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment however, capacity issues at Junction 36 of the M4 prevents development; as such the Candidate Site will not be assessed as part of Stage 2
Cwmrisca Farm (Land at)	0.19	290.C3	Tondu	Aberkenfig	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Ysgol Gynradd Brynmenyn (land to North East of)	3.27	330.C1	Valley Gateway	Ynysawdre	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.

Coity Wallia Common	65.43	2.C1	Valley Gateway	Bryncoch	Agricultural	The Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint relates to the majority of the site and as such it will not be considered as part of Stage 2.
Maendy Farm (Land at)	1.87	294.C1	Valley Gateway	Bryncoch	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Railway Line (Land to West of)	7.9	286.C1	Valley Gateway	Sarn	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Furthermore, the majority of the site (western section) is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. Capacity issues at Junction 36 of the M4 prevents future development and as such the Candidate Site will not be considered as part of Stage 2.
Gerddi'r Afon (Land off)	2.64	206.C1	Valley Gateway	Ynysawdre	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Furthermore, the Sustainability Appraisal identifies 'common land' and 'flood risk' as constraints that would prevent development from coming forward. The majority of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. Capacity issues at Junction 36 of the M4 prevents future development and as such the Candidate Site will not be considered as part of Stage 2.
M4 J36 (Land North of)	65.43	348.C1	Valley Gateway	Bryncoch	Residential/Employment	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Additionally, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint relates to the majority of the site. Furthermore, capacity issues at Junction 36 of the M4 prevents future development; as such the Candidate Site will not be considered as part of Stage 2.

Bryncethin (Land at)	1.63	351.C1	Valleys Gateway	Bryncoch	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Furthermore, the Sustainability Appraisal identifies 'common land' and 'flood risk' as constraints that would prevent development from coming forward. The northern section of the site is located adjacent Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. The identified constraints are located on the periphery of the site and would require further assessment. Capacity issues at Junction 36 of the M4 prevents future development and as such the Candidate Site will not be considered as part of Stage 2.
Greenmeadow Cottage	0.39	344.C1	Valleys Gateway	Sarn	Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Additionally, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint relates to the majority of the site. Furthermore, capacity issues at Junction 36 of the M4 prevents future development; as such the Candidate Site will not be considered as part of Stage 2.
Bryncethin Claypits (Land Adjoining)	22.6	ID 352.C24	Valleys Gateway	Bryncethin	Recreation/Tourism/Residential and/or B1	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Glan yr Afon Care Home, Heol yr Ysgol	0.6	352.C26	Valleys Gateway	Ynysawdre	Residential/Commercial/Retail	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.

Expansion Land, Brynmenyn	4.68	352.C28	Valleys Gateway	Bryncethin	Mixed Use Scheme: Employment/ Commercial/Residential/Retail	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Pandy Park	9.05	352.C29	Valleys Gateway	Ynysawdre	Recreation/Residential	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Additionally, a large proportion of the site (south section) is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. Furthermore, the site is also allocated as a playing field and informal recreation area in the Outdoor Sports & Children's Playing Space Audit 2017. Therefore, the Candidate Site will not be assessed as part of Stage 2.
Tondu Primary School (Land rear of)	7.57	352.C27	Valleys Gateway	Aberkenfig	Residential and Education	The Valleys Gateway has accommodated substantial new development in recent years however, whilst additional opportunities exist in the area, there are capacity issues at Junction 36 of the M4 which could constrain further growth being delivered without significant investment in the associated infrastructure to relieve constraints. In particular, north-south movements across the Junction are at capacity which affects the connectivity of the Valleys Gateway (and the Valleys beyond) with jobs and services in Bridgend. Any potential solution to this bottleneck is likely to require a level of financial investment that is larger than local in scale and will incur a timetable for implementation that will extend far beyond the plan period. Therefore, the Candidate Site will not be assessed as part of Stage 2.

APPENDIX 4

Candidate Sites that will be subject to further assessment as part of Stage 2

Site	Area (Ha)	Candidate Site Ref No.	Settlement	Settlement Hierarchy Category	Proposed Use of Site	Does the site fit with the preferred strategy
Trem y Mor, Bettws Road	0.61	352.C2	Bettws	Bettws	Education/ Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Bettws is identified as a 'local settlement' where new development should be contained within the existing settlement boundary. The Candidate Site is located within the existing settlement boundary and will be assessed as part of Stage 2.</p>
Isfryn Industrial Estate (Land at)	0.55	352.C8	Blackmill	Blackmill	Mixed Use, see current policy inc. D1	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Blackmill is identified as a 'local settlement' where new development should be contained within the existing settlement boundary and the site is currently allocated in the existing LDP (2013) as a regeneration and mixed use development scheme (PLA3(17)) which includes (interalia) residential (COM2(4)), community building (COM9(1)) and employment land (REG1(31)). Therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Broadlands	7.65	221.C1	Bridgend	Bryntirion, Laleston and Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>

Police Training Centre	8.82	299.C1	Bridgend	Coychurch Lower	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1). The site is currently allocated in the existing LDP (2013) as a regeneration and mixed use development scheme (PLA3(2)) which includes (interalia) residential (COM1(3)) and employment land provision (REG1(6)). Therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Bridgend (Land West of) - Llanmoor	16.25	308.C1	Bridgend	Bryntion, Laleston & Merthyr Mawr	Residential	Refer to 349.C1, forms part of a wider strategic site.
Tremains Halt (Land at)	1.28	339.C1	Bridgend	Brackla	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Bridgend (West of) - Expansion Area	131.8	349.C1	Bridgend	Bryntirion, Laleston & Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Bridgend which is identified as a Sustainable Growth Area. This site will be assessed collectively with Candidate Sites 308.C1 and 286.C2, forming part of a wider strategic site. Therefore, this site will be subject to further assessment as part of Stage 2.</p>
Bridgend (West of)	165.1	286.C2	Bridgend	Bryntirion, Laleston & Merthyr Mawr	Residential	Refer to 349.C1, forms part of a wider strategic site.

North East Brackla (Land at)	6.67	293.C2	Bridgend	Coity	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and the site is currently allocated in the existing LDP (2013) as an employment site (REG1(1)) and a regeneration and mixed use development scheme (PLA3(2)). Therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Ty'r Ardd	0.41	352.C31	Bridgend	Newcastle	B1/Residential/D1	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area however, the site is located within Flood Zone C1. TAN15 states that development within Flood Zone C1 can take place subject to application of justification test, including acceptability of consequences. Therefore, this site will be subject to further detailed assessment as part of Stage 2.</p>
Ysgol Bryn Castell (former school)	3.77	352.C32	Bridgend	Newcastle	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Bryn y Cae Home for the Elderly (Land adj)	0.9	352.C39	Bridgend	Brackla	C2/Residential/D1	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>

Parc Afon Ewenni	8.99	352.C41	Bridgend	Coychurch Lower	Commercial/ Residential/Council Depot	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area. The site is currently allocated in the existing LDP (2013) as a regeneration and mixed use development scheme (PLA3(2)) which includes (interalia) residential (COM1(3)) and employment land provision (REG1(6)). Therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Blaencaerau Junior School	0.55	352.C11	Caerau	Caerau	Residential and Community	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Caerau is identified as a 'local settlement' where new development should be contained within the existing settlement boundary however, the site is currently allocated in the existing LDP (2013) for residential development (COM1(20)). Therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Coegnant	8.46	352.C19	Caerau	Caerau	Residential/ Employment/ Recreation	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Caerau is identified as a 'local settlement' where new development should be contained within the existing settlement boundary and the site is currently allocated in the existing LDP (2013) as a regeneration and mixed use development scheme (PLA3(6)) which includes (interalia) residential (COM1(18)) and employment land provision (REG1(9)). Therefore this site will be subject to further detailed assessment as part of Stage 2.</p>

Simonston Road (Land off)	5.14	284.C1	Coity	Coychurch Lower	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Heol Spencer (Land at)	0.46	284.C2	Coity	Coity	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Land at Coity	1.14	300.C1	Coity	Coity	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Castle Meadows (Land off)	1.94	323.C1	Coity	Coity	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Bridgend which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>

<p>Coychurch (Land South of)</p>	<p>26.79</p>	<p>221.C3</p>	<p>Coychurch</p>	<p>Coychurch Lower</p>	<p>Residential/School</p>	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1) however, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and would require further assessment. Additionally, the western section of the site is located within Flood Zone C2 and to a lesser extent Flood Zone B. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. Therefore, further assessment will be required as part of Stage 2 to determine whether the identified constraints can be satisfactorily overcome.</p>
<p>Coychurch</p>	<p>10.89</p>	<p>281.C1</p>	<p>Coychurch</p>	<p>Coychurch Lower</p>	<p>Mixed Use</p>	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Bridgend which is identified as a Sustainable Growth Area (as defined by SP1) however, the Sustainability Appraisal identifies 'common land' and 'flood risk' as constraints that would prevent development from coming forward. The southern section of the site is located adjacent Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to an application of a justification test for sites within Flood Zone C2. The identified constraints are located on the periphery of the site and will require further assessment as part of Stage 2 to determine whether the identified constraints can be satisfactorily overcome.</p>

Maes-y-Delyn Farm	11	340.C2	Coychurch	Coychurch Lower	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside of the settlement boundary for Bridgend which is identified as a Sustainable Growth Area (as defined by SP1) and the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. Furthermore, the south eastern section of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. The identified constraints are located on the periphery of the site and require further assessment as part of Stage 2 to determine whether the constraints can be satisfactorily overcome.</p>
Laleston (Land to East of)	27.37	288.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located between the east of Laleston (identified as a 'local settlement' where new development should be contained within the existing settlement boundary) and west of Bridgend (identified as a Sustainable Growth Area). Furthermore, development of the site would extend the community between Laleston and Bridgend leading to the coalescence of the settlements. Therefore, further assessment is required to assess the potential impacts such as coalescence as part of Stage 2.</p>
Parc Stormy	16.62	310.C1	Laleston	Bryntirion, Laleston & Merthyr Mawr	Green Energy	<p>The Candidate Site seeks to expand Parc Stormy which is located within the open countryside. Therefore, further assessment is required to assess the proposal's impact on the countryside as part of Stage 2.</p>

