

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 Pwllgor Datblygiad a Rheoli o bell trwy Skype for Business ar ddydd Iau, ar **Dydd Iau, 20 Awst 2020 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 deuol o'r fath ddatgan buddiant personol mewn perthynas â'u haelodaeth o Gyngor Tref / Cymuned fath a rhagfarnllyd os ydynt wedi cymryd rhan yn yr ystyriaeth o eitem ar y Cyngor Tref / Cymuned a geir yn Adroddiadau y Swyddog isod.
3. Cymeradwyaeth Cofnodion 3 - 8
I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 23/7/2020
4. Siaradwyr Cyhoeddus
I gynghori aelodau enwau'r siaradwyr cyhoeddus rhestredig i siarad yn y cyfarfod heddiw (os o gwbl).
5. Taflen Gwelliant
Bod y Cadeirydd yn derbyn taflen gwelliant pwylgor rheoli datblygu fel eitem frys yn unol â rhan 4 (paragraff 4) Rheolau Gweithdrefn y Cyngor, er mwyn caniatáu i'r Pwylgor ystyried addasiadau angenrheidiol i adroddiad y Pwylgor, felly ynghylch hwyr yn ystyried sylwadau a diwygiadau sy'n ei gwneud yn ofynnol i gael eu lletya.
6. Canllawiau Pwylgor Datblygiad a Rheoli 9 - 12
7. P/19/915/RES - Tir Ir Gorllewin O Heol Maesteg, CF32 9DF 13 - 66

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

8. P/19/624/FUL - Parsel R20, Parc Derwen, Coety 67 - 92
9. Cynllun Datblygu Lleol Pen-y-bont ar Ogwr (CDLI) - Cytundeb Cyflawni Diwygiedig 93 - 186
10. Cyflwyno Model Hyfywedd Datblygu 187 - 190
11. Materion Brys
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.

Nodyn: Nodyn: Sylwch: Yn sgil yr angen i gadw pellter cymdeithasol, ni fydd y cyfarfod hwn yn cael ei gynnal yn ei leoliad arferol. Yn hytrach, bydd hwn yn gyfarfod rhithwir a bydd Aelodau'r Pwyllgor a Swyddogion yn mynychu o bell. Bydd y cyfarfod yn cael ei recordio i'w ddarlledu ar wefan y Cyngor ar ol i'r cyfarfod orffen. Os oes gennych unrhyw gwestiwn am hyn, cysylltwch â cabinet_committee@bridgend.gov.uk neu ffoniwch 01656 643147 / 643148.

Yn ddiffuant

K Watson

Prif Swyddog – Gwasanaethau Cyfreithiol, Adnoddau Dynol a Rheoleiddio

Dosbarthiad:

Cynghowrwy

JPD Blundell

NA Burnett

RJ Collins

SK Dendy

DK Edwards

RM Granville

Cynghorwyr

MJ Kearn

DRW Lewis

JE Lewis

JC Radcliffe

JC Spanswick

RME Stirman

Cynghorwyr

G Thomas

MC Voisey

KJ Watts

CA Webster

AJ Williams

PWYLLGOR DATBLYGIAD A RHEOLI - DYDD IAU, 23 GORFFENNAF 2020

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, 23 GORFFENNAF 2020, AM 14:00

Presennol

Y Cynghorydd G Thomas – Cadeirydd

JPD Blundell	NA Burnett	RJ Collins	SK Dendy
DK Edwards	RM Granville	MJ Kearns	DRW Lewis
JE Lewis	JC Spanswick	RME Stirman	MC Voisey
KJ Watts	CA Webster	AJ Williams	

Ymddiheuriadau am Absenoldeb

JC Radcliffe

Swyddogion:

Rhodri Davies	Rheolwr Datblygu a Rheoli Adeiladu
Craig Flower	Arweinydd Tim Cymorth Thechnegol
Mark Galvin	Uwch Swyddog Gwasanaethau Democrataidd - Pwyllgorau
Rod Jones	Uwch Cyfreithiwr
Robert Morgan	Uwch Swyddog Rheoli Datblygu Trafnidiaeth
Jonathan Parsons	Rheolwr Grŵp Datblygu
Michael Pitman	Swyddog Gwasanaethau Democrataidd – Pwyllgorau
Philip Thomas	Prif Swyddog Cynllunio
Leigh Tuck	Swyddog Rheoli Datblygu Trafnidiaeth

377. DATGANIADAU O DDIDDORDEB

Datganodd y Cynghorwyr S Dendy ac R Stirman fuddiannau a oedd yn rhagfarnu o ran eitem 7 yr Agenda, a gadawsant y cyfarfod tra roedd yr adroddiad hwn yn cael ei drafod. Dychwelodd y ddau ar ôl i'r Pwyllgor wneud penderfyniad ar y cais.

Arferodd y ddau Aelod eu hawl i siarad ar yr eitem am dri munud, yn unol â rheolau a phrotocolau Aelodau'r Pwyllgor/siarad cyhoeddus, cyn gadael y cyfarfod.

378. CADARNHAU COFNODION

PENDERFYNWYD: Bod cofnodion cyfarfod y Pwyllgor Rheoli Datblygu sydd â dyddiad 5 Mehefin 2020, yn cael eu cymeradwyo fel cofnod gwir a chywir.

379. SIARADWYR CYHOEDDUS

Nid oedd unrhyw aelodau o'r cyhoedd wedi cofrestru i siarad yn y cyfarfod heddiw.

380. TAFLEN DIWYGIADAU

PENDERFYNWYD: Derbyniodd y Cadeirydd daflen ddiwygiadau'r Pwyllgor Rheoli Datblygu fel eitem frys yn unol â Rhan 4 (Paragraff 4) o Reolau Gweithdrefn y Cyngor, er mwyn caniatáu i'r Pwyllgor ystyried addasiadau angenrheidiol i adroddiad y Pwyllgor, a hynny er mwyn ystyried y sylwadau a'r diwygiadau hwyr y mae'n ofynnol eu bodloni.

381. CANLLAWIAU'R PWYLLGOR RHEOLI DATBLYGU

PENDERFYNWYD: Bod crynodeb o ganllawiau'r Pwyllgor Rheoli Datblygu, fel y'i nodir yn adroddiad y Cyfarwyddwr Corfforaethol - Cymunedau, yn cael ei nodi.

382. P/19/895/RLX - OCEAN FARM, ODDI AR DAVID STREET, BLAENGARW

PENDERFYNWYD: Bod y cais uchod yn cael ei ohirio fel bo modd cynnal archwiliad Pwyllgor llawn o'r safle.

Cynnig

Dileu amod 1 o P/16/989/RLX er mwyn galluogi defnydd parhaol i fridio cŵn.

383. P/19/624/FUL - PARSEL R20, PARC DERWEN, COETY

PENDERFYNWYD: Bod y cais uchod yn cael ei ohirio er mwyn i'r ymgeisydd allu darparu asesiad o'r gofod agored ar safle Parc Derwen a chytuno ar eiriad yr amod Grampiaidd.

Noder:

Yn amodol ar roi amod ychwanegol ar unrhyw ganiatâd yn y dyfodol i'w gwneud yn ofynnol i'r ardal chwarae gyfagos gael ei chwblhau cyn i 50 o dai'r datblygiad ddechrau cael eu defnyddio.

Cynnig

Adeiladu 102 o anheddau yn ogystal â'r seilwaith a'r tirlunio cysylltiedig.

384. P/19/656/RES - TIR I'R GOGLEDD O HEOL STRADLING, PARC DERWEN, COETY, CF35 6AN

PENDERFYNWYD: (1) Ar ôl ystyried y cais uchod, ei gwneud yn ofynnol i'r ymgeisydd ymrwymo i Gytundeb Adran 106, er mwyn darparu:

- (i.) o leiaf 20% o'r unedau fel tai fforddiadwy, gan gynnwys 14 o unedau rhent cymdeithasol ar y safle sy'n destun i'r safle cais hwn, a 7 uned ganolradd fel rhan o R20 (P/19/624/FUL cyfeir). Bydd y Cytundeb yn cynnwys amserlen ar gyfer cyflawni a fydd yn gydredol â'r gwaith o adeiladu'r tai marchnad yng Ngham R20.
- (ii.) cyfraniad ariannol o £24,000.00 (ac nid £8,000.00 fel y manylir yn yr adroddiad) ar gyfer Gorchymyn Traffig 20mya (o fewn y parcel), i dalu cost cyhoeddi'r Gorchymyn cyn rhoi unrhyw ganiatâd.
- (iii.) Cynllun Rheoli sy'n nodi manylion cynllun i reoli a chynnal a chadw maes parcio ac ardaloedd gwasanaeth cymunedol y Datblygiad Canolfan Ardal (P/19/656/RES cyfeir) i'w gyflwyno gan y cwmni sy'n ymgeisio.

- (2) I roi pwerau dirprwyedig i'r Rheolwr Grŵp – Gwasanaethau Cynllunio a Datblygu i gyhoeddi hysbysiad penderfynu sy'n rhoi caniatâd o ran y cynnig hwn unwaith y bydd yr ymgeisydd wedi ymrwymo i'r Cytundeb Adran 106 a nodwyd uchod, yn amodol ar yr amodau a geir yn adroddiad y Cyfarwyddwr Corfforaethol – Cymunedau.

Cynnig

Materion a Gedwir yn Ôl ar gyfer adeiladu 2 floc sy'n cynnwys 7 uned manwerthu â 16 fflat uwchlaw gyda 4 annedd a pharcio a'r seilwaith gysylltiedig.

Noder:

Mae Persimmon Homes wedi nodi mai eu bwriad yw cychwyn gwaith paratoadol ar y Ganolfan Ardal hon yn ystod y misoedd nesaf. Mae sawl un o'r amodau a argymhellir yn ei gwneud yn ofynnol i gynlluniau amrywiol gael eu cymeradwyo cyn dechrau datblygu. E nad yw gofynion yr amodau wedi cael eu herio'n ffurfiol, mae'r cwmni datblygu wedi gofyn am ddiwygio geiriad yr amodau.

Felly, mae'r amodau canlynol yn yr adroddiad wedi'u diwygio yn unol â hynny:

2 – Deunyddiau adeiladu; 3 – Tirlunio; 9 – Cyfyngiadau Aros a Llwytho; 10 – gostegu traffig; 11 – Marciau Cyffordd; 14, 15, a 16 – Llwybrau Teithio Llesol; 18 a 22 – parcio ceir; 19 a 23 – parcio beiciau; 24 a 25 Cynlluniau Rheoli Cyflenwad Gwasanaethau;

Nid yw diwygio geiriad yr amodau yn cyfaddawdu gallu'r Awdurdod Cynllunio Lleol i reoli'r datblygiad hwn.

Dylid diwygio'r amod canlynol hefyd:

5. Er gwaethaf y manylion a gyflwynwyd ar luniadau Cynlluniau'r Daearlawr a'r Llawr Cyntaf CPT - 281 – PL – ALPHA 02 Rev F, Cynllun yr Ail Lawr a'r To CPT - 281 – PL – ALPHA 03 Rev E, Gweddun ac Adrannau -CPT-281 – PL – ALPHA 04 Rev F, a chyn i ddefnydd buddiol o'r datblygiad ddechrau, bydd ffenestri llawr cyntaf ar weddun deheuol y Bloc Alpha sy'n wynebu Llys Ceirios yn cael eu gosod â gwydr aneglur cwarel sefydlog (o leiaf lefel 5 ar fynegai Pilkington), i'w gadw am byth wedi hynny.

Rheswm: Er lles preifatrwydd ac amwynderau preswyl.

385. P/19/464/FUL - TIR CYFAGOS I HEN DAFARN Y THREE HORSESHOES, LAMB ROW, CORNELI WAELOD, CF33 4RL

PENDERFYNWYD:

Bod y cais yn cael ei ganiatáu, yn ddarostyngedig i'r amodau a geir yn adroddiad y Cyfarwyddwr Corfforaethol – Cymunedau.

Cynnig

Codi un annedd ar wahân.

386. P/20/301/FUL - 66 GROVE ROAD, PEN-Y-BONT AR OGWR, CF31 3EF

PWYLLGOR DATBLYGIAD A RHEOLI - DYDD IAU, 23 GORFFENNAF 2020

PENDERFYNWYD: Bod y cais uchod yn cael ei ganiatáu, yn ddarostyngedig i'r amodau a geir yn adroddiad y Cyfarwyddwr Corfforaethol – Cymunedau.

Cynnig

Newid defnydd o annedd (dosbarth defnydd C3 (a)) i fod yn ofal preswyl i 2 o blant (dosbarth defnydd C2).

387. P/20/299/FUL - 10 WOODSIDE AVENUE, LLIDIARD, CF31 1QF

PENDERFYNWYD: Bod y cais uchod yn cael ei ganiatáu, yn ddarostyngedig i'r amodau a geir yn adroddiad y Cyfarwyddwr Corfforaethol – Cymunedau.

Cynnig

Newid defnydd o annedd (dosbarth defnydd C3 (a)) i fod yn ofal preswyl i 2 o blant (dosbarth defnydd C2).

388. P/20/307/BCB - TIR ODDI AR YSTÂD DDIWYDIANNOL ISFRYN (MYNEDIAD O'R A4093), MELIN IFAN DDU, PEN-Y-BONT AR OGWR, CF35 6EQ

PENDERFYNWYD: At ddibenion Rheoliad 4 o Reoliadau Cynllunio Gwlad a Thref 1992, fod y cais uchod yn cael ei ganiatáu, yn amodol ar yr amodau a geir yn adroddiad y Cyfarwyddwr Corfforaethol – Cymunedau.

Cynnig

Adeiladu Cyfleuster Gofal Plant Cyfrwng Cymraeg newydd.

389. P/20/63/FUL - CEFN 20 REST BAY CLOSE, PORTHCAWL, CF36 3UN

PENDERFYNWYD: Bod y cais uchod yn cael ei ganiatáu, yn ddarostyngedig i'r amodau a geir yn adroddiad y Cyfarwyddwr Corfforaethol – Cymunedau.

Cynnig

Adeiladu dec uchel newydd yn y cefn.

390. APELIADAU

PENDERFYNWYD: (1) Bod yr Apeliadau a dderbyniwyd fel y'u rhestrir yn adroddiad y Cyfarwyddwr Corfforaethol - Cymunedau, yn cael eu nodi.

(2) Mae'r Penderfyniadau ar Apeliadau a nodwyd gan y Pwyllgor fel a ganlyn:-

- (a) A/19/3239745 (1877) - Cadw'r Defnydd O Dir Er Mwyn Gosod Un Garafán Sipsi Breswyl Sefydlog Ynghyd Â Chodi Ystafell Amlbwrpas, Un Garafán Deithiol, A Man Parcio Ceir: The Yard, Rogers Lane, Cefn Cribwr - **Tynnwyd yr Apêl yn ôl.**

PWYLLGOR DATBLYGIAD A RHEOLI - DYDD IAU, 23 GORFFENAF 2020

- (b) A/19/3239745 (1878) - Defnydd Anawdurdodedig Ar Gyfer Storio Carafán The Yard, Rogers Lane, Cefn Cribwr - **Tynnwyd yr Apêl yn ôl.**
- (c) A/19/3240278 (1881) - Cadw Cynhwysydd Dur (A Ddefnyddiwyd Gan Fusnes Cyflenwi Bwyd) Am Gyfnod Dros Dro, West Winds, Priory Oak, Bracla – **Apêl wedi'i gwrthod gan Weinidogion Cymru.**
- (d) E/20/3244575 (1884) - Caniatâd Ardal Gadwraeth I Gael Gwared Ar Wal 1.5m O Uchder Tan Y Bryn, Dinam Street, Nant-y-moel - **Apêl wedi'i gwrthod gan Weinidogion Cymru.**
- (e) E/20/3245217 (1885) - Dymchwel Wal 1.5m O Uchder, Creu Ardal Barcio Gyda Giatiau Pren 2m O Uchder A Chwrb Isel, Tan Y Bryn, Dinam Street, Nant-y-moel - **Apêl wedi'i gwrthod gan Weinidogion Cymru.**
- (f) C/20/3244105 (1883) - Eiddo Mewn Cyflwr Gwael, 2 Ewenny Road, Pen-y-bont ar Ogwr – **Apêl wedi'i diddymu gan Weinidogion Cymru o ran yr Hysbysiad Gorfodi.**

391. COFNOD HYFFORDDIANT

PENDERFYNWYD: Bod adroddiad y Cyfarwyddwr Corfforaethol - Cymunedau sy'n amlinellu'r uchod yn cael eu nodi.