Former Four Sevens Service Station	2.09	287.C1	Llangynwyd	Llangynwyd	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>Llangynwyd is identified as a 'local settlement' where new development should be contained within the existing settlement boundary however, the site (Brownfield) collectively with candidate sites 305.C7 and 325.C1 offers an opportunity for a sustainable urban extension to the existing settlement of Llangynwyd, located logically adjacent Ysgol Gyfun Gymraeg Llangynwyd. Therefore, this site (collectively with 305.C7 and 325.C1 forming a strategic site) will be assessed as part of Stage 2.</p>
Llangynwyd (South of)	7.33	305.C7	Llangynwyd	Llangynwyd	Mixed Use	Refer to 287.C1, forms part of the wider strategic site.
YCG Llangynwyd	4.84	352.C21	Llangynwyd	Llangynwyd	Education/ Residential	Refer to 287.C1, forms part of the wider strategic site.
Former Cooper Standard Site	8.03	352.C15	Maesteg	Maesteg West	Commercial/ Employment/ Residential/Retail/ Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) and the site is currently allocated in the existing LDP (2013) as a regeneration and mixed use development scheme (PLA3(7)) which includes (interalia) residential (COM1(17)) and employment land provision (REG1(10)). Therefore this site will be subject to further detailed assessment at Stage 2.</p>
Maesteg Washery	13.43	352.C17	Maesteg	Maesteg East	Residential / Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) and the site is currently allocated in the existing LDP (2013) as a regeneration mixed use development scheme (PLA3(5)) which includes (interalia) residential (COM1(16)) and accessible natural greenspace (COM13(11)). Therefore this site will be subject to further detailed assessment at Stage 2.</p>

Maesteg Lower Comprehensive	1.54	352.C22	Maesteg	Maesteg East	Mixed Use Scheme - Education/ Commercial/ Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement of Maesteg which forms part of the Maesteg and Llynfi Valley Regeneration Growth Area (as defined by SP1) and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Pencoed Campus	44.58	219.C1	Pencoed	Felindre	Mixed Use	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Pencoed Campus	21.49	219.C2	Pencoed	Felindre	Education	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Minffrwd Road (Land at)	0.3	341.C1	Pencoed	Penprysg	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) however, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and will require further assessment as part of Stage 2 to determine whether the constraint can be satisfactorily overcome.</p>

Ty Draw Farm (Land at)	2.46	343.C1	Pencoed	Penprysg	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) however, the Sustainability Appraisal identifies 'common land' and 'flood risk' as constraints that would prevent development from coming forward. The north eastern section of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. The identified constraints are located on the periphery of the site and require further assessment as part of Stage.</p>
Penprysg Road (Land at)	3.35	87.C1	Pencoed	Penprysg	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1) however, the Sustainability Appraisal identifies 'common land' as a constraint that would prevent development from coming forward. The identified constraint is located on the periphery of the site and will require further assessment as part of Stage 2 to determine whether the constraint can be satisfactorily overcome.</p>
Pencoed Cemetery (Surplus Land)	1.24	352.C46	Pencoed	Felindre	Extend Settlement Boundary	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located outside the settlement of Pencoed which is identified as a Sustainable Growth Area (as defined by SP1). The site is allocated in the existing LDP (COM15(4)) for the provision of cemeteries. Further assessment will be undertaken to determine if the land is still required for this purpose or should be incorporated into the wider employment allocation.</p>
Bridgend Road (Land East of)	5.29	325.C1	Pontrhydydyff	Llangynwyd	Residential	Refer to 287.C1, forms part of the wider strategic site.

Sandy Bay (Phase 2)	23.65	352.C57	Porthcawl	Porthcawl East Central	Mixed Use Regeneration Scheme (Residential, Commercial, Education, Coastal Defences, Recreation, Leisure)	<p>The Candidate Site is located within the settlement of Porthcawl which is identified as a Strategic Regeneration Growth Area (as defined by SP1). The site has been ruled out by the Sustainability Appraisal due to close proximity of the site to Flood Zone C2. The regeneration of this site and Phase 1 (Salt Lake Car Park/ Dock Street) will benefit from a Welsh Government Coastal Risk Management Programme funding for major flood defence works. The scheme is currently at Detailed Design stage (being funded by Welsh Government). Residential completions can be expected from early 2021 onwards on a number of parcels. The current phasing and delivery strategy identifies three residential sites coming forward within the Salt Lake Site. Two of the three phases are reliant upon the delivery of improved sea defences in order to address coastal flood risk. The other phase is not reliant on these improvements and can be brought forward in advance of these works. Based on the current programme, the sea defences are to be completed by the end of 2020. It is thus expected that the delivery of the phase unconstrained by coastal flood risk can be realised by 2021/2022. As for the development phases that rely on coastal defences in order to be delivered in 2022/2023 is considered realistic and achievable. This site represents a major brownfield regeneration project on the town's waterfront which will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay. Furthermore, the provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, enhanced active travel links plus education, retail and community facility provision. Therefore, the site will be assessed as part of Stage 2.</p>
Salt Lake Car Park / Dock Street (Phase 1)	14.24	352.C58	Porthcawl	Porthcawl East Central	Mixed use Regeneration Scheme (Residential, Commercial, Education, Coastal Defences, Leisure)	<p>The Candidate Site is located within the settlement of Porthcawl which is identified as a Strategic Regeneration Growth Area (as defined by SP1). The site has been ruled out by the sustainability appraisal due to close proximity of the site to Flood Zone C2. The regeneration of this site and Phase 2 (rear of Sandy Bay) will benefit from a Welsh Government Coastal Risk Management Programme funding for major flood defence works. The scheme is currently at Detailed Design stage (being funded by Welsh Government). Residential completions can be expected from early 2021 onwards on a number of parcels. The current phasing and delivery strategy identifies three residential sites coming forward within the Salt Lake Site. Two of the three phases are reliant upon the delivery of improved sea defences in order to address coastal flood risk. The other phase is not reliant on these improvements and can be brought forward in advance of these works. Based on the current programme, the sea defences are to be completed by the end of 2020. It is thus expected that the delivery of the phase unconstrained by coastal flood risk can be realised by 2021/2022. As for the development phases that rely on coastal defences in order to be delivered in 2022/2023 is considered realistic and achievable. This site represents a major brownfield regeneration project on the town's waterfront which will provide the strategic focus of residential-led growth and opportunity for Porthcawl by maximising the benefits of the unique location that incorporates views across Sandy Bay. Furthermore, the provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising flood defences, enhanced active travel links plus education, retail and community facility provision. Therefore, the site will be assessed as part of Stage 2.</p>

Heol Fach (Land at)	10.15	222.C1	Pyle/Kenfig Hill/North Cornelly	Cornelly	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement for North Cornelly which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Waun Bant Road (Land at)	5.85	291.C1	Pyle/Kenfig Hill/North Cornelly	Pyle	Residential	Refer to 307.C1, forms part of the wider strategic site.
Ty Draw Farm (Land at)	2.21	293.C1	Pyle/Kenfig Hill/North Cornelly	Cornelly	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located within the settlement boundary of North Cornelly which is identified as a Sustainable Growth Area. The site is currently allocated in the existing LDP (2013) as a regeneration and mixed use development scheme (PLA3(20)) which includes (interalia) residential (COM2(22)) and employment land provision (SP9(4)). Therefore, this site will be subject to further detailed assessment as part of Stage 2.</p>
Pen-y-Castell Farm	8.13	307.C2	Pyle/Kenfig Hill/North Cornelly	Pyle	Residential	Refer to 307.C1, forms part of the wider site.
Pen-y-Castell Farm	14.94	307.C1	Pyle/Kenfig Hill/North Cornelly	Pyle	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement boundary for Pyle which is identified as a Sustainable Growth Area. This site will be assessed collectively with Candidate Sites 291.C1 and 307.C2, forming part of a wider site. The Sustainability Appraisal identifies SSSI (Site of Special Scientific Interest) as a constraint that would prevent development from coming forward. The identified constraint is located within the site (south eastern section) and further assessment will be required at Stage 2 to determine whether the site can become a sustainable extension and deliver the required infrastructure (e.g. education and general infrastructure) to support the settlement.</p>

Heol yr Orsaf (Land off)	1.1	306.C1	Pyle/Kenfig Hill/North Cornelly	Pyle	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement boundary for Pyle which is identified as a Sustainable Growth Area. The site is located within a Quarry Buffer Zone and therefore further assessment will be required as part of Stage 2 in order to determine the suitability of residential development on this site.</p>
New Road (Land adjoining)	0.86	306.C2	Pyle/Kenfig Hill/North Cornelly	Pyle	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement for Pyle which is identified as a Sustainable Growth Area and therefore this site will be subject to further detailed assessment as part of Stage 2.</p>
Pyle (Land East of)	67.04	328.C1	Pyle/Kenfig Hill/North Cornelly	Cornelly	Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement for North Cornelly which is identified as a Sustainable Growth Area. The Sustainability Appraisal identifies SSSI (Site of Special Scientific Interest) and flood risk as constraints that would prevent development from coming forward. The northern section of the site is located within Flood Zone C2. TAN15 states that only less vulnerable development should be considered, subject to application of justification test for sites within Flood Zone C2. The identified constraints are located on the periphery of the site and would require further assessment as part of Stage 2 to determine whether the constraints can be satisfactorily overcome.</p>

Glyn Cynffig	0.76	352.C49	Pyle/Kenfig Hill/North Cornelly	Pyle	Recreation/ Residential	<p>As defined by Strategic Policy 1, Regeneration and Sustainable Development in the County Borough will be focused in the following areas:</p> <ul style="list-style-type: none"> • Bridgend Sustainable Growth Area • Pencoed Sustainable Growth Area • Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area • Maesteg and Llynfi Valley Regeneration Growth Area • Porthcawl Regeneration Growth Area <p>The Candidate Site is located on the periphery of the settlement for Pyle which is identified as a Sustainable Growth Area. The western section of the site is located within the settlement boundary however, the remainder of the site is located outside the settlement boundary and as such will be subject to further detailed assessment as part of Stage 2.</p>
--------------	------	---------	---------------------------------	------	----------------------------	---

APPENDIX 5

Candidate Site Assessment Questionnaire Form

Bridgend LDP Candidate Site Assessment Questionnaire

Please complete one form for every site proposed. This form may be photocopied if necessary. Forms and Plans should be submitted to the Corporate Director - Communities, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB by 5pm on 09-11-2018. Please note that the content of all plans and assessment forms submitted will be made available for public inspection.

For Office Use Only

Date received:

Date acknowledged:

Data captured:

Representor Number:

Site reference:

The plan submitted with the site should be on an Ordnance Survey base and contain the following information:

- An outline of the site submitted in **Red**
- Any additional land in the ownership of the proposer outlined in **Blue**
- Indicative access points to the site with any third-party land required for access outlined
- Any proposed changes to an existing settlement boundary from the adopted Bridgend Local Development Plan
- Any areas of the site liable to flooding
- Any information given in answer to the questions below that can be displayed spatially.

Contact Details of Site Proposer (incl. phone/email)
(Details as per previous consultation forms)

Contact Details of Site Proposer's agent if applicable (incl. phone/email)

Note that if agent's details are included all correspondence will be sent to agent and not the proposer.

Name / Location / Post Code of Site:

OS Grid Reference:

Area of Site in Hectares:

(Please note that if your site is below 0.25ha it will be considered as part of the Settlement Boundary Review or other land-use assessment)

Existing Use of Site:

Proposed Use of Site:

If residential, please indicate number of units:
If commercial, please specify the type of any employment generating uses:

Current Planning Status of Site:

General

Question	√ response		Further Information Required	Further Information (continue in space below or separate sheet if necessary)
	Yes	No		
Is the site wholly in the ownership of the proposer?			If no, has the owner/s been notified of the sites submission? Please provide an OS Plan identifying the parcels of land owned and give contact details of all owners.	
Are there any restrictive covenants relating to the use of the land / buildings contained within the site?			If yes, please give details and attach copies of any such covenant where available.	
Would the allocation of the site require an alteration to a settlement boundary contained within the adopted Bridgend LDP?			If yes, please state which settlement boundary would be affected and indicate on the submitted plans the existing and proposed settlement boundary.	
Would the allocation of the site require a change to a land-use allocation contained within the adopted Bridgend LDP?			If yes, please state the name and policy number of the existing allocation.	

Accessibility

Question	√ response		Further Information Required	Further Information (continue in space below or separate sheet if necessary)
	Yes	No		
Is the site accessible from the public highway?			If no, have third-party land holders been notified of the sites submission for consideration? Please give contact details where necessary.	
Is the site located within 400m of a public transport access point, i.e. train station or bus stop?			If yes, please give route frequency and destination information. If no, how far away is it?	
Is the site located within 400m of an active travel route?			If yes, please give details of the actual or proposed routes if known. If no, how far away is it?	
Is the site located within 400m of a community facility?			If yes, please give details (shops / commercial services etc). If no, how far away is it?	
Is the site located within 400m of existing public open space?			If yes, please give details. If no, how far away is it?	

Environmental

Question	√ response		Further Information Required	Further Information (continue in space below or separate sheet if necessary)
	Yes	No		
Is the site located in an area of flood-risk or adjacent to a watercourse?			If yes, please give details of flood-risk data and extent to which the site is affected.	
Is the site on Previously Developed Land?			Previously Developed Land is defined by <i>Planning Policy Wales</i> . Please give details of how site meets criteria.	
Would development of the site result in the loss of agricultural land (in current / previous use)?			If yes, please give the sites Agricultural Land Classification.	
Is the site located in an area protected by a local, regional or national area for landscape, ecological or cultural purposes?			If yes, please give details of classification.	
Would the proposal give rise to impacts on landscape character, visual amenity or the setting of heritage assets?			If yes, please give details, explaining how any likely impacts would be satisfactorily mitigated	
Is there a risk that the site could consist of contaminated land?			If yes, please give details of possible contamination sources.	
Have any site surveys been undertaken, such as protected species?			If yes, please give further details.	
Would the proposal include low or zero carbon energy generating technologies?			If yes, please give further details	
For non-residential proposals, would the use require other authorisations, for example an environmental permit, water abstraction or impoundment licence, or waste management licence?			If yes, please give further details	

Site Context

Question	√ response		Further Information Required	Further Information (continue in space below or separate sheet if necessary)
	Yes	No		
For residential proposals, are there any industrial / employment uses adjacent to the site?			If yes, please give details of their location and mark on accompanying plan.	
If the proposal is for employment/waste/minerals development, are there any residential properties adjacent to the site or within 200m of the site?			If yes, please give details of their location and mark on accompanying plan.	
Do you consider that the proposed use would integrate with existing surrounding uses?			Please explain your answer	
For proposals involving minerals extraction or the use of other natural resources, is there a specific need for the use at the site?			Please explain your answer	

Utilities

Question	√ response		Further Information Required	Further Information (continue in space below or separate sheet if necessary)
	Yes	No		
Is the site capable of connection to the following services?			If no, please describe how access to these services will be obtained.	
Mains water supply			If no, please describe how access to these services will be obtained.	
Electrical supply			If no, please describe how access to these services will be obtained.	
Landline telephone			If no, please describe how access to these services will be obtained.	
Mains sewerage			If no, please describe how access to these services will be obtained.	
Gas supply			If no, please describe how access to these services will be obtained.	
Broadband			If no, please describe how access to these services will be obtained.	
Other (please specify):			If no, please describe how access to these services will be obtained.	

Deliverability

Question	√ response		Further Information Required	Further Information (continue in space below or separate sheet if necessary)
	Yes	No		
Have there been any discussions with potential developers to date?			If yes, please give details	
Is the site financially viable to come forward?			If yes, please provide a brief analysis. The Council may seek a viability assessment in order to demonstrate whether delivery is viable or not. Failure to provide this may result in your site not being allocated.	
Are there any other known constraints to overcome?			If yes, please provide details of how this would be achieved.	
Does the site's stability/topography present an obstacle to its development?			If yes, please give details of any remedial works necessary.	

Please indicate an approximate timescale for site delivery:				
2018/19	2019/20	2020/21	2021/22	2022/23
2023/24	2024/25	2025/26	2026/27	2027/28
2028/29	2029/30	2030/31	2031/32	2032/33

Please use this space (and additional sheets of paper where necessary) to give any additional information regarding the site which you feel may be relevant for its consideration.

APPENDIX 6

Call for Candidate Site Local Advertisement

Business

Legal Notices

BRIDGEND COUNTY BOROUGH COUNCIL
BRIDGEND REPLACEMENT LOCAL DEVELOPMENT PLAN (LDP)
CALL FOR CANDIDATE SITE SUBMISSIONS

Bridgend County Borough Council is preparing a Replacement Local Development Plan (LDP) for the County Borough. The Plan will set out land-use planning policies which will be used in the determination of planning applications as well as the allocation of land for specific purposes; it therefore could have a direct effect on the lives of every resident in the County Borough, as well as having major implications for landowners.

The next stage in the LDP process involves asking developers, landowners and the community to nominate candidate sites for potential allocation in the plan. This could be for any land use including residential, employment, retail, public open space, minerals development, waste developments, community or tourism uses.

While there is no guarantee that sites suggested at this stage will be taken forward, their submission will enable the council to assess the availability of sites when formulating a vision and strategy for future development across the County Borough.

To nominate a site for consideration a plan outlining the site with an Ordnance Survey base should be submitted together with the assessment questionnaire.

The questionnaire will help ensure that interested parties include sufficient information and data to allow the Local Planning Authority to make a robust assessment.

Copies of the form are available from the Planning Department, Civic Offices, Angel Street, Bridgend, CF31 4WB during normal office hours; at any library in the County Borough; and is available to download from <https://www.bridgend.gov.uk/residents/planning-and-building/council/development-planning/replacement-local-development-plan-2018-to-2037>

The deadline for return of the completed questionnaire is 5pm on 9 November 2018.

For more information contact the Development Planning team on 01656 643162 or email: developmentplanning@bridgend.gov.uk

CYNGOR BWRDEISTREF SIROL PEN-Y-BONT AR OGWR
CYNLLUN DATBLYGU LLEOL (CDU) NEWYDD PEN-Y-BONT AR OGWR
GALL I GYFLWYNO SAFLEOEDD POSIBL

Mae Cymgor Bwrdeistref Sirol Pen-y-bont ar Ogwr yn parhau Cynllun Datblygu Lleol (CDU) Newydd i'r Fwrdeistref Sirol. Bydd y Cynllun yn nodi polisiau cynllunio defnydd tir wrth benderfynu ar geisiadau cynllunio yn ogystal â dyrannu at ddibenion penodol; felly gallai gael effaith uniongyrchol ar fywydau pob preswlydd yn y Fwrdeistref Sirol, yn ogystal â chael goblygiadau i dirfeddianwyr.

Mae cam nesaf y broses CDU yn cynnwys gofyn i ddatblygwyr, dirfeddianwyr a'r gymuned enwebu safleoedd posibl i'w dyrannu o bosibl yn y cynllun. Gallai hyn fod at unrhyw ddefnydd tir gan gynnwys preswyl, cyflogaeth, manwerthu, man agored cyhoeddus, datblygu mwymau, datblygiadau gwastraff, defnyddiau cymunedol neu dwristiaeth.

Nid oes gwarant y caiff y safleoedd a awgrymir ar y cam hwn eu mabwysiadu, ond bydd eu cyflwyno'n galluogi'r cymgor i asesu argaeledd safleoedd wrth ffurfio gweledigaeth i'r cynllun ac opsiynau strategol dilynol i'w datblygu ar draws y Fwrdeistref Sirol.

Os hoffech anwebu safle i'w ystyried, dylech gyflwyno cynllun yn amlinellu'r safle gydag Arolwg Ordans ynghyd â holladur yr asesiad.

Bydd yr holladur yn helpu i sicrhau bod parhau a ddiogeldeb yn cynnwys gwybodaeth a data digonol i alluogi'r Awdurdod Cynllunio Lleol i gynnal asesiad trwylyr.

Classified

Blinds/Curtains

Summer Savers

Local Welsh Company

Quick Delivery

Free Quotation

5 Year Guarantee

Trade welcome

3 BLINDS FROM £99

VERTICALS

Mirage Blinds

The established name you can trust

Freephone: Bridgend 08085 295192

Articles For Sale

MILITARY ITEMS WANTED !!



I am an avid military collector looking for war souvenirs & military items!

I seek German & allied helmets, breechings, uniforms, flags, badges & items from the Falklands war as well!

With no shop overheads & commission charges for you to pay I will bear any dealer or auction house offer for your military & war items & will travel to you.

Please call 07957592813

HENSELITE BOWLS BOWLS TROUSERS

Disability Aids

RMS

Emm House, Praeger Road, Bridgend

Tel: 0800 011 111

Email: info@rms.co.uk

We offer a wide range of services - Stairlifts, Mobility Scooters, Recliners, Beds & Wheelchairs. Installing & servicing all types of stairlifts & mobility equipment.

Products available from stock.

FREE LIFETIME SERVICE on straight stairlifts.

You can call us on a professional service.