Atgoffwyd yr Aelodau gan y Rheolwr Grŵp – Gwasanaethau Cynllunio a Datblygu y bydd adroddiad ar y Cytundeb Cyflawni mewn perthynas â'r Cynllun Cyflawni Lleol (CDLI) yn cael ei gyflwyno i'r Pwyllgor yn ei gyfarfod nesaf ym mis Awst.

392. EITEMAU BRYD

Dim

Daeth y cyfarfod i ben am 16:30

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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/19/915/RES

APPLICANT: Llanmoor Developments Ltd
63-65 Talbot Road, Talbot Green CF72 8AE

LOCATION: Land west of Maesteg Road, Tondu CF32 9DF

PROPOSAL: Reserved Matters to P/16/366/OUT for 403 residential units, link road and temporary car park

APPLICATION/SITE DESCRIPTION

Sullivan Land and Planning have submitted this Reserved Matters on behalf of Llanmoor Homes, seeking the agreement of all details for a development that includes the erection of 403 dwellings, the construction of a new link road and the formation of a temporary car park on approximately 21 hectares of land located off Maesteg Road, Tondu.

The application follows on from the Outline Planning consent issued on 13 December 2018 which agreed the principle of a development comprising up to 450 dwellings, 1000 square metres of business uses, highway improvement works along with the provision of public open space, green infrastructure, two attenuation ponds and all other associated works (P/16/366/OUT refers). The related S106 obligation secured financial contributions towards primary age education, off-site highway works, sustainable transport initiatives, the delivery of affordable housing and open space, compliance with the design principles of the submitted masterplan and established a management plan for the open space and surface water drainage on site. In accordance with conditions imposed on the Outline Planning consent, details for the following conditions have been agreed:-

- Condition 4: Site Wide Phasing Plan discharged on 14 November 2019 (P/19/633/DOC refers)
- Condition 5: Development Brief discharged on 14 November 2019 (P/19/633/DOC refers)
- Condition 6: Hydraulic Modelling Assessment discharged on 19 September 2019 (P/19/571/DOC refers)
- Condition 9: Strategic Landscaping Scheme discharged on 14 November 2019 (P/19/633/DOC refers)
- Condition 23: Site Investigation Methodology discharged on 13 November 2019 (P/19/595/NMA refers)
- Condition 36: Position and timing of provision of bus stops discharged on 14 November 2019 (P/19/633/DOC refers).

The application site lies within a larger area of 43 hectares identified in the adopted Bridgend Local Development Plan (LDP) 2013 as a regeneration and mixed use development on a former opencast site. Policy PLA3 (10) describes the site as one of a number of brownfield and under-utilised sites within a defined settlement. Some development has already taken place within the area identified in the Policy with residential development to both the north and the south of the application site. Retail uses including a supermarket and smaller units have been built in the southern part of the site along with a Waste Transfer Station.

The wider area is predominantly residential with some commercial uses along Maesteg Road. Parc Slip Nature Reserve adjoins the western boundary of the site. The railway line runs on a north-south line to the east of the main part of the application site and the proposed highway works include a scheme to improve the junction of the A4065 and A4063, close to the railway bridge. The northern portion of the site is located within the Derllwyn Road Conservation Area. There is one Scheduled Monument (Remains of Tondu Ironworks) to the north-east of the application site. There are three Listed Buildings located beyond the eastern edge of the site - two bridge piers on the incline plane and a mile marker on Maesteg Road.

This Reserved Matters submission presents the detailed design proposals for a development of 403 dwellings and a new link road from Ffordd Haearn (Iron Way) exiting at the highway roundabout spur adjacent to the Waste Transfer Station. Primary vehicular access to the site will be a continuation of the existing western arm of the Pentre Felin/Lidl/Proposed Link Road roundabout. Additionally, an emergency access is proposed to the north of the site onto Derllwyn Road.

The Design Principles document approved in discharge of conditions 4 and 5 of the Outline Planning consent established the key placemaking principles for the development that have shaped the details contained as part of this Reserved Matters submission. Overall the site has been divided into four development phases.



Figure 1 – Design Principles Framework

Phase 1, the Main Development Area (MDA), adjoins the existing Llanmoor estate to the east and south, Parc Slip to the west and the SINC and woodland area to the north. The development will comprise 300 dwellings, all two storey in scale and including a mix of 2, 3 and 4 bedroom semi-detached properties, detached properties and terraced units.

The layout of the MDA is formal in character with regular built form providing visual emphasis and continuity along this primary street. Park Square, a central neighbourhood green will form the main 'civic space' for the development connecting to key recreational walking and cycling routes and fronted on all sides by development. It is located off the primary access road for the development and will provide the main circulatory route for buses.



Figure 2 - Main Boulevard and Park Square

The Main Boulevard carriageway and footpaths will be separated by a planted verge with formal, large scale avenue tree planting proposed along the route. Park Square will incorporate both active and quiet areas and accommodate a wide range of activities. Formal tree planting and low formal hedgerows will define the edges of the square with scattered tree planting of mixed native species within its interior. Play will be incorporated formally and informally through Park Square as will the line of a Public Right of Way.

The Main Development Area will also front the Parc Tondu woodland corridor and Parc Slip Nature Reserve and SINC. Here the developer has sought to reduce the density of the development and vary the built form, architectural detailing and street design in a manner that seeks to reinforce the areas distinct and special character. The submitted layout incorporates an ecological buffer zone along the respective edges with the focus of the proposed dwellings being outward looking to benefit from the outward boundaries. A peripheral recreational route will be provided around the Main Development Area connecting into a number of the existing Public Rights of Way. Woodland planting will be within the ecological buffer zones with the area providing a transitional habitat along the woodland edges adjacent to new development. Proposed species selection has sought to complement the existing vegetation in Parc Slip. The layout seeks to preserve and enhance the existing watercourses and ponds and utilise it as part of a natural drainage strategy. Along Parc Slip edge, a mown grass path is proposed through a woodland glade to maximise biodiversity enhancement.

The Pentre Felin Edge is where the new development phase will come closest to existing properties and will be characterised by a linear landscaped corridor through which the proposed recreational route will run. New planting will be undertaken along the existing earth bund that was formed as part of the adjacent development. The focus of residential buildings is outward to provide surveillance over the landscaped bund. Two parkland areas will be formed on the southern boundary, one of which includes a Local Area of Play.

The Main Development Area will be constructed in two phases (Phase 1a and 1b). The initial phase of development will deliver approximately 130 private dwellings and will also contain the two landscape filtration features shown in the southern parkland area, each of which will discharge either into the watercourse or existing adopted sewers in Pentre Felin. Also included within the southern parkland area are play facilities which will be delivered on completion of the attenuation areas.

The proposed area of open space at the entrance to this phase will also be created as part of a Local Area of Play. Whilst this phase is being developed the construction of the Link Road will be progressed. This is required to be completed before occupation of the 136th dwelling. Phase 1b will commence when Phase 1a has progressed towards completion and will deliver approximately 170 dwellings and 'Park Square' including LEAP/LAP facilities. The Park Square loop will allow the bus services to be extended further into the development

Phase 2 is the Old School Site and lies to the west of Bridgend Road. In recent years it has been used as a car park in connection with the Waste Transfer Station. The proposed development will comprise 30 one and two bedroom flats in a complex of two and three storey buildings designed around a central access and parking area served from a new access created off the stopped up section of highway fronting 47/48 Bridgend Road. The massing, scale and layout has been revised to create 'landmark' buildings at the new road interchange that will be formed through the construction of the new by-pass and re-aligned link road.

A terrace of 3 bedroom dwellings will also be developed as part of this phase with access directly from Maesteg Road. The design of the units follows the architectural rhythms of the adjacent church building in terms of form and scale. This site is more urban in character and can support the higher density of development proposed. Areas of green space will frame this phase of the development either through the retention of an existing wooded area or new tree and hedge planting along the western and southern flanks of the site. Phase 2 will include a high proportion of affordable housing and is likely to be delivered when the link road has been constructed and the stopping up works on Maesteg Road completed.

Phase 3 is partially located within the Derllwyn Road Conservation Area and fronts, in part, Derllwyn Road and the allotment gardens to the rear of Park Terrace. The site also shares its boundary with the Iron Works (Scheduled Ancient Monument) to the east. The development will comprise 72 dwellings, again being a mix of house types including 2 bedroom links and larger 4 bedroom detached units. Access from the Main Development Area will be along a new section of road that will cross the woodland and national cycle route and connect to the estate network.

A pedestrian/cycle route will be constructed on the north western edge of this phase connecting the highway network at Derllwyn Road to the site and National Cycle network. The road has also been designed to accommodate the 'emergency access'. Under the terms of the Outline consent this access should be available before the occupation of the 200th dwelling. This phase of the development, according to the Design Principles document, should have a pleasant and quiet character created by its limited access points and enclosed woodland setting.

The site's topographical character falls from Derllwyn Road Conservation Area down towards the former Iron Works. Significant earth works and vegetation clearance will be necessary for the construction of this phase of development, acknowledged at the time of the Outline consent and controlled through the conditions imposed.

The development will be outward facing fronting Derllwyn Road, the National Cycle Route and the woodland edges. Along the boundary with Derllwyn Road, a semi-formal transitional space is proposed incorporating retained vegetation and new planting. Landscape treatment has been designed to deter anti-social behaviour along development edges through planting on the northern side of the active travel route only so residential properties overlook this edge. These proposals have been enhanced to soften the impact of the built form on the Conservation Area and the setting of the Listed Buildings on Park Terrace. The woodland character on the sloping edge of this phase with the adjoining the Iron Works will also be enriched with tree planting and woodland meadow planting softening the interface between the new and existing development.

Development of Phase 3, the Derllwyn Road area, will commence as the development of Phase 1b progresses. The early commencement of development within this area is partly to deliver the emergency access point at occupation of the 200th unit. This is required within this part of the development unless an alternative is approved by the Council. Development of Phase 3 will comprise approximately 70 units including the balance of any required affordable housing. It will also deliver a contribution towards the upgrade of the adjacent Play Area at Derllwyn Road. Surface Water drainage will discharge to the existing ponds in the woodland area and Foul Drainage will connect to the sewers in the Purple land.

The designer's response to the Derllwyn Road Conservation Area is a variance in the built form with greater architectural detailing and more limited material palette but including the use of recon-stone detailing with pennant grey and red hues and rendered facades with stone lintels and quoins. Low recon-stone walls and hedgerows will define the site's boundary with Derllwyn Road to help create a distinctive sense of place. Roof material along the Derllwyn Road area will be slate with the remainder within the phase slate grey in colour. Chimneys will also be introduced to help vary the roof profile and complement with traditional properties along Derllwyn Road area

The materials and architectural detailing of all the phases will match the local palette of materials used in the adjacent development. The principal material used will be red or buff brickwork with the occasional use of render and stone on feature buildings. Some contrasting materials such as weatherboarding, stone and render have been introduced at a number of locations. As discussed above, the palette for the phase within the Conservation Area will differ.

Car parking for all phases has been designed to accord with the requirements of the Council's Supplementary Planning Guidance and reflects the number of units and number of bedrooms. Unallocated visitor parking will be evenly distributed across the site with spaces located on or near the road frontage.

The proposed development will provide a network of open spaces and green infrastructure that create space for play and community interaction. The main focus areas for open space will be at the entrance to the main development area (Arrival Space POS1), at the centre of the site (Park Square POS2) and along the southern boundary of the site (Southern Parkland POS3). These spaces will be over-looked by dwellings and will incorporate formal play equipment, natural play and will incorporate surface water landscape detention basins that provide amenity and biodiversity benefits.

This Reserved Matters submission also includes details of the by-pass and link road that were requirements of the Outline Planning consent and policies of the Bridgend Local Development Plan. The bypass road will commence its construction at its northern end,

roughly opposite the vehicular access currently serving TM Car Sales. The new road will roughly follow a south westerly direction, passing the modified 'T' junction with Ffordd Haearn (Iron Way). The alignment of the new road away from the eastern side of Maesteg Road necessitates the formation of a new junction with a stopped up section of Maesteg Road. Some 25m from the stop line of this junction a secondary access will be formed to serve the stopped up section from the junction of Cross Street to 36 Maesteg Road.

Between the new section of roads and their respective junctions and behind a 1.6m high wall, an area of car parking will be formed creating nine spaces on the western side of the carriageway. It will serve approximately 9 properties (37-45 Maesteg Road). The proposed arrangement also retains vehicular access to 36 Maesteg Road and will include a small turning area.

From the newly formed junction of Maesteg Road with the by-pass road, the 7.3m wide carriageway will align to follow the remaining section of stopped up highway from 45 to 49 Maesteg Road which also serves the Wesley Methodist Church and Church Hall on the western side. Phase 2 of the development known as the Old School Site will also be served from this section of highway. At the termination of the road, on-street parking spaces will be created along with a series of cycleways/footways connecting to a new network to be constructed alongside the re-aligned link road which will be constructed from the railway bridge to the Pentre Felin/Lidl roundabout.

The northern spur on the Pentre Felin/Lidl roundabout is the southern end of the new by-pass road. From this point the road, with its 7.9m wide carriageway and 3.5m wide Active Travel route on its eastern side, will follow a north/north easterly route rising through a wooded area that will be cleared for construction and passing immediately adjacent to the Grade II Listed stone bridge abutments. A light controlled crossing will be formed at this location to allow pedestrians and users of the National Cycle Route to cross the by-pass road. A Heritage Impact Assessment which specifically considers the impact of the highway construction on the Listed structures has accompanied the application – the findings will be considered later in this report.

As the Reserved Matters submission seeks the agreement of all details, the application has been accompanied by detailed soft landscaping plans for all phases of the development. The design incorporates retained trees where possible with any removed off-set by new planting. Habitat buffers and ecological corridors will provide a landscape buffer where the development meets the woodland edge. Enhanced boundary planting will also be provided along the retained bund to screen the development from existing properties on Pentre Felin.

A comprehensive submission of external works drawings, house types, cross-sections and the details of all enclosures have accompanied this application.

RELEVANT HISTORY

P/16/366/OUT – Outline Planning consent was granted for a development comprising up to 450 dwellings, 1000 square metres of business uses, highway improvement works along with the provision of public open space, green infrastructure, two attenuation ponds and all other associated works – Conditional consent was issued on 13 December 2018.

PUBLICITY

The application has been advertised in the press and on site as a major development but one that also affects the setting of a Listed Building.

Neighbours have been notified of the receipt of the application and again following the submission of amended plans on 7 August 2020. The period allowed for response to consultations/publicity will expire on 21 August 2020.

CONSULTATION RESPONSES

Transportation Development Control Officer: No objection subject to conditions and informative notes.

Land Drainage Officer: No drainage information has been provided however, Section 3.7 of the Design Compliance Statement states '*Drainage features throughout the site will provide amenity space and biodiversity either by natural forms or by use of specialist landscaping proposals. SUDS features will be located within the Park Square and Southern Park. The existing ponds located within the woodland area in the north of the site will also function as flood out areas. Drainage for the link road will discharge into the existing watercourse and/or adopted sewers.* The applicant has been in discussion with the land drainage team regarding discharge rates and have been advised that discharge rates shall be limited to Qbar for all storm events to ensure the flood risk to downstream is not increased. Existing drainage networks should not be removed and any watercourse should remain open, with culverting only for access purposes. In addition to the requirements of the Outline Planning consent, the applicant will be required to provide a construction management plan which outlines how the existing developments downstream will be protected from surface water/ground water issues.

Rights of Way Officer: In view of all the information provided in relation to the potential future provision of the public rights of way and cycle route network within the application site, the Rights of Way Section has no objection to the approval of the Planning application.

Building Conservation and Design Officer: Subject to further pre-application discussion with the applicant to inform a future Listed Building Consent application to include proposals for the comprehensive schedule of repairs and interpretation of the Listed structure(s) and the inclusion of the suggested conditions, the proposal can be supported.

Economy and Natural Resources Manager: The application as submitted doesn't include documentation to satisfy the nature conservation conditions associated with P/16/366/OUT. Therefore, I have no observations at this current time.

Natural Resources Wales: We have no comments to make regarding the above Reserved Matters application further to our response dated 13 June 2016 in relation to the original application P/16/366/OUT. We look forward to being consulted on the discharge of conditions in relation to P/16/366/OUT in due course.

Dwr Cymru Welsh Water: We acknowledge this is a Reserved Matters application for 403 dwellings approved under Outline Planning permission (ref: P/16/366/OUT). Whilst we confirm that we have no objections to this, acknowledge condition 7 of the original permission which requires the agreement of a comprehensive and integrated drainage scheme for the site before development commences. Therefore we kindly request to be consulted on any future application submitted to discharge condition 7 of the original Planning permission.