Articles Wanted

WANTED

Welsh Slate

Old Floor Tiles

Quarry Tiles

re-usable

materials

All bought for cash at low prices.

collection free

Call 014957592813

07721

This page is intentionally left blank

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO DEVELOPMENT CONTROL COMMITTEE

24 OCTOBER 2019

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

SUMMARY OF THE WALES AUDIT OFFICE ON THE EFFECTIVENESS OF LOCAL PLANNING AUTHORITIES IN WALES

1. Purpose of the Report

- 1.1 The Wales Audit Office's (WAO) report on the Effectiveness of Local Planning Authorities in Wales was published on 6 June 2019.
- 1.2 The WAO report considers the progress of local planning authorities in delivering their new responsibilities and the extent to which they are acting in accordance with the sustainable development principle contained within the Well-being of Future Generations (Wales) Act 2015.
- 1.3 The report also considers how efficient and effective the 'local planning system' is, focussing on their performance, income and expenditure to determine how resilient services are. The report also looks at decision making and stakeholder engagement.
- 1.4 This report is for noting.
- 1.5 The WAO report (and Summary Report) can be accessed by Members using this hyperlink <http://www.audit.wales/publication/effectiveness-local-planning-authorities-wales>

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 2014, the National Assembly for Wales adopted a new Planning (Wales) Act. The new Act came into force in July 2015 and seeks to ensure the planning system is 'fair, resilient and enables development' against 5 key objectives:
 - a. a modernised framework for the delivery of planning services – the Act introduces powers to allow planning applications to be made directly to Welsh ministers in limited circumstances;
 - b. strengthening the plan led approach – the Act introduces a legal basis for the preparation of a national framework and strategic development plans;
 - c. improving resilience – allows Welsh ministers to direct local planning authorities to work together and to merge;
 - d. improving the development management system – the Act introduces statutory pre-application procedures for defined categories of application; and
 - e. enabling effective enforcement and appeals – secure prompt, meaningful action against breaches of planning control and increase the transparency and efficiency of the appeal system.
- 3.2 The Auditor General for Wales has completed a review of how local planning authorities are working and how they are implementing their new responsibilities.
- 3.3 More specifically, the report considers the progress of local planning authorities in delivering their new responsibilities and the extent to which they are acting in accordance with the sustainable development principle contained within the Wellbeing of Future Generations (Wales) Act 2015. The report also considers how efficient and effective the 'local planning system' is, focussing on their

performance, income and expenditure to determine how resilient services are. The report also looks at decision making and stakeholder engagement.

3.4 This report summarises the key findings of the review.

4. Summary of the Main Findings

- The report acknowledges that, since 2008-2009, local planning authorities (LPAs) have had their budgets cut in real terms, considering inflation, by 50%. Net expenditure has fallen from £45.1 million in 2008-09 to £22.8 million in 2017-2018.
- With less money to fund services, planning officer capacity is stretched and skills are decreasing in key areas of work. The number of trainees entering planning has fallen in recent years which raises concerns over the long-term sustainability of services. Despite these reductions in funding, authorities continue to subsidise services because the charges made by local planning authorities for administering and approving planning applications and building works does not reflect the cost of providing these services.
- However, the number of planning applications made to local planning authorities has remained stable at 24,000 or so in the last four years. The number dealt with by LPAs ranges from 300 to 2,600. (BCBC deals with, on average, around 1200 applications a year).
- The number of planning applications decided has remained broadly stable but there is a wide variation in the range of applications individual planning authorities deal with.
- With less money and less staff to deliver planning, performance has declined. In 2017-18 only 70.9% of planning applications for smaller developments were dealt with on time however, for major developments only 20% of applications are processed on time.
- The average time taken to decide on applications is increasing for major applications and well above the Welsh Government's targets.
- The length of time taken to investigate complaints about development, including building and engineering works and changes of use that may have been carried out without permission or consent, is widely variable across Wales. The best performers deal with enforcement issues very quickly, often within a week. The worse performers take over a year. On average it takes authorities over 37 weeks to investigate and deal with an enforcement case.
- The proportion of member-made decisions against officer advice remains high. In 2017-18, 8.6% of recommendations were overturned ranging from no recommendations being overturned in some authorities to 60% in one authority.
- The success rate of LPAs at the appeal stage remains relatively high at 63.6% of appeals dismissed. The number of appeals overturned range from 0 in some authorities to two-thirds in one authority.
- Citizens did not believe that their planning authorities are ambitious enough to help deliver the improvements needed in their community. Citizens are frustrated by planners focussing too much on individual applications and not enough on encouraging and creating a vibrant and sustainable community:
 - a) 'Planners just focus on the technocratic elements of land use planning not how the place will look and feel like in the long term. Design and spatial technology, social media and virtual reality is not used to show people what is possible.'
 - b) 'The current planning system is structurally flawed and 'transactional' in approach, it needs to be more creative, innovative and dynamic in its approach and more organic. If we have any chance of planning for future generations and the well-being of Wales, make sure that WFG principles become reality.'

- c) 'Planning should be more than just using lots of words to talk about land use. There is an opportunity here to inspire people to improve their environment, incentivise good design and promote examples of good schemes. The planning system in Wales is driven by a fear of failure rather than a shared vision of what the future could look like.'
- As well as wanting to see local planning authorities upping their game and becoming more ambitious and innovative, citizens are concerned that they are not effectively engaged or involved at present. For instance, a large number noted that communities/residents do not have the same level of influence on local planning authorities or planning committees as large scale developers. Developers are often able to use the system to benefit themselves and get what they want to be delivered. Several citizens noted that developers have the resources to play the system that the public does not have access to:
 - a) 'Public confidence in the local planning authority is severely undermined by a lack of transparency and consultation. There is next to no community involvement in future planning and the matter is becoming increasingly politicised.'
- This is not helped by the often poor-quality information provided by local planning authorities to help explain what they are doing, where and when. Too often this is inaccessible and not useful. Over half of those responding to the survey stated that it is not easy to access information and 67% that local planning authorities are not good at engaging with stakeholders about planning proposals and their potential implications:
 - a) 'I knocked on 27 houses and not one householder was aware of the candidate areas, aware of the proposed change of use or aware they could object.'
 - b) 'By their nature, planners are not good communicators. Most older people don't own computers, so they can't check on how planning applications that affect them are progressing... Planners need to upskill their communications efforts.'

5. WAO Recommendations

- 5.1 The WAO made five recommendations to help support local planning authorities focused on:
- a. improving how they involve stakeholders when making decisions and considering choices;
 - b. addressing deficits in funding and working collaboratively to increase capacity;
 - c. strengthening decision making; and
 - d. creating a clearer and more ambitious vision for their local area.
- 5.2 The WAO has also recommended that Welsh Government review charges for development control and improve local planning authority's performance.
- 5.3 In response to the summary and recommendations, Planning fees are due to increase by 20% in 2020 in order to attempt to bridge the gap with the fees charged in England and provide better resourcing to LPAs with the eventual aim of achieving full cost recovery for providing the service. In terms of consultation and transparency, Bridgend publishes details of all applications on its website and consultation is above and beyond the minimum standards of consultation as required by the Development Management Procedure (Wales) Order 2012. With regard to Enforcement complaints, despite only having one Enforcement Officer, complaints are logged, investigated and resolved very efficiently. The development planning process is also consultation focused and the new LDP involves considerable engagement with communities and other stakeholders. Unfortunately, by its very nature, such a complex process attracts a large degree of negative response particularly if communities feel they are being adversely affected by development sites
- 5.4 It is also noted that the comments from Citizens highlighted in the report are contradictory in that they suggest that LPAs should make more use of social media and virtual reality and consider that "communication is often based on traditional approaches such as adverts in the local press, letter drops and appending notices to lampposts, which are not necessarily in step with how many citizens and stakeholders consume information in the digital and smartphone age" but they also state that "most older people don't own computers, so they can't check on planning applications." In conclusion, the basis of the comments from "Citizens" does not necessarily reflect an accurate or realistic approach to the Planning System and development.

6. Equality Impact Assessment

6.1 The report raises no issues that impact on equality.

7. Wellbeing of Future Generations (Wales) Act 2015

7.1 The planning service operates in accordance with the 7 Wellbeing goals and the 5 ways of working as identified in the Act.

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

8. Recommendation

That Members note the content of this report and the WAO findings following their investigation into the effectiveness of Local Planning Authorities in Wales.

Jonathan Parsons
Group Manager Planning and Development Services

24 October 2019

Contact Officer: Rhodri Davies – Development and Building Control Manager

Telephone: (01656) 643152

E-mail: rhodri.davies@bridgend.gov.uk

REPORT TO DEVELOPMENT CONTROL COMMITTEE

24 OCTOBER 2019

National Development Framework Consultation

1. Purpose of report

1.1 The purpose of this report is to inform the Development Control Committee of the publication of the draft National Development Framework (NDF) by the Welsh Government and its likely impact on the County Borough. Consultation on the draft closes on 1 November 2019 and can be accessed at: <https://gov.wales/draft-national-development-framework>

2. Connection to corporate improvement objectives/other corporate priorities

2.1 This report assists in the achievement of the following corporate priority:

- Supporting a successful economy – taking steps to make the county a good place to do business, for people to live, work, study and visit, and to ensure that our schools are focused on raising the skills, qualifications and ambitions of all people in the county.

3. Background

3.1 The National Development Framework (NDF) is a spatial plan for addressing key national priorities in Wales through the planning system from 2020 to 2040. It covers the big issues important to Wales' success, including housing, energy, economy, transport and the environment. It identifies where nationally significant developments should take place, where key growth areas are, what infrastructure and services are needed and how Wales can contribute to the fight against climate change.

3.2 The draft NDF sets out development policies for Wales as a whole and for three national growth areas: Wrexham and Deeside (North Wales), Swansea Bay & Llanelli (Mid & South West Wales) and Cardiff, Newport and the Valleys (South East Wales). This regional approach aligns with other Welsh Government strategies and allows a consistent approach to policy implementation across Wales, including the delivery of Strategic Delivery Plans (SDPs) for each of the regions identified. The draft NDF identifies 11 outcomes which are a vision for change over the next 20 years and form the basis for its policies and proposals.

4. Current situation/proposal

4.1 The outcomes, policies and proposals contained within the NDF aim to deliver the following:

- growth, including new housing and economic development, to be focused on towns and cities with good public transport and active travel networks;
- urban centres and public transport hubs as focal points for higher density development;
- large public services facilities in town and city centres accessible by walking,

- cycling and public transport;
- sustainable rural communities and the appropriate growth of rural towns and villages;
- the delivery of more affordable homes;
- the introduction of Mobile Action Zones to help increase mobile coverage in areas of poor or no signal;
- ultra-low emission vehicles and the roll out of electric vehicle charging infrastructure across Wales;
- the establishment of a national forest;
- large scale (10 Mega Watts and over) on-shore wind and solar energy development and identified Priority Areas for this;
- Priority Areas for District Heat Networks and identified towns across Wales where such schemes should be suitable;
- safeguarding of important ecological networks and the need to maintain and enhance green infrastructure as part of new development proposals.

As part of the South East Wales region, Bridgend is specifically identified in the NDF as a centre of regional growth. This is based on its strategically important location as part of the South Wales Metro system and the opportunity that this provides to improve rail, bus, cycling and walking infrastructure across the region to provide a focus for investment, regeneration and associated development. The NDF recognises the potential for regeneration and sustainable inclusive economic growth to help deliver the ambitions of the Our Valleys, Our Future project.

The NDF also identifies Bridgend as a Priority Area for District Heating Networks, with an expectation on planning authorities to identify opportunities for integrating into new and existing development. The NDF proposes a policy for mixed use development proposals of 100 or more dwellings to prepare an Energy Masterplan to establish how such a network can be incorporated and if feasible, implemented.

5. Effect upon policy framework and procedure rules

- 5.1 It is anticipated that the NDF will be published by Welsh Ministers in Autumn 2020. When it is, it will represent the top tier of the Development Plan hierarchy in Wales, with the Strategic Development Plan (SDP) at regional level and the Local Development Plan (LDP) at local authority level operating below it.
- 5.2 The LDP will need to be in general conformity with the NDF however, there are no identified impacts on the ongoing review of the LDP. The Council has published its draft Preferred Strategy in accordance with the emerging policies of the NDF. At its' core, the Preferred Strategy promotes growth to be focused on existing settlements in accordance with a settlement hierarchy which highlights the importance of public transport connectivity. Policies within the LDP will emphasise the need for the provision of Active Travel infrastructure to be incorporated into development proposals. The Preferred Strategy also emphasises the opportunities presented by the projects and activities identified in the Bridgend Smart Energy Plan to promote decarbonisation. Specifically, the LDP will incorporate policies to ensure proposed developments demonstrate how the proposal will facilitate a connection to a District Heating Network or robustly justify why the connection is not technically and/or economically viable and suggest an alternative approach.

6. Equality Impact Assessment

6.1 There are no direct implications associated with this report.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The NDF will be prepared in accordance with the 7 Wellbeing goals and the 5 ways of working as identified in the Act.

8. Financial implications

8.1 There is no cost implication for the authority relating to the preparation of the NDF as it is a Welsh Government function. The cost of the ongoing LDP Review will be met from the Development Planning budget and carried out by development planning staff with expert advice and evidence procured from consultants and through collaboration with neighbouring authorities as required.

9. Recommendation

9.1 There is no formal recommendation as this report is intended as a briefing note. A members training session on the National Development Framework will be held on Thursday 5 December 2019.

Jonathan Parsons
Group Manager Planning & Development Services

24 October 2019

Contact Officer: Gareth Denning – Development Planning Team Leader
Richard Matthams - Development Planning Manager

Postal Address: Development Planning
Communities Directorate
Civic Offices, Angel Street
Bridgend CF31 4WB

Telephone: (01656) 643193/ 643162

E-mail: richard.matthams@bridgend.gov.uk
gareth.denning@bridgend.gov.uk

This page is intentionally left blank

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO DEVELOPMENT CONTROL COMMITTEE

24 October 2019

HEALTH IMPACT ASSESSMENT SCREENING OF THE REPLACEMENT LOCAL DEVELOPMENT PLAN PREFERRED STRATEGY (2019)

1. Purpose of the Report

- 1.1 The purpose of this Report is to inform the Development Control Committee of the outcome of the Replacement Local Development Plan Health Impact Assessment Screening, including the workshop, findings and resulting actions (full report attached at Appendix 1).

2. Connection to Corporate Improvement Objectives/Other Corporate Priorities

- 2.1 The Bridgend Local Development Plan is a high level strategy which must be prepared by the Council. The Replacement Local Development Plan (LDP) will express in land-use terms the wellbeing objectives and priorities of the Bridgend Public Services Board's Well-being Plan.

3. Background

- 3.1 The Health Impact Assessment (HIA) is a systematic yet flexible process that assesses the Replacement LDP's potential positive, detrimental and/or unintended consequences for the health and well-being of Bridgend County Borough's population. It will also consider potential inequalities and assess the possible impacts on vulnerable groups within this population. The HIA will provide a set of evidence based recommendations and suggestions to be considered within the LDP development process.
- 3.2 The screening workshop was designed to inform the content of the Preferred Strategy and the LDP at an early stage, aiming to ensure consideration and integration of health, well-being and inequalities throughout the preparation of the LDP via the use of HIA.

4. Summary of Findings

- 4.1 A half-day workshop took place on 12 July 2019, with representatives from Natural Resources Wales, Bridgend College, Valleys to Coast Housing, South Wales Police, South Wales Fire and Rescue, members and officers from Bridgend CBC, Bridgend Association of Voluntary Organisations, the Local Public Health Team, Public Health Wales and AWEN. Two discussion groups were facilitated by the Wales Health Impact Assessment Support Unit to conduct an initial Health Impact Assessment of the LDP. Key population groups who need to be considered in the LDP and the potential impacts of the LDP on the health and well-being of the people of Bridgend were identified.
- 4.2 The impacts on health and well-being identified between the two workshop groups were very consistent and many of the impacts identified are also priorities in the Bridgend Well-being Plan:

Population groups potentially impacted by the plan were:

- Older adults – the importance of recognising the needs of the ageing population in housing and development design

- Children and young people – in particular recognising the importance of access to green outdoor space, active travel and healthy food environments as drivers in reducing obesity levels in children
- Unemployed people
- Homeless households
- Areas in need of social and economic regeneration
- People on a low income
- Disadvantaged groups, including gypsies and travellers and people fleeing domestic abuse

Determinants of health and well-being potentially impacted by the LDP were:

- Affordable and high quality housing
- Employment opportunities
- Lifestyles – in particular the importance of ensuring that opportunities for physical activity and access to healthy food are increased
- Community Safety
- Cohesive communities
- Community engagement in the LDP was seen as important
- Making best use of existing community assets and town centres
- Air quality and noise pollution
- Green/blue spaces and biodiversity for health and well-being
- Connectivity and easy access to services – including health services
- Inequalities in healthy life expectancy
- Climate change impacts/renewable energy
- Green and active transport

4.3 The group working on the HIA reviewed the findings of the screening workshop and considered what next steps should be recommended in the HIA to address the issues raised. This led to identification of additional data and evidence the LDP will need to consider to ensure key health impacts are addressed, establishment of where key health impacts could be addressed in new policies within the LDP and mapping of other opportunities for health and well-being in the LDP process.

5. Effect upon Policy Framework

5.1 Section 61 of the 2004 Procedure Rules Act requires Local Planning Authorities to keep all matters under review which are expected to have an effect on development in their area.

5.2 Overall, the key health and well-being impacts and priorities identified by stakeholders are reflected and addressed in the Preferred Strategy of the LDP. The Sustainability Appraisal for the LDP also identifies no gaps or incompatibilities. A number of follow up actions have been identified, all of which are **focused on strengthening the opportunities that the LDP presents for health and well-being**, as follows:

1. Develop a Background Paper on Health and Well-being that can be included at the LDP Deposit Plan stage. This could be developed into a detailed Supplementary Planning Guidance (SPG) on Health and Well-being. This could contain an overview of key population health indicators (e.g. physical activity, obesity, mental well-being) and also evidence on how land use planning influences health and well-being. This would then be material evidence for planning decisions.

2. The HIA working group (officers from BCBC, WHIASU and Public Health Wales local team) meets to examine current evidence on planning practice and levers in Wales that could be included in the LDP to enable healthy weight/food environments. There is a current BCBC Supplementary Planning Guidance (SPG) document on Hot Food Takeaways that can be reviewed and also a national template SPG on healthy weight environment is in development.
3. Community engagement was identified as an important enabler of positive health impacts for the LDP – with a recognition that change can be challenging/stressful for people. **An action is included for the PSB Assets sub group to consider how local engagement and involvement in the LDP could be maximised via the PSB partners.**
4. Further engagement and data sharing is recommended with Local Health Board and Primary Care clusters to establish land use needs for healthcare facilities on sites allocated for development.
5. Ensure health sector engagement in the review of the Green Infrastructure SPG.
6. Give consideration to how housing and development design contribute to reducing social isolation.
7. Additional evidence may be needed to enable the needs of disadvantaged groups to be identified.
8. Consider a SPG and/or develop policies on air quality.
9. That the HIA working group report back to the PSB Assets Sub Board with regards to the further actions outlined above.

6. Equality Impact Assessment

- 6.1 The policies contained within the Replacement Local Development Plan will require an Equalities Impact Assessment to be carried out.

7. Financial Implications

- 7.1 There are no financial implications for this initial screening exercise, which has been conducted for the Council by the Wales Health Impact Assessment Support Unit. The cost of the ongoing LDP Review will be met from the Development Planning budget and carried out by Development Planning staff with expert advice and evidence procured from consultants and through collaboration with neighbouring authorities as required.

8. Wellbeing and Future Generations (Wales) Act 2015

- 8.1 The Replacement Local Development Plan will be prepared in accordance with the 7 Wellbeing goals and the 5 ways of working as identified in the Act.

9. Recommendation

- 9.1 That the 2019 HIA Screening of the Replacement LDP Preferred Strategy be noted.

Jonathan Parsons
Group Manager Planning & Development Services

24 October 2019

Contact Officers: Richard Matthams, Development Planning Manager
Adam Provoost, Senior Development Planning Officer

Telephone: (01656) 643169/643166

E-mail: richard.matthams@bridgend.gov.uk
adam.provoost@bridgend.gov.uk

Postal Address: Development Planning
Communities Directorate
Civic Offices
Angel Street
Bridgend CF31 4WB

Background documents

Replacement Local Development Plan Preferred Strategy Consultation Document



Health Impact Assessment Screening of the Replacement Local Development Plan Preferred Strategy (2019)



Table of Contents

1.0	Background: Health Impact Assessment (HIA) Screening.....	2
2.0	The Workshop.....	2
3.0	Summary of Findings.....	3
4.0	Resulting Actions.....	4
5.0	Summary and Next Steps.....	4

Table 1: Mapping of possible health and well-being impacts raised in the Health Impact Assessment Workshop

1.1	Population Groups – Gender	6
1.2	Population Groups – Age Related Groups	7
1.3	Population Groups – Income Inequality	9
1.4	Population Groups – Groups at Higher Risk of Disadvantage.....	12
2.1	Social Determinants of Health – Lifestyles.....	14
2.2	Social Determinants of Health - Social and Community Factors.....	16
2.3	Social Determinants of Health – Mental Health and Well-being.....	19
2.4	Social Determinants of Health – Living and Environmental Conditions.....	21
2.5	Social Determinants of Health – Economic Conditions Affecting Health.....	25
2.6	Social Determinants of Health – Access to Services.....	26
2.7	Social Determinants of Health – Macro Issues.....	28

1.0 Background: Health Impact Assessment (HIA) Screening

- 1.1 Bridgend County Borough Council (BCBC) is currently working on a replacement Local Development Plan for 2018-2033. The replacement LDP is required to plan for and detail how local land-use can support the local well-being objectives and priorities of the Bridgend Public Services Board's (PSB) Well-being Plan and meet the requirements of other national and local policies.
- 1.2 The Assets Sub Board of the PSB agreed to host and participate in a Health Impact Assessment "screening" workshop to engage local stakeholders at an early stage in identifying how the draft Preferred Strategy for the LDP might impact on key health and well-being priorities in the County Borough of Bridgend, and what areas of evidence on health and well-being should be included in the LDP to ensure that health and well-being are promoted and protected in the plan.
- 1.3 At the start of the process, the Preferred Strategy was still in development, with a formal consultation scheduled for 30th September 2019 to 8th November 2019. The screening workshop was designed to inform the content of the Preferred Strategy and the LDP at an early stage, aiming to ensure consideration and integration of health, well-being and inequalities throughout the preparation of the LDP via the use of Health Impact Assessment (HIA).
- 1.4 HIA is a systematic yet flexible process that assesses the potential positive, detrimental or unintended consequences for health and well-being of the proposed LDP as it emerges and how it will impact on the population of Bridgend County Borough. It will also consider inequalities and assess the potential impacts on vulnerable groups within this population. The HIA will provide a set of evidence based recommendations and suggestions to be considered within the LDP development process.