South Wales Police (Designing out Crime Officer): The Design and Access Statement for the proposed development states that the developer intends following the principles of 'Secured by Design'. I have provided a report that gives advice that if followed would allow the development to achieve the Secured by Design Award.

The Bridgend Ramblers: No objections.

REPRESENTATIONS RECEIVED

Cllr James Radcliffe – Local Member: I object to this application and request the matter is referred to Committee due to the considerable public interest in this application.

Councillor Tim Thomas – Local Member: Queries the affordable housing contribution, traffic control measures and the ability of roundabouts to accommodate HGVs.

Huw Irranca-Davies MP - Assembly Member for Ogmore passed on a letter of objection he had received from the Tondu and Aberkenfig Community Association.

The occupier(s) of the following addresses have submitted their concerns/objections to the scheme:

12 Clos Gwaith Brics
62 and 63 Clos Pwll Clai
Woodlands View & Ty Risca*, Derllwyn Road
1, 3, 4 and 47 Iron Way/Ffordd Haearn
10 Llynfi Street
38, 40 and 43 Maesteg Road
2 Nicholls Road
2 Park Terrace
1 Pen-yr-heol, Penyfai

*(*Request to speak)*

The observations received from Tondu and Aberkenfig and Community Association* are reproduced in full below:

“Our Members have expressed their concerns regarding the proposed new road link and the impact the re-alignment of the Maesteg Road could have on traffic movements both along the Maesteg Rd and exiting from Pentre Felin and the new estate when it reaches its completion. The final traffic demands on the new roundabout could result in vast bottlenecks. We understand the traffic movements have been the subject of computer modelling but where does that leave us if the reality proves detrimental to expectations. Do we blame the computer or the information it's been fed? Have, for instance, the factored information taken into account not only the increased vehicle movements from the new development but the expected 30% increase in heavy goods vehicles resulting from the expansion at WEPA paper mill.

There is also serious concerns with regard to a suitable pedestrian crossing. The siting of pedestrian refuge crossings do not seem to be a very safe way of crossing such a busy road at peak time, especially if pushing a pram/buggy or with children. It can't all be about the vehicles the residents safety needs factoring in.

Once the traffic lights are removed at the junction between the end of Maesteg Road and the entrance to Pentre Felin and the road re-alignment is complete the opportunity to dash between stationary vehicles along the road will be lost. So a pedestrian crossing is essential, ideally between the bus stop at the bottom of Derllwyn Rd and the Llynfi Arms pub.

Residents of Derllwyn Road have also expressed concern about the added volume of traffic using Derllwyn Rd as a short cut to get through to Sarn and the possibility of heavy construction traffic using the road as access. The provision of an emergency exit onto Derllwyn Rd is the subject of some cynicism from the residents. If the computer modelling is proved wrong, will the emergency exit have its status changed to open access? How will the Emergency Exit onto Derllwyn Road be used and maintained?

The lack of proposed parking spaces for the Waste Transfer Station - 34 spaces is not enough. Hoping that Employees will car share is not a suitable consideration; many already park on the roads alongside and in the road adjacent to the WTS. Will the Council consider placing yellow lines on this road?

Residents who live directly next to the new development are concerned that although the present plans show an enhanced green embankment covered with shrubs/bushes and trees, they feel this may not happen in reality and the plans will be changed, as those of Pentre Felin were, and all we'll be left with is a few dead and dying trees!

These Residents are also concerned how Llanmoor propose to shield their houses from the added noise and disruption?

And in regard to when construction commences, have we a timescale as we are fast approaching the nesting season and how are Llanmoor proposing to protect the existing wildlife?

There is no doubt that the quality of life for residents living in Tondu will be adversely effected by these development decisions, decisions made by people who don't live in the area nor effected by the development. The council's endorsement of these concerns would show some alliance with the residents."

The following is a summary of the objections received:

Transport concerns/highway capacity/highway/pedestrian safety

- Road infrastructure cannot accommodate the additional housing - existing traffic light system cannot currently cope every morning and evening there are long tailbacks on Maesteg Road; increase traffic flow to a transport system that cannot sustain current levels is unacceptable - accidents have taken place on this section of highway;
- it will be almost impossible to access/cross the network from existing properties on Maesteg Road and the Pentre Felin estate; the link road should be constructed before any of the dwellings have been built – original TA did not factor in the traffic that would be generated by the expansion of WEPA
- Concern that development could result in additional traffic along Derllwyn Road which is used as a rat-run to avoid the congested traffic light controlled junction;
- Emergency access is proposed onto Derllwyn Road - How will this be controlled and who has a right of access and what constitutes an emergency - Derllwyn Road could not accommodate any additional traffic – likely to be opened up due to congestion on the highway network;
- Parking arrangements for the residents on Maesteg Road and Cross Street are deficient;

- Loss of the Waste Transfer Station car park on Maesteg Road will result in on-street problems of parking on the Pentre Felin estate – the replacement car park is deficient in size;
- Number of residential units will be built on Footpath 17 Newcastle Higher obstructing the Right of Way;

Amenity issues

- Houses too close to Derllwyn Road – development will have an adverse impact on the Derllwyn Road Conservation Area (including Park Terrace)
- the proposed flats on the old school site are a horrendous example of poor quality, poor location housing that will quickly decline into an isolated community island;

Ecology: impact on trees and woods

- Some of the existing trees are formally protected and should not be removed, destruction of the local ecology, loss of natural habitat, ecology survey is incomplete
- Protected species on site, potential impact on the adjacent Nature Reserve;
- Insufficient screening/landscaping;
- The previously proposed wildlife ponds and lacks any pockets of habitat within the two building cores;

Drainage/Flooding issues

- Problems with drainage on the existing Llanmoor Homes site - additional dwellings will lead to greater problems;

Noise and air pollution associated with additional traffic and construction

- Noise and disturbance to residents will be horrendous during the construction process which could last for many years

Existing Medical Services cannot support development

- Impact on the well-being of residents in term of access to health services - existing GP surgery is already overstretched - facilities in the village cannot serve this level of development - part of the adjacent site was earmarked for a medical centre but that has not been developed;
- The Council has relaxed the requirement to provide a health centre on this development; overcrowding at local primary and secondary schools;

Bare minimum of affordable housing being provided

No consideration for PV solar energy, low carbon heating solution or carbon neutral technologies in the construction – lack of wider environmental considerations

COMMENTS ON REPRESENTATIONS RECEIVED

The following comments are provided in response to the other objections that have been received:

Transport concerns/highway capacity/highway/pedestrian safety

The implications of the development on the surrounding network were considered in detail

at the Outline application stage. Members may recall that external consultants and officers of the Transportation and Development Control Section had examined the Transport Assessment that accompanied the Outline Planning application and concluded that overall, the proposed development performed well against the principles of sustainable transportation as identified in Planning Policy Wales. The site was within walking and cycling distance of a number of local amenities in Tondy and Aberkenfig, as well as further afield in Bridgend and other neighbouring communities.

Public transport linkages from the site via bus and train exist. Opportunities to extend the current 70/71 bus route into the site thus minimising the distance from bus stops was also promoted and in this regard it should be noted that the site layout has been designed to accommodate a bus route around the Parc Square and the position of the bus stops have provisionally been agreed. Furthermore, routes from the site to the neighbouring schools and facilities were also deemed to be compliant although the subsequent consent secured improvements to those routes.

Crossing points for existing and new residents were promoted through the Outline Planning application and will be delivered as part of the development and in a manner that will be safe to users. A light controlled crossing on the proposed by-pass road will benefit both pedestrian and cyclists. To aid pedestrian connectivity and safety, a number of formal and informal crossings are also proposed by the development.

The design and layout of the proposed development, supported by the Walking Strategy and an Interim Travel Plan, will facilitate and encourage journeys on foot. The existing National Cycle Network (NCN) Route 4 is well used for recreational cycle trips and is more than likely to be utilised fully for commuting trips by new residents to the area.

The principle of developing the new link road has been agreed and this submission only relates to the agreement of the detail of the road design and junctions etc.

The Transport Assessment that informed the decision to grant the Outline Planning consent acknowledged that the proposed development would have an impact on local congestion during peak hours but this impact was not deemed to be significant due to the limited number of additional vehicles as compared to the existing situation. The changes in demand were relatively small, peaking at about 6-7 vehicles close to the site every minute. The Council accepted that the proposed development was not likely to materially add any existing congestion and that any slight harm in terms of congestion would be mitigated by the proposed sustainable transport initiatives proposed by the development. The provision of pedestrian and cycling facilities and appropriate road crossing points, secured by the Outline consent and proposed on the submitted application, will create an environment where less people automatically choose to use their cars but rather to walk, cycle or use public transport which is supported by the Council and national policy.

The assessment did not consider the expansion of the WEPA Paper Mills as that project was not known at that time. The impact of the WEPA development on the highway network was considered as part of the Transport Assessment that accompanied that Planning application.

In granting the Outline Planning consent, the Council accepted the impact of the development. The Council's Highways Officer considers that the impact of the proposed development on local highway network would be mitigated by the proposed sustainable transport initiatives which are likely to encourage non-car use and contribute towards a more sustainable means of travel in line with the requirements of local and national Planning policies. Furthermore, the new link road and proposed junction improvements that will be delivered at various stages of the development would ensure that the quantum

of housing could be accommodated without there being detriment to highway safety.

The provision of an emergency access is a requirement of the Outline Planning consent. It will be designed and secured to prevent any unauthorised access as it is accepted that Derllwyn Road could not accommodate traffic generated by any phase on this development.

The traffic surveys that were part of the Outline Planning application covered Bridgend Road and the northern access into the village of Aberkenfig. The 'T' junction of Derllwyn Road and the A4063 was not however reviewed as it was not deemed necessary. Whilst it is understood that some vehicles may use the aforesaid junction and travel along Derllwyn Road, New Road, Fountain Road and east along the B4281, such a route is far from a short cut. Furthermore, the construction of the link road, junction changes and the removal of a set of traffic lights should increase capacity along the A4063. This should dissuade road users from taking the 'short cut' via Derllwyn Road. Although it is not incumbent upon the developer to provide car parking for the Waste Transfer Station, the Council secured, through the Outline Planning consent, the provision of parking on land to the north west of the existing facility and that does form part of this application. The Council will also assess the need to restrict on-street parking in the vicinity of the site through Traffic Orders and again monies were secured for that process through the S106 obligation secured under the outline consent.

Parking arrangements for the residents on Maesteg Road/Cross Street are deficient

The area formed between the new by-pass road, the junction with Maesteg Road and the stopped up highway fronting 36-44 Maesteg Road will be utilised to provide parking facilities for the nearby properties and commercial uses. The latest iteration of the proposed arrangements have been examined by the Council's Transportation Engineers and there remains concern that the design will restrict movements for users of the parking area. It is appreciated that there is little scope for generous turning areas owing to the proximity of the highway works but an improved scheme will be a requirement of a Planning condition. In these particular circumstances, the details of the scheme will be the subject of consultation with the residents on Maesteg Road.

A number of Public Rights of Way cross the development site and this was acknowledged at the time the Outline Planning consent was granted. A footpath diversion plan has been submitted as part of the application following discussions with the Public Rights of Way Section. It is intended that the Rights of Way will either follow their original alignment (Footpath 17) or will be diverted along new sections of footpath/cycleways through areas of open space or along sections of the new estate road. Such diversions will be progressed under Section 257 of the Town and Country Planning Act 1990, are subject to consultation and will be considered by the Rights of Way Section of the Council.

Amenity issues

The relationship of the proposed housing to properties on Derllwyn Road has been carefully examined with regard to the safeguarding of living conditions and the potential losses of privacy, overshadowing and domination of outlook. Overall, the proposed design accords with the Council's guideline. The only 'pinch point' of note is where the new units on Plots 334, 337-339 will adjoin the side boundary of Tawelwch (see *Figure 3 – Extract from Site Layout Plan* below):



Figure 3 – Extract from Site Layout Plan

Revised boundary edge cross section drawings have recently been submitted reflecting the changes in the site layout and confirming the finished site levels. The proposed relationship accords with the Council’s Design Guide which should ensure that the amenities of the occupiers are protected. The cross-section is reproduced below for Members consideration:



Figure 4 - Cross-section through Plot 334 and Tawelwch

A review of the proposed site layout relative to existing properties elsewhere is included in the appraisal section.

The Building Conservation and Design Officer advises that the preservation or enhancement of a Conservation Area can be achieved by a development which either makes a positive contribution to an area’s character or appearance or leaves them unharmed. This part of the Conservation Area consists of predominantly 19th Century buildings which possess slate roofs, pennant sandstone/rendered walls, plain doors, boundary walls, double hung sash windows and chimney stacks. The pleasant winding street pattern leads to New Road, a simple country road of rural character and great natural beauty and together with the grounds of the demolished Tondy House, they contribute greatly to the interest of the area.

Initial comments provided to the applicant both in terms of the design, materials, landscaping and layout of this part of the development site have been taken on board and have been incorporated into the revised proposal which, on balance, is considered to have a neutral effect on the special interest of the Conservation Area. The subsequent amendment of landscaping proposals for a green buffer/hedge with associated planting together with the retention of existing vegetation on adjacent land, will soften any impact on the setting of the 52 Listed buildings at Park Terrace.

The applicant nevertheless is asked to consider more native hedgerow trees on the space nearest houses and provide further information in relation to a landscape management plan. It is recommended that a condition be included for samples of the proposed materials to be submitted and agreed in the interests of preserving the character and

appearance of the area.

Some concerns have been expressed about the design of the housing on the Old School site suggesting that, due to the location, the area will decline into an isolated community. The site does form part of the Outline Planning permission and is closely related to existing housing on Maesteg Road and nearby shops and amenities on Pentre Felin Retail Park. It is acknowledged that the design and layout of the units on the original submission was poor and through negotiations, changes to this phase of development have been made. The revised plans are the subject of re-consultation and any observations received to the latest drawings will be brought to Members attention on the amendment sheet.

Ecology: impact on trees and woods

Concerns have been raised in relation to the effect of the proposed development on the ecology of the area and this will be considered again in the appraisal section. The decision to grant Outline Planning consent was informed by the Preliminary Ecological Appraisal and Level 2 Survey Reports. Both Natural Resources Wales and the Council's Ecologist accepted the findings of the reports although it was necessary to impose conditions that would relate to the protection and enhancement of ecology interest. The reports did not identify an ecological constraint that would prevent the development of this site.

In accordance with conditions 18 and 20 of the Outline consent, a Habitat Management Plan (HMP) and Landscape Ecology Management (LEMP) will be submitted to the Council before any development commences. Both reports will set out the mitigation strategies for habitats and species on site. The submitted landscape scheme has taken the ecology mitigation requirements into account with the buffer zones around the site including suitable habitat to translocate reptiles and dark corridors for foraging bats. Open spaces have also been designed to have an ecological focus.

Despite the concerns expressed, the two pond features in the Parc Tondu Woodland will be retained albeit reduced in area. The southern park will incorporate not only a Local Landscaped Area of Play (LAP) but also an attenuation feature with associated wetland/wet meadow planting. This accords with the principles agreed at the Outline stage.

Drainage/Flooding issues

The high water table in the locale is one of the factors that will influence the future design of the drainage system and the submitted strategy suggests that positive site drainage will be installed with flow control measures and attenuation as part of a comprehensive scheme for the site that will be agreed by the various land drainage agencies including the Council before development commences.

In granting Outline Planning consent, the Council took account of the potential hazards that contamination presented to this development, the future occupants and the local environment. The report that accompanied the application considered the geotechnical and geo-environmental aspects of the proposed development and where necessary, it provided recommendations for remediation and reclamation strategies in order to make the site suitable for its intended end-uses. Compliance with the recommendations of the report were secured through planning conditions and those conditions will require agreement before any development commences. The Coal Authority also recommended that intrusive site investigations would be necessary to establish the exact situation regarding coal mining legacy issues on the site. Those investigations are still to be carried out. The submitted layout for the respective phases has identified a number of locations where coal mining entries have been recorded. On a worst case scenario, a number of dwellings may be removed from the development but this requires more detailed investigations and consideration by The Coal Authority. Sufficient controls are secured

through the permission to safeguard the environment and the safety of future occupiers

Noise and air pollution associated with additional traffic and construction

Local Planning Authorities work closely with pollution control authorities when determining Planning applications. No adverse representations have been received from the Council's Public Protection Section concerning any issues of noise pollution associated with the development. Noise and dust that may be generated through the construction phases will be controlled through other legislation and conditions requiring the agreement of a Construction Management Plan and hours of operation.