2.0 The Workshop

- 2.1 A half-day workshop took place on 12th July 2019 at BCBC Offices. 19 people participated in the workshop including representatives from Natural Resources Wales, Bridgend College, Valleys to Coast Housing, South Wales Police, South Wales Fire and Rescue, members and officers from Bridgend CBC, Bridgend Association of Voluntary Organisations, the Local Public Health Team, Public Health Wales, and AWEN.
- 2.2 The workshop opened with an overview of the proposed Preferred Strategy of the LDP by BCBC Development Planning Officers. Nerys Edmonds from the [Wales Health Impact Assessment Support Unit](#) (WHIASU) in Public Health Wales introduced Health Impact Assessment and selected key health indicators for Bridgend, and Edwin Huckle (also from WHIASU) discussed the value of planning for economic, environmental and social well-being.

2.3 Two discussion groups were facilitated to conduct an initial Health Impact Assessment of the LDP. Key population groups who need to be considered in the LDP and the potential impacts of the LDP on the health and well-being of the people of Bridgend were identified. The discussions and key issues identified are summarised below. The full mapping exercise is detailed within Table 1.

3.0 Summary of Findings

3.1 There was a strong consistency in the impacts on health and well-being identified between the two workshop groups and many of the impacts identified are also priorities in the Bridgend Well-being Plan.

3.2 Population groups potentially impacted by the plan were:

- Older adults – the importance of recognising the needs of the ageing population in housing and development design
- Children and young people – in particular recognising the importance of access to green outdoor space, active travel and healthy food environments as drivers in reducing obesity levels in children
- Unemployed people
- Homeless people
- Areas in need of social and economic regeneration
- People on a low income
- Disadvantaged groups, including gypsies and travellers and people fleeing domestic abuse

3.3 Determinants of health and well-being potentially impacted by the LDP were:

- Affordable and high quality housing
- Employment opportunities
- Lifestyles – in particular the importance of ensuring that opportunities for physical activity and access to healthy food are increased
- Community Safety
- Cohesive communities
- Community engagement in the LDP was seen as important
- Making best use of existing community assets and town centres
- Air quality and noise pollution

- Green/blue spaces and biodiversity for health and well-being
- Connectivity and easy access to services – including health services
- Inequalities in healthy life expectancy
- Climate change impacts / renewable energy
- Green and active transport

4.0 Resulting Actions

- 4.1 The notes from the workshop were circulated to all participants to check for accuracy and any amendments/additions. The group working on the HIA reviewed the findings of the screening workshop and considered what next steps should be recommended in the Health Impact Assessment to address the issues raised. These issues entailed inclusion of additional data and evidence in the LDP to ensure key health impacts are addressed, identification of where key health impacts could be addressed in new policies within the LDP and mapping other opportunities for health and well-being in the LDP process (See Table 1).
- 4.2 A HIA Screening Report, including actions taken as a result of the workshop and any further recommendations, was prepared for the next Assets sub Board meeting in October (i.e. this report). In addition, this process informed development of the Preferred Strategy and the HIA summary has been included as a supporting document for the formal consultation.

5.0 Summary and Next Steps

- 5.1 Overall, the key health and well-being impacts and priorities identified by stakeholders are reflected and addressed in the Preferred Strategy of the LDP. The Sustainability Appraisal for the LDP also identifies no gaps or incompatibilities. A number of follow up actions have been identified, all of which are **focused on strengthening the opportunities that the LDP presents for health and well-being**, as follows:
1. Develop a Background Paper on Health and Well-being that can be included at the LDP Deposit Plan stage. This could be developed into a detailed Supplementary Planning Guidance (SPG) on Health and Well-being. This could contain an overview of key population health indicators (e.g. physical activity, obesity, mental well-being) and also evidence on how land use planning influences health and well-being. This would then be material evidence for planning decisions.

2. The HIA working group (officers from BCBC, WHIASU and Public Health Wales local team) to examine current evidence on planning practice and levers in Wales that could be included in the LDP to enable healthy weight/food environments. There is a current BCBC SPG on Hot Food Takeaways that can be reviewed and also a national template SPG on healthy weight environment is in development.
3. Community engagement was identified as an important enabler of positive health impacts from the LDP – with a recognition that change can be challenging / stressful for people. **An action is included for the PSB Assets sub group to consider how local engagement and involvement in the LDP could be maximised via the PSB partners.**
4. Further engagement and data sharing is recommended with Local Health Board and Primary Care clusters to establish land use needs for healthcare facilities on sites allocated for development.
5. Ensure health sector engagement in the review of the Green Infrastructure SPG.
6. Give consideration to how housing and development design contribute to reducing social isolation.
7. Additional evidence may be needed to enable the needs of disadvantaged groups to be identified.
8. Consider a SPG and/or develop policies on air quality.
9. That the HIA working group report back to the PSB Assets Sub Board with regards to the further actions outlined above.

Table 1: Mapping of possible health and well-being impacts raised in the Health Impact Assessment Workshop (July 2019) and where they are or could be addressed in the Preferred Strategy

	Possible Impact identified in the Screening workshop	How this is already addressed in the Preferred Strategy	Gaps and additional data and evidence sources and key policy drivers
1	Population groups		
1.1	Gender		
1.1.1	<p>Women</p> <ul style="list-style-type: none"> • Availability of childcare influences economic opportunities • It is good to consider how a mix of employment opportunities can be created, both full and part time 	<p>LDP has an objective to provide land to support economic growth and employment opportunities to reflect the local population and the Equality Impact Assessment states that <i>“the strategy will seek to develop a land use framework which ensures opportunities for enhanced inclusivity”</i>.</p> <p>Strategic Policy 11 sets out the council’s employment strategy and further evidence is contained in the Economic Evidence Base Study 2019 that the projections are for growth in a range of sectors with a decline in industrial and manufacturing. Some of the largest growing sectors are health, residential social care and education – which tend to employ more women. There is also some growth forecast in the B use class, such as office sectors.</p>	

<ul style="list-style-type: none"> • More older women are living alone 	<p>Local Housing Market Assessment – (Background Paper 4 Para - 3.2) details the data used to inform the LDP housing allocations and this references the need for smaller properties and the ageing population.</p>	<p>Question: how can housing and development design contribute to reducing social isolation?</p>
<p>1.1.2</p>	<p>Men</p> <ul style="list-style-type: none"> • Rough sleeping – young male homeless are particularly visible – lack of single accommodation 	<p>LDP aims to ensure that land is available to meet local housing need. The LDP will contain a Sustainable Housing Policy, which will include an Affordable Housing Policy informed by the Local Housing Market Assessment. Each new site will be required to deliver a specified proportion of affordable housing.</p>
<p>1.1.3</p>	<p>All local authorities have to produce a toilet strategy which should address the needs of different genders</p>	<p>Follow up query: are public toilets considered in community infrastructure and accessible green space assessments?</p>
<p>1.2 Age related groups</p>		
<p>1.2.1</p>	<p>Older people</p> <ul style="list-style-type: none"> • Aging population and accessibility of buildings and spaces are key issues. • Lifetime homes that are built to enable people to stay as their needs change without 	<p>Local Housing Market Assessment – (Background Paper 4 Para - 3.2) details the data used to inform the LDP housing allocations and this references the need for smaller properties and recognition of the ageing population is a key factor in the overall strategy.</p>

	<p>needed additional adaptations e.g. wide enough for wheel chair, lifts</p> <ul style="list-style-type: none"> Community safety is important for the older population 	<p>Design and access statements are expected for large planning applications for residential development. Candidate sites will be assessed against polices in the Preferred Strategy with accessibility to public transport and social and community infrastructure as a priority factor.</p> <p>BCBC consult with the design commission and police architects on designing out crime measures.</p> <p>Strategic Policy 2: <i>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 by:</i></p> <ul style="list-style-type: none"> <i>Minimising opportunities for crime to be generated or increased</i> 	<p>REFERENCE “Support Communities in Bridgend County to be safe and cohesive” is a local Well-being Objective – Reference Well-being Plan</p> <p>Well-being Plan measure of success includes: % of people feeling safe at home, walking in the local area and when travelling</p>
<p>1.2.2</p>	<p>Children and young people</p> <ul style="list-style-type: none"> Early years are a local priority Changing needs as children, young people and families grow – playground provision has limited functionality, need flexible places and to create spaces 	<p>A Children’s Outdoor Play Space Audit (Fields in Trust) forms part of evidence that inform the LDP.</p> <p>Strategic Policy 9: Social and Community Infrastructure sets out an approach to ensuring accessibility of local services and contains detailed policies on:</p>	<p>REFERENCE “Best start in life” is a well-being Objective in the Well-being plan.</p> <p><u>Children who play outdoors every day are more likely to be a healthy weight</u> (Public Health Wales – Ten Steps to a Healthy Weight).</p>

<p>with a balanced approach not such specific use</p> <ul style="list-style-type: none"> • Important that the plan enables children to high quality green and natural spaces (not only football pitches). 	<ul style="list-style-type: none"> • Provision of Outdoor Recreation Facilities • Provision of Playing fields • Provision of Accessible Natural Greenspace <p>An existing Supplementary Planning Guidance on Green Infrastructure is in place and will updated as part of LDP.</p> <p>Strategic Policy 5: Active Travel states that <i>Development must maximise walking and cycling access by prioritising the provision within the site, and providing or making financial contributions towards the delivery offsite.</i></p>	<p>New Chief Medical Officer recommendations on physical activity September 2019</p> <p>INSERT In 2017/18 25.6% of children aged 5 were overweight or obese in Bridgend (Child Measurement Programme for Wales).</p> <p>ACTION: Develop a Background Paper on health and well-being to support the Strategic Policy 8: Health and Well-being that can be developed into a SPG to include evidence on why access to green space is important for health and well-being.</p> <p>ACTION: Ensure health sector engagement in review of green infrastructure SPG</p>
<p>1.3 Income Inequality</p>		
<p>1.3.1 Lack of affordable housing – developers not producing single, affordable housing.</p>	<p>LDP aims to ensure that land is available to meet local housing need. The LDP will contain a Sustainable Housing Policy, which will include an Affordable Housing Policy informed by the Local Housing Market Assessment. Each new site will</p>	