Councils are also required to carry out periodic reviews of the air quality in their areas in relation to seven regulated pollutants and to assess this against the air quality objectives set out in the Regulations. Where a Local Authority believes that there is currently or that there is likely to be in future a breach in an air quality objective, it must declare an 'Air Quality Management Area'. No such area has been identified in the location of the application site

Existing Medical Services cannot support development

This is a matter that was addressed at the Outline application stage. Members will be aware that this Council works in partnership with the Health Trust to provide access to health care facilities. Under policies of the Bridgend Local Development Plan, the Council identified sites for new health and well-being facilities. Three sites are identified in the Plan which includes a site at Glanyrafon, Heol yr Ysgol, Ynysawdre. Despite the original Planning permission for development on the adjacent site including a medical centre, it was not formally allocated for such a provision in the Bridgend Local Development Plan and that site has now been developed for other uses. Whilst the Local Planning Authority can identify sites for health facilities, the delivery of medical or dental practices is outside the Council's control. The Health Board are consultees in the preparation of the Development Plan and are made aware of the strategic areas of growth in the County Borough and the specific housing allocations. As indicated above, the Council can identify sites for new health facilities but it is for the Health Board to manage the provision.

Bare minimum of affordable housing being provided

Policy SP14 of the LDP acknowledges that the provision of Planning obligations can affect the viability of residential development and therefore contributions towards affordable housing, open space, education and off-site highway works can be the subject of negotiation. The Outline Planning application was accompanied by a budget appraisal which provided information on the likely costs of the primary site infrastructures, off site highway improvements and site remediation/enabling works required to prepare the site for the proposed development. The high development costs which are estimated to be in the region of £12 million, significantly affected the viability of the site and the level of obligation that the Council could reasonably secure from this development. The strategic importance of this site in delivering regeneration led development with new housing, improved highway infrastructure and commercial development outweighed the benefits of securing all the infrastructural requirements and levels of obligation that are set by the Council's policies and guidelines. In this regard, the Outline Planning consent and related S106 obligation secured the levels of obligation and this application is not an opportunity to review those levels.

The provision of affordable housing to the levels required by policy would have significantly impacted development viability. To have failed to secure any provision would have contradicted local and national policy. Through the permission and agreement the developer is required to deliver 10% of the total number of dwellings on site as affordable housing units, in accordance with an agreed mix, tenure and timetable for delivery.

An objector has identified that the scheme has not incorporated any PV solar energy, low carbon heating solutions or other carbon neutral technologies. The energy efficiency of new dwellings is now controlled under the Building Regulations and whilst it would have been advantageous to couple high efficiency buildings with added passive energy solutions, there is no planning policy requirement to do so and ultimately such measures were not secured as part of the Outline Planning consent. Any future householder may seek to install such features through permitted development rights.

PLANNING POLICY CONTEXT

Up-to-date Local Development Plans are a fundamental part of a plan-led Planning system and set the context for rational and consistent decision making in line with national policies. Planning applications must be determined in accordance with the adopted Plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers). The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies (including Welsh Ministers) that they must carry out sustainable development and it is accepted that a plan-led approach is the most effective way to secure sustainable development through the Planning system.

The adopted Bridgend Local Development Plan (2013) (LDP) identifies the settlements of Aberkenfig, Bryncethin, Brynmenyn, Sarn, Tondu and Ynysawdre, collectively defined as the Valleys Gateway Strategic Regeneration Growth Area, as the focus of regeneration led development. The application site is part of a larger allocation for Regeneration and Mixed Use Development under Policy PLA3 (10) of the LDP. Appendix A1 of the Local Development Plan details the component parts of the policy and this is set out in the table below:

Mixed Use Components	Total Area 43.0 Hectares		Implementation and Funding Source
Policy Reference	Type	Amount	
COM1(31)	Residential	538 units	Implemented and funded through the private sector (including Section 106)
REG1(21)	Employment	1.00ha	
PLA8(3)	Improvement to the Transportation Network	Access to Land West of Maesteg Road	

Policy PLA3 (10) requires that the implementation of each of the schemes identified should be in accordance with a Master Plan or Development Brief along with appropriate Planning and highway agreements.

Under Policy COM1 of the LDP, the application site is allocated for residential development with the policy estimating that 538 dwellings will be constructed on the site within the Plan period including 20% of the dwellings as affordable housing. To date 186 units have been approved within this allocation and the quantum of development proposed by this application exceeds the estimated figure by 98 units.

Under Policy REG1 (21) of the LDP, 1 hectare of land is allocated and protected for employment development on this site falling within Class B1 uses.

As part of this development, a further improvement to the A4063 is required and, to this end, an area of land has been safeguarded for an improvement to the transportation

network. From the Council's perspective, the A4063 highway to the south of the nearby railway bridge is up to the necessary standard to accommodate the traffic movements related to the development proposed under the PLA3 (10) allocation however, as it proceeds north from the traffic signals, beneath the railway bridge, bearing sharply eastwards, the highway is sub-standard with poor visibility and several existing accesses. In order that the site can be developed fully and comprehensively, the A4063 (Maesteg Road) north of the existing traffic signals will need to be re-aligned to allow for an appropriate access to be constructed to serve the development (Policy PLA8 (3) refers).

The following non-site specific policies of the Bridgend Local Development Plan (2013) and Supplementary Planning Guidance are also of relevance:

Bridgend Local Development Plan (2013)

Strategic Policy SP1	Regeneration Led Development
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 SP5	Conservation of the Built and Historic Environment
Strategic Policy SP14	Infrastructure
Policy PLA1	Settlement Hierarchy and Urban Management
Policy PLA4	Climate Change and Peak Oil
Policy PLA9	Development Affecting Public Rights of Way
Policy PLA7	Transportation Proposals
Policy PLA8	Development Led Improvements to the Transportation Network
Policy PLA11	Parking Standards
Policy ENV4	Local/Regional Nature Conservation Sites
Policy ENV5	Green Infrastructure
Policy ENV6	Nature Conservation
Policy ENV7	Natural Resources Protection and Public Health
Policy ENV8	Heritage Assets and Regeneration
Policy COM3	Residential Re-Use of a Building or Land
Policy COM4	Residential Density
Policy COM5	Affordable Housing
Policy COM11	Provision of Outdoor Recreation Facilities

Supplementary Planning Guidance:

SPG7	Trees and Development
SPG8	Residential Development
SPG12	Sustainable Energy
SPG13	Affordable Housing
SPG15	Community Facilities and Residential Development
SPG16	Educational Facilities and Residential Development
SPG17	Vols. 1 & 2 Parking Standards
SPG19	Biodiversity and Development

Policy SP2 (Design and Sustainable Place Making) in particular 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.

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.

In the determination of Planning applications 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 will be relevant to the determination of any future Planning application on this site:

Planning Policy Wales (PPW) 10 (December 2018)

TAN 5: Nature Conservation and Planning

TAN 11: Noise

TAN 12: Design

TAN 18: Transport

TAN 23: Economic Development

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.

More specifically to this scheme, paragraph 5.4.4 states *Wherever possible, Planning Authorities should encourage and support developments which generate economic prosperity and regeneration.*

In terms of Active Travel, Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys particularly everyday journeys such as to and from a workplace. The Act requires Local Authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.

APPRAISAL

The application is referred to Committee to consider the objections raised by local residents and the Local Member.

This Reserved Matters application follows on from an Outline Planning consent issued on 13 December 2018 and seeks the agreement of all details for a development that includes the erection of 403 dwellings, the construction of a new link road and the formation of a temporary car park on approximately 21 hectares of land located off Maesteg Road, Tondy. The principle of the site being developed as a mixed use development of housing, commercial with associated improvements to the transport network follows on from the site's allocation under Policy PLA3 (10) of the Bridgend Local Development Plan 2013.

The main considerations in the determination of the application are whether the submitted details accord with the requirements of the Outline Planning permission and are acceptable against the aforementioned Policies and design guidance, having regard to all other material Planning considerations.

On the matter of compliance with the Outline consent, the following table is produced for Members consideration. It details all of the Planning conditions with a brief comment on whether this scheme addresses the condition or indeed whether the condition will need to be the subject of further submissions prior to any development commencing on site:

1.	<p>The development hereby permitted shall be carried out in accordance with the following approved documents:</p> <ul style="list-style-type: none">a) Application form dated 3 May 2016b) Revised Site Location Plan - EX01 - Revision C provided by C.W. Architects Ltd received on 23 October 2017c) Proposed Pedestrian and Cycle Links - Drawing W152050_B05 Rev B provided by Vectos received on 3 October 2017d) Design and Access Statement, provided by C.W. Architects Ltd received on 9 May 2016.e) SP484 - Stage One Masterplan - Rev A (1:1250 @A1) provided by C.W. Architects Ltd received on 24 April 2017f) Archaeological and Heritage Assessment prepared by The Environmental Dimension Partnership Ltd (EDP)g) E1457501 R01 – Preliminary Ecological Appraisal Final As Issued 2014-12-12 provided by Soltys Brewster Ecologyh) E1457501 R02 – Level 2 Survey Report Final As Issued 2016-03-10 provided by Soltys Brewster Ecologyi) Preliminary Utility Strategy Issue 2 by ARUP dated April 2016j) Report 15-9428 Tondy Drainage Strategy 3 provided by ARUPk) Tree Survey, Categorisation and Constraints Report by Steve Ambler and Sons Tree Specialist Ltd dated 20 February 2016
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	Reason: To ensure that the impact on amenity and character of the area is acceptable and to mitigate the impact in respect of site drainage, highway safety, contamination, ground conditions, the protection of heritage assets and the sites biodiversity interest.
	Comment: Agreed Design Principles document and Reserved Matters submission accords with the requirements of this condition. Ecology and site drainage are the subject of control through other conditions on this consent.
2.	No more than 450 dwellings and 1,000 sq m of commercial (B1 uses) shall be erected on the application site. Reason: To ensure that the final development is in accordance with the Outline submission to ensure that the impact on amenity and character of the area is acceptable and to mitigate the impact in respect of site drainage, highway safety, contamination, ground conditions, the protection of heritage assets and the site's biodiversity interest.
	Comment: Parameters of the development are in compliance with the Outline Planning consent.
3.	The mitigation measures set out in the documents listed below shall be carried out as prescribed in the documents: a) Sections 7.0, 8.0, 9.0 10.0 and 11.0 in the Desk Study & Coal Mining Risk Assessment Report Tondu – Rev A April 2016 provided by Integral Geotechnique b) Section 6.0 Conclusions and Recommendations in the Level 2 Survey Report Final As Issued 2016-03-10 provided by Soltys Brewster Ecology c) Section 6 - Recommendations in the Tree Survey, Categorisation and Constraints Report by Steve Ambler and Sons Tree Specialist Ltd dated 20 February 2016. Reason: To avoid doubt and confusion as to the nature and extent of the approved development
	Comment: Measures to be carried out as part of development
4.	Prior to submission of the first of the Reserved Matters applications for residential development of the site, a comprehensive site-wide phasing plan, which accords with the conditions contained in this Notice shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include, as a minimum, the following elements: a) the Reserved Matters phases; b) off site highways improvements; c) site accesses; d) major distributor roads/routes within the site; e) footpaths and cycleways; f) strategic landscaping; g) bus stops; h) strategic foul and surface water features; i) open space and play areas

	<p>j) environmental mitigation measures;</p> <p>The development shall be carried out in accordance with the agreed phasing plan.</p> <p>Reason: To avoid doubt and confusion as to the nature and extent of the approved development.</p>
	<p>Comment: Design Principles document agreed under P/19/633/DOC on 14 November 2019.</p>
5.	<p>Development proposals within each development phase shall be carried out in accordance with a Development Brief which shall have been submitted to and approved in writing by the Local Planning Authority prior to the submission of Reserved Matters for that phase. The Development Brief shall demonstrate how the development will conform to the supporting documents and mitigation measures referred to in Conditions 1 and 3 above.</p> <p>Reason: To avoid doubt and confusion as to the nature and extent of the approved development.</p>
	<p>Comment: Design Principles document agreed under P/19/633/DOC on 14 November 2019.</p>
6.	<p>Prior to submission of the first of the Reserved Matters applications for residential development on the site, a Hydraulic Modelling Assessment shall be submitted to and agreed in writing by the Local Planning Authority to identify a point of connection on the drinking water system. Thereafter the connection shall be made in accordance with the agreed connection option following the implementation of any necessary improvements to the system, as may be identified by the hydraulic modelling assessment. Such works as agreed shall be carried out prior to the occupation of any property on the development site.</p> <p>Reason: To ensure the development is served by an adequate supply of drinking water, to protect the health and safety of existing residents and to ensure no pollution of or detriment to the environment.</p>
	<p>Comment: Details agreed on 19 September 2019 under P/19/571/DOC.</p>
7.	<p>No development shall commence on any phase of the development until a scheme for the comprehensive and integrated drainage of the site, showing how foul drainage, roof/yard water, highway drainage and land drainage will be dealt with has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented through the various phases of the development and prior to any building being occupied.</p> <p>Reason: To ensure effective drainage facilities are provided for the proposed development.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
8.	<p>No development shall commence until an Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement (in accordance with BS 5837:2012 - Trees in Relation to Design, Demolition and Construction - Recommendations) for the trees affected by the proposed link road and the proposed</p>

	<p>development have been submitted to and agreed in writing by the Local Planning Authority. The recommendations of the reports shall inform the layout of the phases of the proposed housing and all development thereafter shall be carried out in accordance with the agreed statements.</p> <p>Reason: To minimise the impact of the road construction on the woodland in the interests of the amenities of the wider area.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
9.	<p>Prior to the submission of the first of the Reserved Matters applications for residential development on the site, a fully detailed strategic landscape scheme, including the Informal Public Open Space, Walkways, Eco Corridors (buffer landscape scheme), Open Spaces, Informal Open Space, Retained Woodland and structure planting to the spine road and programme of implementation for the whole site has been submitted to and approved in writing by the Local Planning Authority. The detailed strategic landscape scheme shall be carried out in accordance with the approved schemes and programme and retained thereafter.</p> <p>Reason: In the interests of the residential amenities of future occupants.</p>
	<p>Comment: Details agreed on 14 November 2019 under P/19/633/DOC.</p>
10.	<p>If within a period of up to five years from the planting of any strategic landscaping, any tree or hedgerow planted is removed, uprooted or destroyed or dies (or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective), another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	<p>Comment: Compliance as part of development</p>
11.	<p>Prior to the development of any development phase, a detailed landscaping scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The plans and particulars to be submitted shall include:</p> <ul style="list-style-type: none"> (a) A plan showing the location of, and allocating a reference number to, each existing tree including crown spread, hedgerow and other soft landscape features to be removed or retained on the site. For the purpose of this condition trees are defined as those which have a stem with a diameter, measured over the bark at a point 1.5m above ground level, exceeding 75mm. (b) Details of the species, diameter (measured in accordance with paragraph (a) above) and the approximate height and an assessment of the general state of health and stability of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply. (c) Details of any proposed crown reduction or lopping of any retained tree or of any tree on land adjacent to the site. (d) Details of any proposed alterations in existing ground levels and of the position of any proposed excavation within the crown spread of any retained tree on land adjacent to the site or within a distance from any retained tree or any tree

	<p>on land adjacent to the site equivalent to half the height of that tree.</p> <p>(e) Details of the specification and position of temporary fencing (and of any other measures to be taken) for the protection of any retained tree, hedgerow or other soft landscape feature from damage before or during the course of development.</p> <p>In this condition and in Condition 12 below 'retained tree' means any existing tree, hedgerow or other feature which is to be retained in accordance with the plan referred to in paragraph (a) above.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
12.	<p>In accordance with condition 11 (above) all works comprised in the approved details of landscaping, including public open spaces and landscape buffers, associated with each development phase shall be completed prior to the occupation of the penultimate dwelling of that phase and retained thereafter.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	<p>Comment: Compliance as part of development</p>
13.	<p>If within a period of up to five years from the date of first occupation of the last dwelling on a development phase, any retained tree/hedgerow or new tree/hedgerow planted within that phase is removed, uprooted or destroyed or dies (or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective), another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	<p>Comment: Compliance as part of development</p>
14.	<p>The details submitted pursuant to discharging landscaping as a Reserved Matter shall include a new buffer of woodland, open habitat and scrub at least 10m depth between the proposed development site and the Parc Slip Local Nature Reserve and Site of Importance for Nature Conservation (SINC). The landscaping scheme shall effectively protect the adjacent sites and should include a Landscape Management Plan that details how the new planting and retained habitats will be managed. No gardens of any adjacent dwellings shall be included within the 10m woodland buffer planting zone.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>