	<p>be required to deliver a specified proportion of affordable housing.</p> <p>LDP Strategic Objective 2c states: <i>To deliver the level and type of residential development to meet the identified needs of the County Borough ensuring that a significant proportion is affordable and accessible to all.</i></p>	
<p>1.3.2 Gap in healthy life expectancy across the Borough – inequality is a key issue</p>	<p>Addressing inequalities is a Strategic Objective of the LDP. Strategic Objective 2a states: <i>To provide a land use framework that recognises the needs of deprived areas within the County Borough, which affords those communities the opportunities to tackle the sources of their deprivation.</i></p> <p>The spatial strategy in the LDP sets out a number of “Regeneration Growth Areas” and “Regeneration areas” to provide the land use framework to enable regeneration opportunities to address social and economic issues and inequalities.</p>	<p>REFERENCE: Reducing social and economic inequalities is a local Well-being Objective in the Well-being Plan</p> <p>REFERENCE: Outcome Indicators in the Local Well-being Plan includes: Healthy life expectancy at birth including the gap between the least and most deprived</p> <p>INSERT Public Health Outcome Indicator: Gap in life expectancy between most and least deprived areas of Bridgend 2015 -2017:</p> <p><u>6 years for men</u></p> <p><u>5.6 for women</u></p>

		Strategic Policy 8; health and well-being specifically refers to reducing health inequalities as an objective	
1.3.3	<p>LDP – evidence / database needs to include:</p> <ul style="list-style-type: none"> • Community as a whole • Understanding reasons for unemployment • Low income – type/quality of food (food poverty) • Different types of poverty – culture/transport/fuel/in work poverty 	Strategic Policy 11 sets out the council’s employment strategy and further evidence on employment is contained in the Economic Evidence Base Study 2019. It also sets out the approach to high quality employment development that aims to generate employment opportunities of that aims to enable people to grow and flourish.	
1.3.4	More detailed data on distribution of incomes and child poverty is needed – concern that overall average figure for material deprivation hides significant inequalities	SP 11 sets out the Council’s employment strategy and further evidence on employment is contained in the Economic Evidence Base Study 2019. It also sets out the approach to high quality employment development that aims to generate employment opportunities of that aims to enable people to grow and flourish	REFERENCE: Tackling in work poverty in Bridgend Local Well-being Plan
1.3.5	Unemployment – noted as an issue for young people in the well-being assessment and concerns	Strategic objective 3b: <i>To provide a realistic level and variety of employment land to facilitate the delivery of high</i>	

	re recent large-scale redundancy announcements	<p><i>quality workspaces and job opportunities.</i></p> <p>Strategic objective 3d: <i>Provide effective learning environments to secure the best possible outcomes for learners</i></p> <p>Strategic Policy 11: sets out the council’s employment strategy and further evidence on employment is contained in the Economic Evidence Base Study 2019. It also sets out the approach to high quality employment development that aims to generate employment opportunities of that aims to enable people to grow and flourish.</p>	
1.4	Groups at higher risk of disadvantage		
1.4.1	<p>Recognised that we need to make sure we engage and understand aspects around the disadvantage groups</p> <p>Homeless people – and hidden homeless are a key local concern</p>	<p>Social housing allocation policy is not part of the LDP. The LDP provides the land use policy framework to enable housing to be built / developed.</p> <p>LDP Strategic Objective 2c states: <i>To deliver the level and type of residential development to meet the identified needs of the County Borough ensuring that a significant proportion is affordable and accessible to all.</i></p>	<p>Additional evidence may be needed to enable the needs of disadvantaged groups to be identified.</p>

		<p>The LDP will contain a Sustainable Housing Policy, which will include an Affordable Housing Policy informed by the Local Housing Market Assessment. Each new site will be required to deliver a specified proportion of affordable housing.</p>	
1.4.2	Gypsy and Travellers -	<p>This is a statutory requirement of the LDP.</p> <p>Bridgend Gypsy and Traveller Accommodation Assessment 2016</p> <p>Strategic Policy 7: Gypsy and Traveller Accommodation</p>	
1.4.3	Victims of domestic abuse - housing needs need to be considered	<p>Social housing allocation policy is not part of the LDP. The LDP provides the land use policy framework to enable housing to be built / developed.</p> <p>LDP Strategic Objective 2c states: <i>To deliver the level and type of residential development to meet the identified needs of the County Borough ensuring that a significant proportion is affordable and accessible to all.</i></p>	<p>Bridgend Violence against Women, Domestic Abuse & Sexual Violence Strategy.</p>
1.4.4	Low number of refugees locally currently.		

2	Social Determinants of Health		
2.1	Lifestyles		
2.1.1.	<p>Plan needs to address low physical activity levels in children and adults</p> <p>Physical activity – need to understanding and include physical activity rate/stats as a key health indicator in the LDP – Opportunity to Locate development sites near schools for children and young people to walk to school</p>	<p>The LDP will have a number of strategic policies that should support increased physical activity across the population.</p> <p>A Children’s Outdoor Play Space Audit (Fields in Trust) forms part of evidence that inform the LDP.</p> <p>Strategic Policy 9: Social and Community Infrastructure sets out an approach to ensuring accessibility of local services and contains detailed policies on:</p> <ul style="list-style-type: none"> • Provision of Outdoor Recreation Facilities • Provision of Playing fields • Provision of Accessible Natural Greenspace <p>Strategic Policy 2: Design and Sustainable Place Making. This contains an objective to maximise opportunities for active travel and increased public transport use; and promoting connections within and outside the site to</p>	<p>INSERT Public Health Outcomes Framework Indicators</p> <p><u>Adults meeting Physical Activity guidelines 2016/17-2017/18</u></p> <p>40.9% of adults in Bridgend meet recommended levels of physical activity (second lowest in Wales)</p> <p>New <u>Chief Medical Officer recommendations on physical activity</u> September 2019</p> <p><u>Adults who are a healthy weight (2016/7 – 2017/18)</u> 38.8% of adults in Bridgend were a healthy weight, meaning over 60% are overweight or obese.</p> <p>REFERENCE: Healthy choices in a healthy environment is a local well-being Objective in the Bridgend Local Well-being Plan</p>

ensure efficient and equality of access for all;

Strategic Policy 3: Climate change policy - *Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel (active travel).*

Strategic Policy 5: Active Travel Development should be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities

Strategic Policy 9: Social and community Infrastructure and detailed policies on:

- Provision of Outdoor Recreation Facilities
- Provision of Playing fields
- Provision of Accessible Natural Greenspace

An existing Supplementary Planning Guidance on Green Infrastructure is in place and will updated as part of LDP.

INSERT: Outcome Indicators in the Local Well-being Plan include:

- **Percentage of adults who have fewer than two healthy lifestyle behaviours**
- **Percentage of children who have fewer than two healthy lifestyle behaviours**
- **Average number of days of 30 minutes or more moderate to vigorous activity by age group**

2.1.2 Community food growing space – The LDP will refresh the existing policy will this be addressed? on community food growing and

allotments. Allotments are covered under the Fields in Trust Standards		
2.1.3	A study has identified that fast food access and low access to open green space are both linked with childhood obesity in Wales (recent study by Claire Beynon from Public Health Wales)	<p>An existing Supplementary Planning Guidance exists on Hot Food Takeaways that requires review.</p> <p>The Sustainability Appraisal for the LDP flags childhood obesity as a “significant issue in Bridgend”.</p> <p>REFERENCE: Welsh Government (2019) Healthy Weight, Healthy Wales consultation includes creating healthier food environments via the planning process.</p> <p>ACTION:</p> <ul style="list-style-type: none"> • Given high priority of childhood obesity noted in the Sustainability Appraisal (SA) the HIA group will review current position and evidence on planning levers for healthy weight environments in Wales including the draft template SPG on healthy weight environment. • Review existing Supplementary Planning Guidance exists on Hot Food Takeaways in the light of up to date evidence.
2.2 Social and community factors		
2.2.1	Antisocial behaviour - preventing antisocial behaviour in design e.g. sight lines need to be designed into new development to stop anti-	<p>The BCBC consult with the design commission and police architects on designing out crime measures</p> <p>REFERENCE “Support Communities in Bridgend County to be safe and cohesive” is a local Well-being Objective – Reference Well-being Plan</p>

<p>social behaviour and unintended consequences</p> <p>Community safety – concern that private development do not need to be “secure by design” whereas social housing does. Street lighting is also important safety feature (well-being plan)</p>	<p>Strategic Policy 2: <i>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 by:</i></p> <ul style="list-style-type: none"> • <i>Minimising opportunities for crime to be generated or increased</i> 	
<p>2.2.2 Balancing new growth with views of existing community - attracting new people to area affects communities.</p> <p>LDP deal with infra structure problems.</p> <p>Importance of balanced communities with a range of ages and needs (example given from a United Welsh development in Caerphilly).</p>	<p>The LDP Equality Impact Assessment stated that: “ <i>In order to create mixed and balanced communities housing choice should be maximised to provide for a range of sizes, types and tenures of accommodation that can increase access to affordable and decent new homes. The strategy will seek to develop a land use framework which ensures opportunities for enhanced inclusivity</i>”.</p> <p>Creating Active, Healthy, Cohesive and Social Communities is a high level objective of the LDP</p>	
<p>2.2.3 Community engagement in the LDP is really important early on. Roadshows, drop-in sessions and consultations. When sites are identified engagement and consultation takes place.</p>	<p>Planning Aid Wales is engaging town and community councils. Statutory consultations will take place at each stage of LDP. There are opportunities for residents and businesses to comment on candidate sites and individual planning applications people can comment on.</p>	<p>Measure of success in the Well-Being Plan is : % of people who feel they can influence decisions in their local area</p>

	<p>Consultation events and exhibitions will be held across the County Borough on the Preferred Strategy.</p>	<p>Importance of community engagement was highlighted at a number of points in the assessment. Links to the ways of working in the WBFG i.e. involvement. Lack of capacity for community engagement was flagged as an issue at the BCBC scrutiny committee meeting on the LDP.</p> <p>ACTION: Can PSB partners/members support wider community engagement?</p>
<p>2.2.4 Need for town centres to be supported, with development of living spaces</p>	<p>Strategic objective 2d of the LDP states: <i>To enable Bridgend Town to become an attractive and successful regional retail and commercial destination within the Cardiff Capital Region which also meets the needs of its catchment, supported by a network of viable town, district and local centres that serve their local communities.</i></p> <p>The LDP allows for development opportunities in the town centres and residential development above shops.</p> <p>Strategic Policy 12: Retail Centres and Development states: <i>New retail, commercial and leisure developments should maintain or enhance the vibrancy, vitality and attractiveness of existing</i></p>	