	Comment: Details submitted as part of this reserved matters application – scheme compliant.
15.	<p>The details submitted pursuant to discharging landscaping as a Reserved Matter for any development phase shall provide for the:</p> <ul style="list-style-type: none"> a) Retention and protection of several priority habitats, including wet woodland, ponds and rush pasture (marshy grassland) - Reference the Preliminary Ecological Appraisal Final As Issued by Soltys Brewster Ecology and the Level 2 Survey Report Final As Issued by Soltys Brewster Ecology; b) Maintenance of habitat connectivity through the retention of the woodland along the eastern boundary and new planting bordering the cycleway and Derllwyn Road. Appropriate management of these areas will be required to off-set the loss of the north-eastern area; c) A long-term net gain in local biodiversity through the removal of invasive species and the maintenance of a smaller area of marshy grassland habitat; d) Provision of a large attenuation pond in the south-west of the site, an area of more diverse marshy grassland, where careful development of the area will enable the retention of the existing botanical diversity. <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	Comment: Details submitted as part of this Reserved Matters submission – scheme compliant.
16.	<p>The development hereby permitted shall not be commenced and no demolition or partial demolition of any buildings or other structures or the felling of any trees shall take place until a programme and scheme for the carrying out of a survey to identify the presence or otherwise of bats on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme and programme shall take account of seasonal usage and the timing of development on each development phase. The survey shall be carried out in accordance with the approved scheme and programme and shall contain recommendations for measures to protect any bats found before, during and after development, which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The protection measures shall be fully implemented in accordance with the approved details.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to promote nature conservation.</p>
	Comment: Details will be submitted prior to development commencing
17.	<p>Prior to the commencement of any works within a particular development phase, further surveys shall be undertaken within that area to determine the presence and/or location of, but not limited to, the following species:</p> <ul style="list-style-type: none"> a) badgers and setts in current use b) dormice c) otters and holts

	<ul style="list-style-type: none"> d) water voles e) crayfish f) reptiles (common lizard, slow worm, grass snake and adder) g) great crested newts h) invertebrates survey of key habitats i) breeding birds j) glow worms <p>The surveys shall be carried out in accordance with a programme which shall have been submitted to and approved in writing by the Local Planning Authority taking into account seasonal usage. The results of the surveys along with measures before, during and after development for the protection of any species found, shall be submitted to and approved in writing by the Local Planning Authority. The approved protection measures shall be fully implemented in accordance with the approved details and maintained thereafter.</p> <p>Reason: For the avoidance of doubt as to the extent of the permission granted and to promote nature conservation.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
<p>18.</p>	<p>The plans and particulars submitted in accordance with the Reserved Matters shall include a Habitat Management Plan (HMP) addressing avoidance, mitigation, compensation, enhancement and restoration of the site and shall include the following:</p> <ul style="list-style-type: none"> a) Purpose and conservation objectives for the proposed works b) Review of site potential and constraints c) Detailed design(s) and/or working method(s) to achieve stated objectives. d) Extent and location/area of proposed works on appropriate scale maps and plans. e) Type and source of materials to be used where appropriate, e.g. native species of local provenance. f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development. g) Persons responsible for implementing works. h) Details of initial aftercare and long-term maintenance. i) Details for monitoring and remedial measures. j) Details for disposal of any wastes arising from works. <p>No development shall commence until the HMP has been submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and all features shall be retained in that manner thereafter.</p> <p>Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	<p>Comment: The requirements of the condition have informed the submitted layout and landscaping scheme – the condition requires the scheme to be agreed prior to development commencing.</p>
<p>19.</p>	<p>The plans and particulars submitted in accordance with the Reserved Matters shall include a Construction Environment Management Plan (CEMP: Biodiversity) and shall include the following:</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities.

	<ul style="list-style-type: none"> b) Identification "biodiversity protection zones". c) Practical measures (both physical and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication g) The role and responsibilities on site of an ecological clerk of works or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs. <p>No development shall take place (including demolition, ground works and vegetation clearance) until the CEMP - Biodiversity has been submitted to and agreed in writing by the Local Planning Authority. The CEMP - Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the agreed details.</p> <p>Reason: To maintain and improve the appearance of the area in the interests of visual and residential amenity and to promote nature conservation.</p>
	<p>Comment: The requirements of the condition have informed the submitted layout and landscaping scheme – the condition requires the scheme to be agreed prior to development commencing.</p>
20.	<p>The plans and particulars submitted in accordance with the Reserved Matters shall include a Landscape and Ecological Management Plan (LEMP) addressing the following:</p> <ul style="list-style-type: none"> a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives. e) Prescriptions for management actions. f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period). g) Details of the body or organisation responsible for implementation of the plan. h) On-going monitoring and remedial measures. <p>No development shall take place (including demolition, ground works, vegetation clearance) until the LEMP has been submitted to and agreed in writing by the Local Planning Authority. The LEMP shall also set out where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally agreed scheme.</p> <p>The site shall be developed in accordance with the agreed details.</p> <p>Reason: To maintain and improve the appearance of the area in the interests of visual and residential amenity and to promote nature conservation.</p>
	<p>Comment: The requirements of the condition have informed the submitted layout and landscaping scheme – the condition requires the scheme to be</p>

	agreed prior to development commencing.
21.	<p>No development shall commence on any phase of the development until an invasive non-native species protocol has been submitted to and approved in writing by the Local Planning Authority detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme and throughout the development of the respective phases.</p> <p>Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	Comment: Details agreed on 13 November 2019 under P/19/460/DOC
22.	<p>Prior to the development on any phase, a detailed lighting strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. The lighting plans shall be implemented as approved.</p> <p>Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation.</p>
	Comment: The requirements of the condition have informed the submitted layout and landscaping scheme – the condition requires the scheme to be agreed prior to development commencing.
23.	<p>Prior to the undertaking of any site investigation works in respect of Coal Mining Risk, the methodology for such works shall first be submitted to and agreed in writing by the Local Planning Authority in respect of the following:</p> <p>(i) A scheme of intrusive investigations for mine entries or the submission of evidence that they have been removed by the surface mining operations;</p> <p>(ii) A scheme of intrusive site investigations for the shallow coal workings;</p> <p>(iii) A layout plan which identifies appropriate zones of influence for the mine entries on site and definition of suitable no build zones, following a detailed review of available information and based on a worst case scenario;</p> <p>No development shall commence within any individual phase until the results of the site investigation including any scheme of treatment/remedial works required for both the mine entries and shallow coal mine workings to ensure the safety and stability of the proposed development has been submitted to and agreed in writing by the Local Planning Authority. This submission shall include a programme for implementation of the aforesaid works.</p> <p>The agreed treatment/remedial works shall be implemented on site prior to the commencement of development of the phase to which they relate)</p> <p>(P/19/460/DOC – Details agreed 13 November 2019 by Bridgend County Borough Council)</p>
	Comment: The methodology for undertaking the site investigation works has been agreed on 13 November 2019 under P/19/460/DOC. The results of the site investigation works and any remedial works required will need to be agreed before any development commences.

24.	<p>No development shall commence on any phase of the development until a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA/WAG/EA guidance document ' Land Contamination: A guide for Developers' (July 2006), unless the Local Planning Authority agrees to any variation.</p> <p>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.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
25.	<p>The remediation scheme approved under Condition 24 must be fully undertaken in accordance with its terms prior to the occupation of any part of the development. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority. All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA/WAG/EA guidance document ' Land Contamination: A guide for Developers' (July 2006), unless the Local Planning Authority agrees to any variation.</p> <p>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.</p>
	<p>Comment: Remediation works undertaken before occupation</p>
26.	<p>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</p>

	<p>Planning Authority within 2 weeks of the discovery of any unsuspected contamination.</p> <p>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.</p>
	<p>Comment: Remediation works undertaken before occupation</p>
27.	<p>Piling or any other foundation design using penetrative methods shall not be permitted unless otherwise agreed in writing by the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.</p> <p>Reason: To prevent pollution of controlled waters.</p>
	<p>Comment: Restriction on development – developer to comply with requirements</p>
28.	<p>No development shall commence on any phase of the development until a Construction Environmental Management Plan (CEMP) to minimise dust emissions arising from construction activities on the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details of dust suppression measures and the methods to monitor emissions of dust arising from the development and shall include the control measures of the air quality. The construction phase shall be implemented in accordance with the agreed scheme with the approved dust suppression measures being maintained in a fully functional condition for the duration of the construction phases.</p> <p>Reason: In the interests of safeguarding the amenities of existing residents.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
29.	<p>No development shall commence on any phase of the development until a Construction Method Statement (CMS) has been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the construction of the development shall only be carried out in accordance with the approved Construction Method Statement.</p> <p>The Construction Method statement shall address the following matters:</p> <ol style="list-style-type: none"> 1. Details of the phasing of construction works, including timescales; 2. Details of equipment to be employed, operations to be carried out and hours of operation; 3. Mitigation measures to be applied in accordance with the guidance in BS228 (2014) 4. A scheme for implementing effective liaison with the local residents where they are likely to be affected by the noise/vibration at any particular phase of the work and details of how complaints will be dealt with. <p>Reason: In the interests of safeguarding the amenity of residents.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
30.	<p>No development shall commence until a scheme for the provision of highway mitigation works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide improvements to:</p>

1. the A4063 (Maesteg Road) / A4065 (Bryn Road) / Bridgend Road, Aberkenfig signalised junction,
2. realignment of the Western arm of the junction to a revised roundabout junction serving the development
3. realignment of A4063 (Maesteg Road Tondu) to create a new link route to the site access roundabout and be in accordance with Vectos Drawing W152050/B/05 Rev C.

The scheme shall include:-

- i. Phasing scheme including temporary traffic management proposals
- ii. revision of all traffic signing, road markings
- iii. provision of a 3.5m shared footway / cycleway on the Western side of A4065 (Bryn Road) from the signalised junction North to Station Approach, Tondu
- iv. realigned carriageway markings along the Eastbound arm of the signalised junction and (A4063) to provide an extended merge length to no less than 200m
- v. provision of a 3.5m shared footway / cycleway on the Northern side of the new Western arm from the signalised junction West to the site access roundabout and spur to the stub end of Maesteg Road, Tondu
- vi. provision of a 3.5m shared footway / cycleway on the Southern side of the new Western arm of the signalised junction from the existing cycle route connection to 12 Cwrt yr Hen Ysgol West to the site access roundabout
- vii. provision of an uncontrolled cycleway footway crossing with associated pedestrian refuge between the improved A4063 (Maesteg Road) / A4065 (Bryn Road) / Bridgend Road, Aberkenfig signalised junction and the realigned site access roundabout.
- viii. provision of a 3.5m shared footway / cycleway on the Western side of the new link road from Iron Way to the site access roundabout
- ix. signalised Toucan cycle / pedestrian crossing in the vicinity of the existing NCN4 with onward 3.5m shared footway / cycleway link to the redundant portion of Maesteg Road, Tondu
- x. Removal of existing bus stops on the redundant portion of Maesteg Road and replacement with new bus stop facilities on the new realigned section of Maesteg Road (link road).
- xi. Vehicular turning facilities on the southern end of the redundant portion of Maesteg Road
- xii. New vehicular link from the new realigned section of Maesteg Road to the existing to the redundant portion of Maesteg Road
- xiii. Replacement off street parking for the loss of the existing parking layby between TM Cars and 37 Maesteg Road
- xiv. Scheme of waiting restrictions
- xv. Scheme of 20mph speed restrictions
- xvi. Scheme of cycle / pedestrian direction signage
- xvii. Supporting Stage 2 Road Safety Audit

The scheme of highway mitigation works shall be constructed in permanent materials in accordance in with the approved details prior to the beneficial occupation of the 136th dwelling.

Reason: In the interests of highway network capacity, road safety and promoting sustainable travel patterns.

Comment: Details included as part of this Reserved Matters submission.

	Engineering details to be agreed prior to development commencing
31.	<p>Notwithstanding the provisions of the Town and Country Planning General Permitted Development) Order 1995, there shall be no vehicular access to the site other than the two approved access points being the continuation of the existing western arm of the Pentre Felin/Lidl/Proposed Link Road roundabout along the unnamed road and the "emergency vehicles" only access off Derllwyn Road.</p> <p>Reason: In the interests of highway safety.</p>
	Comment: Submitted scheme is compliant.
32.	<p>No development shall commence until a scheme for the provision of a scheme of highway mitigation works has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide improvements to the geometry of the A4063 (Bridgend Road/Sarn Link)/ B4281 roundabout junction. Such scheme shall include for:</p> <ul style="list-style-type: none"> i. Phasing scheme including temporary traffic management proposals ii. revision of all traffic signing, road markings iii. Supporting Stage 2 Road Safety Audit <p>The scheme of highway mitigation works shall be constructed in permanent materials in accordance in with the approved details prior to the beneficial occupation of the 136th dwelling.</p> <p>Reason: In the interests of Highway network capacity and Road Safety.</p>
	Comment: Details included as part of this Reserved Matters submission. Engineering details to be agreed prior to development commencing
33.	<p>No development shall commence until a scheme for the provision of an emergency vehicular access linking the northern area of the site to the highway network at Derllwyn Road has been submitted to and approved in writing by the Local Planning Authority. The emergency access shall incorporate physical features preventing regular vehicular traffic traversing the route and shall be constructed in permanent materials in accordance with the approved layout prior to the 200th dwelling on the greater development parcel being brought into beneficial use and shall be retained for the free passage of pedestrians and cyclists in perpetuity.</p> <p>Reason: In the interests of highway safety.</p>
	Comment: Compliance as part of site development – details submitted on Reserved Matters submission
34.	<p>No building shall be occupied until that part of the road system which provides access to it has been constructed to at least base course level in accordance with the approved plans.</p> <p>Reason: In the interests of highway safety.</p>
	Comment: Compliance as part of site development
35.	No building shall be occupied until parking has been provided in accordance with

	<p>details which shall have been submitted to and approved in writing by the Local Planning Authority. Garages meant for parking shall have minimum internal dimensions of 6m x 3m. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order, with or without modification), all such garages and parking spaces shall thereafter be retained solely for the parking of vehicles in connection with the building they serve.</p> <p>Reason: In the interests of highway safety.</p>
	<p>Comment: Garages and car parking space in compliance with this condition.</p>
36.	<p>Details of the position and timing of provision of bus stops throughout the site shall be submitted to and approved in writing by the Local Planning Authority prior to the submission of any Reserved Matters application for the site. Bus stops shall be provided in accordance with the approved details.</p> <p>Reason: In the interests of highway safety and to promote sustainable transport.</p>
	<p>Comment: Details agreed on 13 November 2019 under P/19/633/DOC</p>
37.	<p>No development shall commence on any phase of the development until the applicant or their agents or successors in title has secured agreement for a written scheme of historic environment mitigation which has been submitted by the application and approved by the Local Planning Authority. The approved site investigation works shall be implemented prior to the commencement of development on Phases 4 and 5 or any infrastructure scheme or strategic landscaping area. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme and the developer shall afford access at all reasonable times during construction to a nominated archaeologist for the purpose of observing the excavations and recording items of interest and finds.</p> <p>Reason: To safeguard the heritage assets that may be buried beneath ground in accordance with national and local planning policy.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
38.	<p>No development shall commence until a scheme and phasing plan for the provision of a pedestrian/cycle route linking the site to the highway network at Derllwyn Road, adjacent residential development and the National Cycle Network has been submitted to and approved in writing by the Local Planning Authority. The pedestrian/cycle link shall be at a minimum width of 3m, within a corridor of 4m minimum width and provide physical features preventing vehicular traffic traversing along the pedestrian/cycle route and shall be constructed in permanent materials in accordance with the phasing plan and shall be retained for the free passage of pedestrians and cyclists in perpetuity.</p> <p>Reason: In the interests of promoting sustainable travel patterns.</p>
	<p>Comment: Details will be submitted prior to development commencing</p>
39.	<p>The main site spine road of the greater development parcel (Phases 1-5 on the Phasing Plan in the Design and Access Statement, excluding Phase 2/3) shall be laid out to provide a circular route suitable for future public transport to permeate into the site and serve the development. The spine route and circular bus route shall be not</p>

	less than 6.5m with appropriate lane widening on bends and bus stops. Reason: In the interests of promoting sustainable travel patterns.
	Comment: Compliance as part of site development
40.	The main site spine roads of the greater development parcel (Phases 1-5 on the Phasing Plan in the Design and Access Statement, excluding Phase 2/3) shall be laid out to provide carriageways of no less than 5.5m, with a single cycleway footway of no less than 3.5m and a single footway of no less than 2.0m. Reason: In the interests of promoting sustainable travel patterns and highway safety.
	Comment: Compliance as part of site development

Members will note that the Reserved Matters submission complies with those conditions that need to be agreed at this stage.

Policy SP2 of the Bridgend Local Development Plan and the suite of Supplementary Planning Guidance provide a robust framework for assessing the details of this application. All development is required to contribute to creating high quality attractive sustainable places which enhance the community in which they are located. The Policy establishes fifteen criteria against which development proposals will be assessed. As the principle of the development has been established it is considered that criteria 2), 3), 4), 5), 6), 7), 8), 9), 10), 11), 12) and 13) are relevant to this specific proposal and are addressed below:

Having a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character

In accordance with the requirements of the Outline Planning consent, a Design Principles document has been agreed which translates the key elements of the Design and Access Statement and Masterplan from the initial consent and establishes key placemaking principles that have informed this Reserved Matters submission. In that regard, the submitted details demonstrate a cohesive design which should create a place with character that will enhance the natural environment through the provision of green infrastructure, delivering benefits for biodiversity through creation, enhancement and sensitive management of habitats. The proposed housing will be sustainably located close to recreational and retail facilities with an integrated and accessible transport system.

Where the higher test of design is required in the Derllwyn Road Conservation Area, the layout, architectural detailing and material palette will ensure that the development preserves and enhances the Conservation Area. Sensitive boundary treatment and an enhanced planting scheme along the north western edge with the rear of Park Terrace will soften the impact of the development on the setting of the Listed Buildings of Park Terrace.

Being of an appropriate scale, size and prominence and 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

The Outline Planning consent and Design Principle document established that the proposed building heights and scale of the development would be informed by the character and scale of the existing housing together with the landscape context and topography.

A mixture of detached, semi-detached, short terraces and flats are proposed. Generally, all dwellings will be two storey in height apart from the former school site where a complex of two and three storey buildings will occupy the corner of this gateway site overlooking the roundabout junction that will connect the new by-pass and link roads. The relative levels of the site, the retained landscaping and the distances from existing properties enables the increase in storey height. On all other phases of the development, the scale and size of the housing respects the context including the Derllwyn Road Conservation Area. Prior to works commencing on the respective phases details of the finished floor levels will be agreed as an additional safeguard.

Over all the phases of development, medium density levels will be achieved which is comparable to the surrounding development. It should be noted that the total number of units proposed as part of this application is below the 450 units approved at the Outline stage. As indicated above, an increase in density on the Old School site is supported and is off-set by a reduction in building densities along the southern and eastern boundaries which transition to area of open space.

Providing for an appropriate mix of land uses

The parameters of the development and the mix of uses were established by the Outline Planning consent and in this regard the development is compliant. The commercial area, (Phase 4) will be submitted as a separate Reserved Matters submission. A temporary car park will however be formed on this land to accommodate the over-spill parking associated with the Waste Transfer Station. This will be accessed directly from the main access road.

Having good walking, cycling, public transport and road connections within and outside the site to ensure efficient access

All development proposals should be designed in a manner that secures the safety of all highway users whilst also looking to improved opportunities for sustainable travel. The proposed movement and access arrangements for the development site are illustrated on the extract plan below:

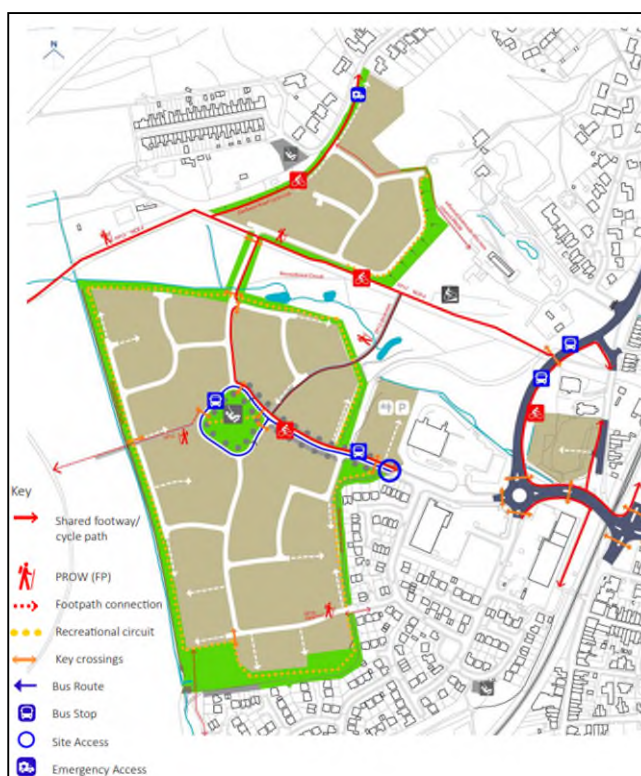


Figure 5 - Movement and Access Plan

The site will be served by one main access point being the continuation of the existing western arm of the Pentre Felin roundabout with the secondary access on Derllwyn Road only for use in times of emergency. A circular bus route has been incorporated into the road and the position of the bus stops have been agreed. Active Travel will be encouraged with a network of walking and cycling routes throughout the development with the necessary crossing facilities both formal and informal.

The parking, access and road layout arrangement have been examined by the Transportation and Engineering Section and generally deemed to be acceptable in the context of the Outline Planning consent and current Welsh Government guidance.

Notwithstanding the above, consideration of the submitted drawings has identified areas of the proposed highway which need addressing although the majority are matters of detail which can be resolved during the agreement of engineering details as part of the Highway adoption process.

There are some more fundamental concerns related to following matters:-

- Vehicle access arrangements for 36 Maesteg Road, Tondu.
- Lack of deflection for users of NCN4 on the downhill approach to the proposed link road Toucan crossing.
- Confirmation of the provision of a verge on the western side of the link road.
- Reverse curvature at the northern tie in of the new link road to Maesteg Road.

however, it is considered that these can be addressed via the imposition of suitable Planning conditions.

Whilst the internal site layout has been detailed with traffic calming measures (which are largely acceptable) it is considered that additional features are required in a number of areas. Again this can be overcome by the inclusion of suitably worded conditions. In order to facilitate the consultation process for the 20mph speed limit a consultation plan will be required to be submitted

In order to ensure that residents, service drivers, delivery drivers and visitors appropriately use the highway at the site access on the link road, the portion of Maesteg Road which will become a cul-de-sac and in the area of the emergency access onto Derllwyn Road and do not park inappropriately on the local highway to the detriment of highway safety, it is considered that some waiting/loading restrictions will be necessary in these areas which can be secured by condition.

Section 106 funding was sought at Outline stage to cover the cost of publication of the Orders (principally in the area around the site access) and whilst this may facilitate these wider areas to be consulted, it may be necessary due to phasing of the development, for the Traffic Orders to be considered separately. In such an instance, there may be additional legal costs to be paid during the highway adoption process.

Members will however note from the table of conditions above that the detail of a number of the highway schemes will need to be agreed before any development commences.

Minimising opportunities for crime to be generated or increased

Local Authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard must be given by Local Planning Authorities. The Secured by Design Officer is also generally amenable to the design, site layout and principles of the development. On the evidence before the Council, the requirement of the

policy is addressed.

Avoiding or minimising noise, air, soil and water pollution

Noise and air pollution were not identified as constraints to this development at the Outline application stage despite a number of residents expressing concerns that the additional traffic on the road network would have a negative effect on health and well-being. As Members will know, Local Planning Authorities work closely with pollution control authorities when determining Planning applications and at no point have any adverse representations been received from the Council's Public Protection Section concerning any issues of noise pollution associated with the development. Noise and dust that may be generated through the construction phases will be controlled through other legislation and conditions requiring the agreement of a Construction Management Plan and hours of operation. As indicated in an earlier part of this report, the site does not fall within an 'Air Quality Management Area'. Member's attention is drawn to conditions 28 and 29 in the table above which will require agreement before any development commences.

In addition, any issues associated with site contamination and possible water pollution will be addressed through the agreement of a site remediation scheme which again will be agreed before any development commences – conditions 24, 25 and 26 in the above table should be referenced.

Incorporating methods to ensure the site is free from contamination (including invasive species)

A protocol detailing the containment, control and removal of Japanese Knotweed and other invasive species on site has been agreed and will be followed throughout all the phases of this development.

Safeguarding and enhancing biodiversity and green infrastructure

Section 40 of the Natural Environment and Rural Communities Act 2006 states *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 *"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 *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.*

Biodiversity and landscape considerations were considered at the Outline stage and a series of Planning conditions were imposed

The Outline Planning application was accompanied by a Preliminary Ecological Appraisal (PEA) (Soltys Brewster 2014) and a Level 2 Ecological Survey Report (Soltys Brewster 2016) which established the baseline ecological conditions at the site. Additional surveys for reptiles, bats and Great Crested Newts were subsequently undertaken.

The Green Infrastructure Approach which is promoted by both national and local Planning policies influenced the Master Plan that was approved as part of the Outline consent and which has formed the basis for the Design Principles document that has been agreed prior

to the submission of the Reserved Matters. The general approach is to avoid and/or mitigate impact to existing habitats and wildlife following the general principle of retention and protection of as much of the existing green infrastructure as can practically be accommodated within the development. For this development, that includes the development of habitat buffers between the development and the woodland edge. The character of the woodland glades and watercourses on site will be retained and enhanced as access to the wooded areas will be restricted through a sensitive landscape strategy. A connected network of ecological 'buffer zone' corridors is also proposed as part of the submitted layout, around the perimeter of the development, providing informal open space to be managed for wildlife. These corridors should provide a landscape buffer to sensitive edges and will incorporate wildlife sensitive planting and lighting schemes with particular emphasis on bat foraging routes.

The Preliminary Ecological Appraisal recommended that the small area of more diverse marshy grassland be retained within the buffer or as open space. This forms part of the Southern Park – POS 2 on the submitted layout plans.

Semi natural broadleaved woodland is the dominant habitat in the northern half of the site with several areas of quality and species composition present. Policy ENV6 - Nature Conservation indicates that proposals for development will be required to in the first instance retain, conserve, restore and enhance wherever possible existing woodland. A Tree Survey, Categorisation & Constraints Report accompanied the Outline application and objectively assessed the trees on site and assigns the trees to one of four categories depending on their overall health, size, condition, amenity, cultural and conservation value and their suitability in view of the increased usage that will arise following development. In allowing the Outline consent, the Council acknowledged that the block of woodland covered by the Tree Preservation Order to the south of the cycleway would be retained however, a large block of woodland to the north of the national cycle route where Phase 3 will be developed would be lost. Planning conditions have been imposed requiring the agreement of an Arboricultural Implications Assessment, Tree Protection Plan and Arboricultural Method Statement for the whole site prior to any development commencing. This approach accords with the requirements of Policies ENV5 and ENV6 of the LDP and whilst it is entirely probable that a number of trees will be lost to accommodate the development, this will be controlled through the Planning process. Any trees removed will be offset with new tree planting within the scheme

The presence of a species protected under European or UK legislation is a material consideration when a Local Planning Authority is considering a development proposal which, if carried out, would be likely to result in disturbance or harm to the species or its habitat. The ecology surveys that informed the Outline Planning consent confirmed that the site supports a number of protected/notable species with several trees having bat roosting potential. The Preliminary Ecological Appraisal identified a number of groups of trees with potential for roosting bats both within the main site boundary and along the highway improvement route. Additional survey work will be required and controlled through the conditions on the Outline consent. If a roost is discovered, a licence from Natural Resources Wales (NRW) and appropriate mitigation will be required before any works to the tree/s can be carried out.

Woodland across the site provides potentially suitable habitat for dormice particularly to the east and all the woodlands provide connectivity to larger woodland blocks in the surrounding landscape. The most suitable area of habitat for this species (the eastern woodland) is shown to be retained however, areas are required for removal for the associated highway improvement scheme and an area of lower quality woodland to the north allocated for housing. This area is however considered sub-optimal for dormice but provides habitat connectivity. Due to the lack of records of dormice in the area and

suitable habitat being retained, it is not considered that further survey effort is required for dormice providing a sensitive clearance methodology is adhered to. Again, this is a matter that will be agreed before any development commences.

Historical surveys confirmed that the site was found to support a population of Slow Worm and a low population of Grass Snake and toads, all of which receive protection under Section 42 of the NERC Act 2006 and Schedule 7 of the Environment Act 2016. The Local Authority has a biodiversity duty under both these Acts and must seek to protect these species and enhance the habitats where they occur. The report provided some recommendations that the development should include amphibian friendly features such as incorporating offset curbs/amphibian ladders in drains into the drainage design to prevent these species becoming trapped in gully pots.

In accordance with conditions 18 and 20 of the consent, a Habitat Management Plan (HMP) and Landscape Ecology Management Plan (LEMP) will be submitted before development commences and will set out in detail the mitigation strategies for habitats and species on-site. This will address reptile mitigation although it is the Council's preference for the reptile population to be retained on site. This could potentially be achieved by a combination of measures including new habitat creation within the adjacent Parc Slip Local Nature Reserve.

The applicant's consultant has confirmed that pre-commencement checks will be undertaken if any trees are to be felled that have the potential to support roosting bats.

Overall, the proposed approach to the development with recommendations for avoidance and/or mitigation and the general principle of retention, protection and enhancement of as much of the existing green infrastructure as can practically be accommodated within the development is in line with Local Plan Policy and Supplementary Planning Guidance Green Infrastructure Approach. Furthermore, it will ensure that the development contributes to providing an ecosystem for the site and beyond which is both diverse and resilient as required under Section 6 of the Environment (Wales) Act 2016.

Ensuring equality of access by all

Developments must conform to the provisions of the Equality Act 2010 and it is understood that the site and dwellings have been designed to make it accessible for all those who might use the dwellings in the future.

Ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected

National policy confirms that new housing developments should be well integrated with and connected to the existing pattern of settlement and in determining applications for new housing, Local Planning Authorities should ensure that the proposed development does not damage an area's character and amenity.

The agreed Design Principles document sets out a framework for addressing issues of privacy and amenity and establishes criteria which have determined the submitted layout:

- Provide usable amenity space with private gardens being at least the same size as the dwelling footprint.
- Ensure new houses benefit from a satisfactory degree of privacy and daylight.
- Maintain minimum separation distances across the site in particular between habitable rooms. Where two rear habitable rooms face each other such that direct overlooking is physically possible, windows should be 21 metres apart.
- Maintain and enhance the existing landscape bund along the eastern and southern boundaries of the site where the scheme borders existing residential properties. Maintain a minimum width of 8m.

- Locate the recreational route on the internal edge of the bund. Increase planting to help further discourage access to the rear of existing properties and improve the aesthetics of the edge

Changes to the layout have however been necessary to ensure that the objectives set out above are achieved for the housing layout as it relates to the future occupiers of the housing. Nevertheless, the critical issue is whether the impacts of the development on the living conditions and well-being of existing residents are so significant as to be contrary to local policies and guidelines.

The key areas are where the southern and eastern boundaries of Phase 1 – the Main Development Area adjoin existing housing. Whilst the retention of the bund (to be landscaped) along the aforementioned boundaries is an important aspect of the design, a number of ‘pinch-points’ have been identified which are considered below:

Plot 99/68 Clos Pwll Clai (CPC)

Based on the submitted cross-section drawings, natural ground level rises in favour of the new development and will be increased. The side elevation of 68 CPC which faces the shared boundary with the development site has no side facing habitable room windows and a distance of 13.5m is measured between the side elevation of the respective properties which more than exceeds the guidelines however, the new dwelling does include a side facing bedroom window which given the elevation of the Plot will overlook 68 CPC. Although the impacts do not warrant the omission of the Plot, a condition requiring the window to be fitted with fixed pane obscure glazing is justified.

Plot 107/61 Clos Pwll Clai (CPC)

As above, the natural ground level rises in favour of the new development and will be increased. Again the side elevation of 61 CPC which faces the shared boundary with the development site has no side facing habitable room windows. In this case, a distance of 14.8m will separate the side elevation with the front elevation of Plot 107 which does have a number of habitable room windows on the ground and first floor. The distance accords with the guidelines but it should be noted that due to the proposed site levels there will be a degree of overlooking. Any loss of privacy is not considered to be sufficient to warrant a change in the submitted layout.