<i>centres, supporting the delivery of appropriate comparison and convenience retail, office, leisure, entertainment and cultural facilities.</i>		
2.2.5	<p>Need to protect and widen use of existing assets e.g. making better use of schools. Example given: Bridgend College are currently exploring opportunities for making assets more available for community in order to move towards the 21st Century school model.</p>	<p>Protection and enhancement of a range of local natural and historic assets is addressed in the plan.</p> <p>Para 5.2.8 of the preferred Strategy of the LDP states that the LDP will: <i>“contain detailed policies relating to the protection of heritage assets from loss and damage. These historic assets include listed buildings, conservation areas, archaeological sites, historic parks, gardens and landscapes, as well as unprotected assets which add character and significance to the County. New development should reflect this and be of a good design which has regard to local distinctiveness and site context”</i>.</p> <p>Management of assets is outside of the scope of the LDP.</p>
2.3 Mental health and well-being		
2.3.1	<p>Importance highlighted here about engagement with the plan. Need to</p>	<p>See 2.2.3</p>

	<p>get the engagement strategy right – people don't like change – need to feel they have some control and some say, engage views sooner rather than later.</p>		
2.3.2	<p>Individual planning applications will need more in-depth HIA.</p> <p>LDP contains broad allocations – layout / design is influenced later on. Pre-application discussions do not influence physical layout of houses/windows etc that comes under building regulations.</p>	<p>Strategic Policy 8: Health and Well-being commits to major development undertaking a Health Impact Assessment</p> <p>Strategic Policy 2: Design and Sustainable Place Making - The Policy demands a high quality of design incorporating equality of access in all development proposals. Design and Access Statements will be used within the Development Control process and should contain information relating to each of the 16 criteria (where appropriate) to ensure this policy is implemented effectively in terms of the consideration of place making and good design.</p>	
2.3.3	<p>Noise and air pollution have mental health impacts and need to be considered</p>	<p>LDP Strategic Objective 4b: To safeguard the quality of water, air and soil and tackle all sources of pollution, including noise pollution.</p> <p>Air Quality assessment will have to be undertaken to inform the LDP. Aim is to</p>	<p>Opportunity to consider development of a Supplementary Planning Guidance on Air Quality.</p>

provide accessibility to public transport and active travel

Strategic Policy 3: Climate change policy
- Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel (active travel).

Strategic Policy 2: *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 by:*

- *Avoiding or minimising noise, air, and soil and water pollution*

Development control/management have to address noise impacts of planning applications

2.4 Living and environmental conditions

2.4.1 Housing – 1230 empty properties in Bridgend. It is important that these are factored into the housing targets in the LDP. Response given that empty homes are factored into the housing requirement.

Empty property strategy is produced in the BCBC. A household to dwelling conversion rate is factored into the housing requirement and derived allocations.

	<p>Affordable housing - how do we define what is affordable housing? Aspiration for Bridgend to be a Borough of affordable housing. The assessment of housing needs is important to factor into the LDP.</p> <p>Para 5.3.17 of the Preferred Strategy states that: <i>The 2019/20 Local Housing Market Assessment (LHMA) identified a need of 411 units per annum and an appropriate affordable housing target will be set in the Deposit Plan, recognising that the LDP will not be the only mechanism to deliver affordable housing. The Plan's contribution will therefore form part of several streams of affordable housing supply to meet this identified need, including schemes delivered through capital grant funding, self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock.</i></p> <p>See also 1.3.1 above</p>
<p>2.4.2 Renewable energy survey/assessment – will share in future</p>	<p>Strategic objective 3j states: <i>Promote developments that are well located and designed to assist in meeting energy demand with renewable and low carbon sources in accordance with the energy hierarchy for planning' (set out in PPW), thereby helping to both mitigate the causes of climate change and tackle</i></p>

		<p><i>the ‘climate emergency’ declared by Welsh Government.</i></p> <p>Strategic Policy 13: Decarbonisation and Renewable Energy states that <i>“Development proposals which contribute to meeting national renewable and low carbon energy and energy efficiency targets will be encouraged where it can be demonstrated that there will be no unacceptable impacts on the natural and historic environment or local communities”</i></p> <p>Additional policies will include:</p> <ul style="list-style-type: none"> • Renewable Energy Developments • Low Carbon Heating Technologies for New Development • Energy Efficiency Provision within the design of buildings • Parc Stormy–innovative green industries cluster
2.4.3	Air and Noise pollution	See 2.3.3
2.4.4	Climate change	Strategic objective 3j states: <i>Promote developments that are well located and designed to assist in meeting energy demand with renewable and low</i>

	<p><i>carbon sources in accordance with the energy hierarchy for planning’ (set out in PPW), thereby helping to both mitigate the causes of climate change and tackle the ‘climate emergency’ declared by Welsh Government</i></p> <p>Strategic Policy 3: Mitigating the Impact of Climate Change</p> <p><i>All development proposals will be required to make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change</i></p>
<p>2.4.5 Use of open spaces/”waste land” – a discussion about the benefits of encouraging community ownership and use of land – but a need for guidance on suitable plant/tree species/</p> <p>Recognition of green and blue assets in some areas, need to capitalise on coastal assets and address gaps in access to green spaces.</p> <p>Tree planting – major opportunity for SUDS, carbon dioxide reduction and beneficial for well-being.</p>	<p>Strategic Policy 2: Design and Sustainable Place Making includes:</p> <ul style="list-style-type: none"> • <i>Safeguarding and enhancing biodiversity and integrated green infrastructure networks;</i> <p>Strategic Policy 9: Social and Community Infrastructure sets out an approach to ensuring accessibility of local services and contains detailed policies on:</p> <ul style="list-style-type: none"> • Provision of Outdoor Recreation Facilities • Provision of Playing fields

- Provision of Accessible Natural Greenspace

SP17: conservation and enhancement of natural environment

An existing Supplementary Planning Guidance on Green Infrastructure is in place and will updated as part of LDP.

2.5 Economic conditions affecting health

2.5.1 Unemployment - Aim of LDP is to attract business and provide suitable land for new businesses
 Recognition of more home working and shared office use space

Strategic objective 3b: *To provide a realistic level and variety of employment land to facilitate the delivery of high quality workspaces and job opportunities.*

Question: population growth and economic growth areas – are they in the same place? Welsh Government policy is focused on connectivity – where housing and employment sites are closer with transport links. Aim is not to default to M4 corridor as transport solution. Previous plans were very focused on numbers – the policy focus has developed towards quality “placemaking”.

Strategic Policy 11: sets out the council’s employment strategy and further evidence on employment is contained in the Economic Evidence Base Study 2019. It also sets out the approach to high quality employment development that aims to generate employment opportunities of that aims to enable people to grow and flourish.

Strategic Policy 2: Design and Sustainable Place Making

	<p>Strategic Policy 9: Social and Community Infrastructure sets out an approach to ensuring accessibility of local services.</p>	
<p>2.5.2 Infrastructure capacity assessment is now required for strategic sites to identify the community and highways infrastructure needs. Only sites of a certain size can attract significant infrastructure investment from developers.</p>	<p>Strategic Policy 10; Infrastructure: <i>All development proposals should be supported by adequate existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure should be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate.</i></p>	
<p>2.6 Access to services</p>		
<p>2.6.2 Primary and GP care access is important – this is being discussed with the Local health board</p>	<p>Strategic Policy 9: Social and Community Infrastructure sets out an approach to ensuring accessibility of local services.</p>	<p>ACTION: further engagement and data sharing will be needed with Local Health Board and GP clusters to</p>

	<p>Can HIAs identify / influence GP/other services needed in new development</p> <p>Strategic Policy 10; Infrastructure: <i>All development proposals should be supported by adequate existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure should be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate</i></p> <p>Strategic Policy 8: Health and Well-being commits to major development undertaking a Health Impact Assessments on major developments.</p>	<p>establish land use needs for healthcare facilities on site allocation.</p>
<p>2.6.3</p> <p>Connectivity/place making – look at existing facilities what is useful/not want to lose</p> <p>It was noted that it can be a challenge to work with developers to develop high quality places – some developments have not had sufficient community resources built in such as school and shops</p>	<p>Strategic Policy 2: Design and Sustainable Place Making</p> <p>Strategic Policy 9: Social and Community Infrastructure sets out an approach to ensuring accessibility of local services.</p> <p>Strategic Policy 10; Infrastructure: <i>All development proposals should be supported by adequate existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a</i></p>	

		<i>development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure should be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate</i>
2.7	Macro issues	
2.7.1	Need for infrastructure for electric vehicles. Also noted other forms of new-fuelled cars.	Strategic Policy 4 : states; <i>Ensure that, where necessary, developments are served by appropriate parking provision, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles;</i>
2.7.2	Flooding – changing levels of risk needs to be factored into LDP Sustainable Urban Drainage	Strategic Policy 3: states that <i>development (particularly vulnerable uses) will be directed away from flood risk areas, and avoiding development that increases the risk of flood and coastal erosion, including through the</i>

	<p><i>deployment of sustainable urban drainage systems where relevant.</i></p> <p>A strategic flood consequences assessment will be conducted for the plan.</p>
<p>2.7.3 Enhancing biodiversity and integration of Area Statement into LDP</p>	<p>Para 2.5.6 of the Strategic Context states that the Area Statement (when produced) will be considered in the review of the LDP.</p> <p>Strategic Policy 17: Conservation and Enhancement of the Natural Environment states that:</p> <p><i>Development which will conserve and, wherever possible, enhance the natural environment of the County Borough will be favoured. Development proposals will not be permitted where they will have an adverse impact upon:</i></p> <ul style="list-style-type: none"> a) <i>The integrity of the County Borough's countryside;</i> b) <i>The character of its landscape;</i> c) <i>Its biodiversity and habitats; and</i> d) <i>The quality of its natural resources including water, air and soil.</i>

TRAINING LOG

All training sessions are held in the Council Chamber unless otherwise stated.

<u>Facilitator</u>	<u>Subject</u>	<u>Date</u>	<u>Time</u>
Gaynor Thomas, <i>School Programme Manager</i>	“Education contributions – new draft SPG – workshop session”	24 October 2019	12.45pm
Richard Matthams, <i>Development Planning Manager</i>	“Green wedges in the LDP”	5 December 2019	12.45pm
Session to be followed by-			
Jonathan Parsons, <i>Group Manager Planning & Development Services</i>	“National Development Framework”	5 December 2019	
Jonathan Parsons, <i>Group Manager Planning & Development Services</i> / Rhodri Davies, <i>Development & Building Control Manager</i>	“Development Control Committee Protocol review”	16 January 2020	12.45pm

Recommendation:

That the report of the Corporate Director Communities be noted.

JONATHAN PARSONS GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers

None.

This page is intentionally left blank