Plot 91/15 and 16 Clos Gwaith Brick (CGB)

Levels are again higher on the development site as confirmed by the Boundary Edge Cross Section drawing. 15 and 16 CGB are detached dwellings that share a rear boundary with the development site. Based on the submitted plans, the front elevation of Plot 91 (a two storey dwelling) will be 26m from the rear facing habitable room windows in 15 and 16 CGB and 16m from their rear boundary fence. Again levels on the development site are higher but even accounting for this change any changes to privacy of the existing residents would be acceptable. Overshadowing and domination of outlook are also not a consideration given the separation distances proposed.

Plots 92/93/94/10 Rhes Leith (RL) and 22 Clos Pwll y Clai (CPC)

The proposed units, again in a more elevated position will be separated from the side boundaries of the rear gardens of 10 RL and 22 CPC by a private drive, recreational path and existing earth bound. A separating distance of between 16-19m is recorded on the submitted layout plan. Whilst there will be a degree of overlooking and the levels of privacy currently enjoyed by the occupiers will be diminished it will not be to such a degree as to conflict with the Council’s policies and guidelines.

Plot 88/5 Rhes Leith A distance of 26m will separate the front facing windows of the new dwelling with 5 Rhes Leith. The cross-section below does however confirm the levels of the existing and new dwelling. Privacy will again be compromised but in a manner that will not unacceptably affect the living conditions of residents. New planting along the bund will over time, minimise the impact of the development.



Figure 6 – Cross Section showing relationship between Plot 88 and 9 Rhes Leith

Plot 89/90 to 5 and 6 Rhes Leith (RL)

The new dwellings will overlook the side boundary of 5 and 6 RL, separated by the landscape bund, recreational footpath and a distance of 16.5m to the boundary fence. Again existing levels of privacy will be compromised but in a manner that will not unacceptably affect the living conditions of residents and in an arrangement that is policy compliant.

Proposed Access Road and 10 Clos Gwaith Brick

This is the relationship between a new section of estate road and the side/rear garden of the aforementioned property - see extract plan below:

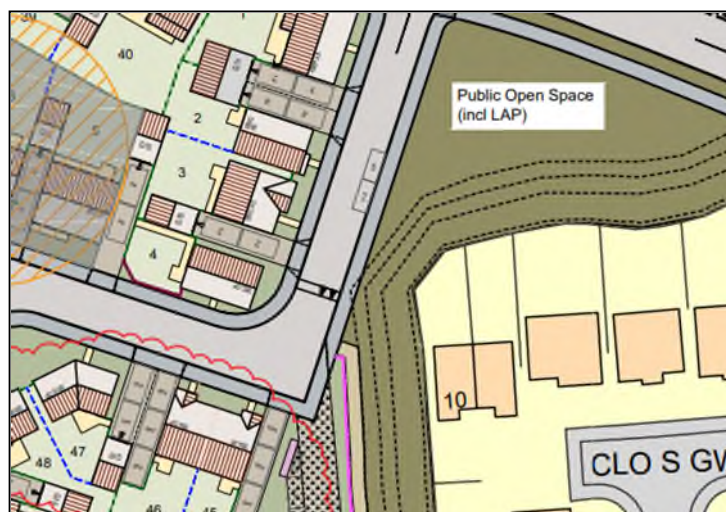


Figure 7 – Cross Section showing relationship between 10 Clos Gwaith Brics and Access Road

Based on the natural topography of the site, the road will cross a higher contour than the garden area of the nearest dwelling which could potentially impact on the living conditions of the occupiers particularly when the development is complete with the associated movement of vehicles and pedestrians. The existing bund is however being retained and will be enhanced with new landscaping. In this location that is critical to ensure that the amenities of the residents are not significantly affected.

The relationship of Plots 334, 337, 338 and 339 to Tawelwch has been considered in an earlier section of the report. The revised layout and updated site sections confirm that the proposed relationship will comply with the Council’s guidelines.

The Old School site which is Phase 2 of this development, lies opposite properties at the southern end of Maesteg Road. A three storey block of flats is proposed at the entrance to this phase directly west of 49 Maesteg Road and the relationship is detailed on the cross-section drawing below. As both the existing and proposed development front the highway, privacy standards will be achieved – a distance of 22m is indicated on the submitted plans.

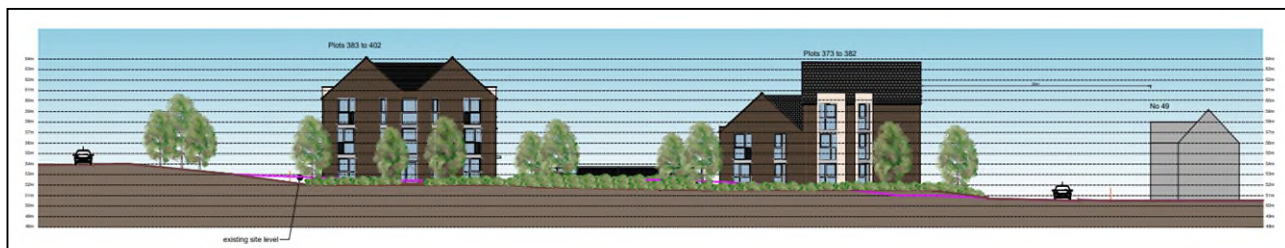


Figure 8 – Cross Section showing relationship between Plots 373-382 and 49 Maesteg Road

This three storey block is a building of considerable mass and scale being over 17m wide and over 11m in height. Whilst the design guidance that informed the Master Plan on the Outline application indicated that 3/4 storey development may be appropriate on this site, it will unquestionably dominate the street scene and the outlook from the front elevation of 49 Maesteg Road. It however stands in relative isolation with landscaped space either side offering some relief in terms of impact on the aforesaid property. In addition, the 22m that separates the front elevations of the properties should ensure that overshadowing is not a factor. Whilst acknowledging that the development will have an impact on 49 Maesteg Road, it is not considered so adverse as to require a further change to the layout of this phase and a scaling down of the block on Plots 373-382. In all other respects, the layout achieves the Council's standards as it relates to safeguarding the amenities of residents on Maesteg Road.

Incorporating appropriate arrangements for the disposal of foul sewage, waste and water

The adequacy of water supply and the sewage infrastructure were significant considerations at the Outline application stage. Members may recall that Dwr Cymru Welsh Water indicated that the development could affect the local drinking water supply system and requested that a Hydraulic Modelling Assessment be agreed before the submission of any Reserved Matters application. That was submitted and agreed in September 2019 and a suitable connection point has been agreed.

The previously submitted Drainage Strategy considers both the foul and surface water strategy including estimated discharge rates, storm water storage requirements and outfall/connection positions. The latest submission confirms that drainage features throughout the site will provide amenity space and biodiversity either by natural forms or by use of specialist landscaping proposals - "SUDS features will be located within the Park Square and Southern Park. The existing ponds located within the woodland area in the north of the site will also function as flood out areas. Drainage for the link road will discharge into the existing watercourse and/or adopted sewers".

The Council's Land Drainage Engineer has confirmed that discussion with the developer are on-going regarding the design and management framework for a comprehensive scheme of drainage for the site. The condition on the Outline consent will require its agreement before any works commence.

It is therefore considered that the proposed development complies with Policy SP2 of the Bridgend County Borough Council Local Development Plan (2013) and advice contained within SPG08, Planning Policy Wales 10 (December 2018) and TAN12: Design

Other Material Considerations – Impact on Heritage Assets

The Council has the responsibility for considering the historic environment as part of their role in determining Planning applications. An archaeological and heritage assessment and addendum accompanied the Outline Planning application. All the heritage assets both designated and non-designated were identified and the impacts of the development assessed.

The Scheduled Monument that is the Remains of Tondu Iron works and the three listed structures lie outside the application site. The historic and modern settings of each of these designated assets was assessed and it was determined that their significance would in no way be adversely affected by the form of development proposed within the site, either in terms of an effect on their physical form/fabric or through change to the contribution made by their setting.

The northern part of the site (Phase 3 on the current submission) is within the Derllwyn Road Conservation Area. The derelict and overgrown land presently makes no contribution to the special character or appearance of the designated area and it was considered that the implementation of the proposed development which could include a layout that is sensitive to the character of the wider Conservation Area, could both enhance this specific portion of the designated area and preserve and enhance the elements of the wider Conservation Area (including its Listed Buildings) which contribute to its character and appearance.

The Authority has a statutory duty to pay special regard to the desirability of preserving Listed Buildings and their settings and a general presumption in favour of the preservation or enhancement of the character or appearance of the Conservation area or its setting.

Changes to the site layout (omission of the garage on Plot 334, the inclusion of chimneys on a number of properties, the use of natural slate to reflect the sensitive position particularly in the context of the adjacent Listed Buildings, glazing bars on the windows, the omission of weatherboarding and the use of re-constituted stone on the boundary walls) are proposed on the latest drawings. Furthermore, the retention of trees and additional landscaping on the north western boundary will soften the impact of the new development on the Conservation Area but also retain the impression of the rural buffer that forms the setting of the Listed Buildings on Park Terrace.

The northern part of the site also lies within the locally identified Area of Archaeological Significance where there is potential for archaeological remains associated with the former 19th and 20th Century ironworks to be found. In the view of the assessor these would potentially be the truncated remains of the former beehive coking ovens, tram roads and coal crusher surviving beneath deposits of coke waste and demolition debris. It is the consultant's opinion that these are very unlikely to be worthy of preservation in situ and no further archaeological investigation is deemed to be warranted at this stage. A Planning condition was however attached to the Outline consent preventing any development on this phase until an archaeological investigation has been carried out.

A draft Heritage Impact Assessment (HIA) has recently been submitted to support this application but also a Listed Building (LB) application will need to be made for the link road and associated infrastructure which are located adjacent to two Grade II Listed structures comprising two parts of the same structure i.e. Bridge Over Incline Plain Tondu (Cadw Ref: 20758 and 19058).



Figure 9 -The Grade II Listed Structures and Bridge

The draft Heritage Impact Assessment (HIA) identifies the following changes to the existing environment in the bridge's surroundings:

- Loss of part of the embankment and former course of the Incline Plane to the east of the bridge;
- Rise in ground level in the footprint of the road, with construction of a raised walkway and small retaining wall to compensate for the change to present levels under the bridge;
- Retention of earth banks immediately south-east of the bridge structure with modern retaining walls to hold back material from the road edge; and
- Construction of fences to restrict access to the listed structure and adjacent banks.

The appearance of the different elements of the proposed development will be as follows:

- The road and adjacent areas will be of modern surfaces with the track running beneath the bridge opening onto a crossing, and with a 2m wide footway running alongside the road to the north
- The raised walkway proposed beneath the bridge will be finished in a composite material. The walkway will be c. 2m wide and will run centrally between the abutments rather than up against them;
- The associated retaining wall will support this structure running between the two abutments of the Listed bridge. The wall will be visible from the walkway and will be of modern concrete formation. It will be constructed in such a way as to have no direct impact on the adjacent abutment walls;
- The earth banks to the immediate south-east of the bridge will be increased slightly in height. As such, the abutments will not be undermined and will be cleared of vegetation. The retaining structure facing the road will be angled in accordance with the batter of the banks, although it will have a modern appearance distinct from the stone finish of the listed structure; and
- The fence will be of a modern appearance constructed in steel.

In addition to the above, the bridge will be subject to remedial and conservation works.

The applicant's heritage assessor has concluded that the adverse effects from the loss of aspects of the bridge's setting will be outweighed by the benefits to its significance from the proposed conservation works which will safeguard its future integrity as a historic asset.

The relevant factors to consider and weigh in the assessment in this case include;

- The significance of the asset and the contribution the setting makes to that significance
- The prominence of the historic asset
- Non visual factors affecting the setting of the historic asset e.g noise
- Inter-visibility with other historic or natural features

The bridge is listed as a building of special architectural or historic interest as a mostly intact structure of a mid C19 industrial transport complex and representative of the second stage of development under John Brogden of the Tondy Ironworks founded in 1830s by Sir Robert Price as identified by the applicant has evidential and historical significance and value. The structure is relatively visually secluded and, with the exception of the incline plane, has limited inter-visibility with related historic assets in the local landscape. The site has a relatively tranquil setting.

The impact of the proposed development will result in:

- The loss of part of the embankment and former course of the incline to the east of the bridge
- A rise in ground level in the footprint of the proposed road realignment and the construction of a raised walkway and small retaining wall to compensate for change to present levels under the Bridge structure
- The retention of earth banks SE of the bridge structure and modern retaining walls
- The erection of fencing

The draft heritage impact assessment states that the incline plane/path, former track bed, earthwork banks and bridge to the South East make a moderate contribution to the significance and setting of the listed building.

It is considered that, on balance, any potential harm caused by the proposed works outlined above may be limited to an acceptable level by the careful selection of proposed materials that are not harmful to the setting of the historic asset and may be outweighed by the proposal subject to the timely sensitive repair and restoration of the bridge structure along with a proposal for the interpretation of the significance of the historic asset and its relationship with other features in the surrounding landscape.

It is recommended that an appropriate condition is therefore included to ensure the timely protection and subsequent repair of the structure in the interests of the preservation of the buildings of special architectural or historic interest. The proposed development whilst increasing the prominence and visibility of the historic asset, will also allow a fuller appreciation of the significance of the asset and its context.

Given the overall benefit of the development proposals to the significance of the two Listing designations, the proposals accord with legislation.

CONCLUSION

Section 38(6) of the 2004 Act requires that regard is to be had to the Development Plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise. Factors to be taken into account in making Planning decisions (material considerations) must be Planning matters, that is they must be relevant to the

regulation of the development and use of land in the public interest towards the goal of sustainability.

In this case the site is specifically allocated for residential in the Local Development Plan (LDP) adopted by this Council in 2013. The LDP is a robust document and was subject to considerable scrutiny, consultation and public examination by an outside planning inspector. The development proposed as part of this application is in accord with this allocation.

It is also considered in view of the comprehensive appraisal outlined in this report, that this Reserved Matters submission accords with the Outline Planning consent. The placemaking objectives of national policy and the high quality development that is required by local policy will be achieved by virtue of the design being of an appropriate scale and size, good connections to walking, cycling and public transport connections, according with the framework of measures that seek to minimise noise, air and water pollution and the agreed areas of ecological enhancement.

The proposed development will make a significant contribution to housing land supply, is located in a sustainable location in terms of access to services, amenities and public transport and would not cause unacceptable harm to its surroundings. There is no evidence before the Council which would suggest there would be any unacceptable impacts on local economic, social and environmental infrastructure. The proposed development would not undermine the principles of sustainable development or the creation of cohesive communities, which forms the basis of local and national Planning policy.

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 well-being goals/objectives as a result of the proposed development

The application is therefore recommended for approval

RECOMMENDATION

- A. That the Group Manager Planning and Development Services be given plenary powers to issue a decision on 22 August 2020 provided no new material Planning objections that have not been considered in the aforementioned report have been received in response to the recent re-consultation.
- B. That permission be GRANTED subject to the following conditions:
 1. The development shall be carried out in accordance with the following approved plans

and documents: plan numbers:

Location Plan 1828-LP-01

External Works Drawing 1 of 5 – 1828-EW-01 – Revision B
External Works Drawing 2 of 5 – 1828-EW-02 – Revision B
External Works Drawing 3 of 5 – 1828-EW-03 – Revision B
External Works Drawing 4 of 5 – 1828-EW-04 – Revision C
External Works Drawing 5 of 5 – 1828-EW-05 – Revision B

House Finishes Layout Drawing 1 of 5 – 1828-HF-01 – Revision C
House Finishes Layout Drawing 2 of 5 – 1828-HF-02 – Revision C
House Finishes Layout Drawing 3 of 5 – 1828-HF-03 – Revision C
House Finishes Layout Drawing 4 of 5 – 1828-HF-04 – Revision C
House Finishes Layout Drawing 5 of 5 – 1828-HF-05 – Revision B

Parking Strategy 1828-PS-01 – Revision C

Site Cross Sections 1828-SCS-01 – Revision A
Street Cross Sections 1828-SCS-01 – Revision A
Site Layout 1828-TP-01 – Revision B
Site Layout 1828-TP-02 – Revision B
Site Layout 1828-TP-03 – Revision B
Site Layout 1828-TP-04 – Revision C
Site Layout 1828-TP-05 – Revision B

Overall Site Layout 1828-TP-1000 – Revision E

House Types: 2B3-ST1-1; 2B3-ST2-1 3B12-ST1-1; 3B12-ST2-1; 3B12-ST2-1; 3B12-ST3-1; 3B12-ST5-1; 3B13-ST1-1; 3B13-ST2-1; 3B13-ST5-1; 3B16-ST1-1; 3B16-ST2-1; 3B18-ST1-1; 3B18-ST2-1; 3B18-ST4-1; 3B19D-ST1-1; 3B19D-ST2-1; 3B19D-ST5-1; 3B19S-ST1-1; 3B19S-ST2-1; 3B19S-ST4-1; 3B19S-ST5-1; 3B20SP-ST1-1; 3B20-ST1-1; 3B20-ST2-1; 3B4-ST1-1; 3B4-ST2-1; 3B4-ST5-1; 3B5E-ST1-1; 3B5E-ST2-1; 3B5G-ST1-1; 3B5G-ST2-1; 3BC-ST1-1; 3BC-ST2-1; 3BC-ST4-1; 4B13SP-ST3-1; 4B13SP-ST4-1; 4B13-ST1-1; 4B13-ST2-1; 4B13-ST3-1; 4B13-ST5-1; 4B17-ST1-1; 4B17-ST2-1; 4B17-ST3-1; 4B18N-ST1-1; 4B18N-ST2-1; 4B18N-ST4-1; 4B19SP-ST3-1; 4B19-ST1-1; 4B19-ST2-1; 4B19-ST3-1; 4B19-ST5-1; 4B1-ST1-1; 4B1-ST2-1; 4B1-ST3-1; 4B1-ST4-1; 4B1-ST5-1; 4B2SP-ST1-1; 4B2SP-ST2-1; 4B2SP-ST3-1; 4B2SP-ST5-1; 4B2-ST1-1; 4B2-ST2-1; 4B2-ST3-1; 4B2-ST5-1; 4B3-ST1-1; 4B3-ST2-1; 4B3-ST4-1; 4B6-ST1-1; 4B6-ST2-1; 4B6-ST4-1; 4B7-ST1-1; 4B7-ST2-1; 4B7-ST4-1; 4BC-ST1-1; 4BC-ST2-1; 4BC-ST4-1; 641-ST1-1; 641-ST2-1;

Close Boarded FenceEN01
Post and Wire Fence – EN02
Timber and Knee Rail – EN03
Screen Wall – EN04
Close Board Gate – EN05
Hoop Top Railings – EN06
Stone Wall – EN010
Enclosures – EN01
Garages – G10-B-01

Detailed Soft Landscaping Proposals 1 to 20 received on 7th August 2020

General Arrangement – WSP 20111_P03 6-12-19

Footpath Diversion Plan – FDP-01 – Revision C 17-03-20

7066-WSP-DR-C-20111 General arrangement (Sheet 1 of 3) 1:500 A1 P05
7066-WSP-DR-C-20112 General arrangement (Sheet 2 of 3) 1:500 A1 P04
7066-WSP-DR-C-20113 General arrangement (Sheet 3 of 3) 1:500 A1 P04

7066-WSP-DR-C-20131 Proposed contours (Sheet 1 of 2) 1:500 A1 P02
7066-WSP-DR-C-20132 Proposed contours (Sheet 2 of 2) 1:500 A1 P01

7066-WSP-DR-C-10111 General arrangement (Sheet 1 of 4) 1:500 A1 P05
7066-WSP-DR-C-10112 General arrangement (Sheet 2 of 4) 1:500 A1 P06
7066-WSP-DR-C-10113 General arrangement (Sheet 3 of 4) 1:500 A1 P05
7066-WSP-DR-C-10114 General arrangement (Sheet 4 of 4) 1:500 A1 P06

7066-WSP-DR-C-10115 General arrangement details (Sheet 1 of 2) 1:200 A1 P02
7066-WSP-DR-C-10116 General arrangement details (Sheet 2 of 2) 1:200 A1 P03

7066-WSP-DR-C-10120 Typical carriageway sections NTS A1 P02
7066-WSP-DR-C-10125 Vehicle tracking 1:250 A1 P04

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

2. Prior to the commencement of each development phase identified in the Design Principles document, detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority. The detailed specifications shall be submitted no less than 28 days prior to works on the phase commencing. Development shall be carried out in accordance with the agreed details

Reason: To ensure that the proposed materials of construction are appropriate for use on the development to protect the visual amenities of the area

3. Prior to the commencement of each development phase identified in the Design Principles document, a detailed scheme including a timetable for implementation, all items of play, associated grounds works and hard and soft landscaping works for the proposed Local Area of Play and Local Equipped Play Area on the respective phases shall be submitted to and agreed in writing by the Local Planning Authority. The detailed specifications shall be submitted no less than 28 days prior to works on the phase commencing. Development shall be carried out in accordance with the agreed details.

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

4. Prior to the commencement of each development phase identified in the Design Principles document, details of the proposed floor levels of the buildings 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 details shall be submitted no less than 28 days prior to works on the phase commencing. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that development relates appropriately to the topography of the site

and the surrounding area.

5. No development shall commence on any phase of the development until the applicant or their agents or successors in title has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the Local Planning Authority. The approved site investigation works shall be implemented prior to the commencement of development on Phase 3 or any infrastructure scheme or strategic landscaping area. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme and the developer shall afford access at all reasonable times during construction to a nominated archaeologist for the purpose of observing the excavations and recording items of interest and finds.

Reason: To safeguard the heritage assets that may be buried beneath ground in accordance with national and local planning policy.

6. Prior to works commencing on Plot 99 on Phase 1 of the development, a scheme for alternative window designs in the first floor on the side elevation of Plot 99 facing 68 Clos Pwll Clai shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include a combination of fixed pane obscure glazing (minimum of level 5 on the Pilkington index of obscurity). The details shall be submitted no less than 28 days prior to works on the Plot commencing and the agreed window scheme shall be fitted prior to the development being brought into beneficial use and shall thereafter be retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

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

Reason: In the interests of highway safety.

8. No development shall commence on site until a Construction Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Construction Management Plan shall be divided into phases of construction and include:-
 - Timing and routeing of construction and delivery vehicles
 - Provision of a temporary compound for the storage of construction materials and plant;
 - Parking for contractor's vehicles throughout the construction;
 - Parking of vehicles for site operatives and visitors;
 - Wheel washing to prevent mud and debris from the construction traffic being carried out onto the existing highway network within the existing Estate;
 - The methodology and details required as to how the Listed bridge will be protected both during the construction phases (including the removal of vegetation) and from noise/vibration caused by construction and future vehicular traffic

The construction works shall thereafter be undertaken in accordance with the agreed Construction Management Plan throughout the construction phases.

Reason: In the interests of highway safety

9. Notwithstanding the approved layout plan no development shall commence in respect of the link road until a scheme for vehicle access arrangements for 36 Maesteg Road has been submitted to and approved in writing by the Local Planning Authority. The vehicle access arrangements shall be implemented as agreed in permanent materials before the

link road is brought into beneficial use.

Reason: In the interests of highway safety.

10. Notwithstanding the approved layout plan no development shall commence in respect of the link road until a revised scheme for NCN Route 4 pedestrian and cycle crossing arrangements over the link road in the vicinity of the Listed abutment structure has been submitted to and approved in writing by the Local Planning Authority. The crossing arrangements shall be implemented as agreed in permanent materials before the link road is brought into beneficial use.

Reason: In the interests of highway safety.

11. Notwithstanding the approved layout plan no development shall commence in respect of the link road until a scheme for a continuous 2.5m wide verge on the western side of the link road between the site access roundabout and the junction for Ffordd Haearn (Iron Way) has been submitted to and approved in writing by the Local Planning Authority. The verge shall be implemented as agreed before the link road is brought into beneficial use.

Reason: In the interests of highway safety.

12. Notwithstanding the approved layout plans no development shall commence in respect of the link road until a revised arrangement at the northern tie-in point of the link road with Maesteg Road (south east of 5 Ffordd Haearn (Iron Way)) has been submitted to and approved in writing by the Local Planning Authority. The link road tie-in arrangements shall be implemented as agreed in permanent materials before the link road is brought into beneficial use.

Reason: In the interests of highway safety.

13. Within 3 months of the date of this decision, a comprehensive scheme for traffic calming restricting 85% tile traffic speeds to 20mph shall be submitted to the Local Planning Authority. The scheme as agreed in writing by the Local Planning Authority shall be implemented before any dwellings are occupied and retained in perpetuity.

Reason: In the interests of highway safety.

14. Within 3 months of the date of this decision, a scheme of extents of the 20pmh speed limit shall be submitted to the Local Planning Authority. The scheme as agreed in writing by the Local Planning Authority shall be implemented prior to the beneficial occupation of any dwelling and retained thereafter in perpetuity.

Reason: In the interests of highway safety.

15. The proposed means of access to the temporary car park shall be laid out in permanent materials for a distance of no less than 5m from the back of the active travel route and with cycle vision splays of 2.4m (measured from the back of the active travel route) x 30m in both directions before the car park is brought into beneficial use and retained as such thereafter.

Reason: In the interests of highway safety.

16. The proposed temporary car park shall be laid out before the commencement of Phase 2 of the development.

Reason: In the interests of highway safety.

17. The proposed means of access Plots 248 – 257 and 285 – 288 (inclusive) shall be laid out with cycle vision splays of (2.4m (measured from the back of active travel route) x 30m in both directions before the dwellings are brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

18. The proposed junction of the pedestrian path adjoining Plots 284 and 285 with the active travel route fronting Plots 255-289 shall be laid out with cycle vision splays of 1m (measured from the back of active travel route) x 30m in both directions before the dwellings are brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

19. Within 3 months of the date of this decision, a scheme of waiting and loading restrictions along the site access road fronting the “waste transfer station” from the site access roundabout to the junctions adjacent to Plots 1 and 289 shall be submitted to the Local Planning Authority. The scheme as agreed in writing by the Local Planning Authority shall include for road markings and signage and shall be implemented prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

20. No development of the link road shall commence until a scheme of waiting and loading restrictions along the link road from the site access roundabout to the northern tie-in with Maesteg Road (south east of 5 Ffordd Haearn (Iron Way)) has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall include for road markings and signage. Such scheme shall be implemented as approved by the Local Planning Authority prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

21. No development of the link road shall commence until a scheme of waiting and loading restrictions along Maesteg Road between numbers 16 and 49 including the junction with the link road has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall include for road markings and signage. Such scheme shall be implemented as approved by the Local Planning Authority prior to the development being brought into beneficial use.

Reason: In the interests of highway safety.

22. No development of Phase 3 shall commence until a scheme of waiting and loading restrictions along Road 7 and Derllwyn Road in the vicinity of the emergency access has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall include for road markings and signage. Such scheme shall be implemented as approved by the Local Planning Authority prior to the soonest of Phase 3 of the development being brought into beneficial use or the emergency access is brought into beneficial use.

Reason: In the interests of highway safety.

23. No dwelling shall be occupied until the shared and individual driveways and parking bays serving the dwelling have been laid out as approved and completed in permanent

materials at gradients that do not exceed 8.33% (1 in 12) in accordance with the approved layout. The parking bays shall be retained thereafter for parking purposes in perpetuity.

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

24. No dwelling shall be occupied until the individual or shared driveways serving the dwelling has been laid out with a 1m x 1m pedestrian vision splays. The vision splays shall be retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

25. None of those dwellings detailed with a garage shall be occupied until the garage has been completed as approved.

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

26. The garages hereby approved shall only be used as a private garage and at no time shall they be converted to a room or living accommodation or used for any commercial purposes.

Reason: For the avoidance of doubt and to ensure that adequate parking facilities are provided within the curtilage of the site.

27. No dwelling shall be occupied until the access roads serving the dwelling have been laid out as approved and completed in permanent materials at gradients that do not exceed 8.33% (1 in 12) in accordance with the approved layout. The access roads shall be retained as approved thereafter in perpetuity.

Reason: In the interests of highway safety.

28. The proposed junction and forward vision splays shown on drawing numbers 7066-WSP-DR-C-10111 Rev P05, 7066-WSP-DR-C-10112 Rev P05, 7066-WSP-DR-C-10113 Rev P05 7066-WSP-DR-C-10114 Rev P05 and 7066-WSP-DR-C-20111 Rev P05 shall be provided before the development is brought into beneficial use and retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

29. The proposed temporary car park access junction shall be laid out with vehicular vision splays of 2.4m x 25m in both directions prior to the beneficial use of the car park.

Reason: In the interests of highway safety.

30. The proposed junction of Road 21 with Maesteg Road shall be laid out with vehicular vision splays of 2.4m x 25m in both directions prior to the beneficial use of any unit served by that junction and shall be retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

31. The proposed temporary car park access junction shall be laid out with cycle pedestrian vision splays of 2.4m x 30m in both directions prior to the beneficial use of the car park.

Reason: In the interests of highway safety.

32. The proposed private drive access serving Plots 44-41 shall be laid out with vision splays of 2.4m x 11m in both directions prior to the beneficial use of any unit served by that junction and shall be retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

33. The proposed private drive accesses serving Plots 98-102, 105-109, 121-125, 128-132 and 175-179 shall be laid out with vision splays of 2.4m x 25m in both directions prior to the beneficial use of any unit served by that junction and shall be retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

34. No development or site clearance shall commence until the Local Planning Authority have been informed in writing of the name of a professionally qualified archaeologist who is to be present during the undertaking of any excavations in the development area so that a watching brief can be conducted. No work shall commence until the Local Planning Authority has confirmed in writing that the proposed archaeologist is suitable. A copy of the watching brief report shall be submitted to the Local Planning Authority within two months of the archaeological fieldwork being completed.

Reason: In the interests of protecting heritage assets.

35. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS *

Section 38(6) of the 2004 Act requires that if regard is to be had to the Development Plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise. Factors to be taken into account in making Planning decisions (material considerations) must be Planning matters, that is they must be relevant to the regulation of the development and use of land in the public interest towards the goal of sustainability.

In this case it is considered that this Reserved Matters submission accords with the Outline Planning consent. The placemaking objectives of national policy and the high quality development that is required by local policy will be achieved by virtue of the design being of an appropriate scale and size, good connections to walking, cycling and public transport connections, according with the framework of measures that seek to minimise noise, air and water pollution and the agreed areas of ecological enhancement.

The proposed development will make a significant contribution to housing land supply, is located in a sustainable location in terms of access to services, amenities and public transport and would not cause unacceptable harm to its surroundings. There is no evidence before the Council which would suggest there would be any unacceptable impacts on local economic, social and environmental infrastructure. The proposed development would not undermine the principles of sustainable development or the creation of cohesive communities, which forms the basis of local and national Planning policy.

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 well-being goals/objectives as a result of the proposed development

The proposed works for the repair and alteration of the Listed structures will be considered in detail as part of a separate application for Listed Building Consent. Prior to the submission of the Listed Building Consent application, the applicant must seek pre-application advice from the Local Planning Authority and the Building Conservation and Design Team and the application must include an updated Heritage Impact Assessment as follows:

- The need for a summary options appraisal that have been considered since the granting of Outline consent for the site to demonstrate why this is the option that in the applicant's judgement "minimises any harm" to the structure, with reference to Cadw's Heritage Impact Assessment Guidance)
- To supplement the photographs submitted, a plan indicating the inter-relationship of the historic elements should be included in the Heritage Impact Assessment to assist with the assessment of harm to the Listed structure and its significance
- Sensitive repair and restoration of the structure is welcomed but a detailed schedule of repairs and alterations and a maintenance/management plan will be required as part of any Listed Building Consent application.
- Further consideration needs to be given to the principle and selection of the use of "modern materials" within the context of the Listed structure as the embankment and revetment walls form part of the Listing including methodology and details of the fixing/anchoring of fencing and the method of how the embankment walls will be retained.
- Due to the poor condition of the structure, an updated structural survey of the structure will be required along with a programme of works and methodology to ensure the protection of the structure during construction works and early phasing of repair works.
- Assessment of and proposed mitigation (including a detailed methodology) of the impact of the removal of trees and any vegetation affecting the Listed structure.
- The proposed location and details of interpretation proposals at their site
- An assessment of potential vibration damage to the structure both during construction and due to proximity of vehicular traffic if approved – what measures will be taken to protect the structure during construction and thereafter.

There is a requirement for the timely and sensitive repair and restoration of the bridge structure along with a proposal for the interpretation of the significance of the historic asset and its relationship with other features in the surrounding landscape.

The Highway Authority will require the Developer to enter into legally binding Section 111 Licence Agreement including an appropriate bond to secure the proper implementation of

the proposed highway works and the adoption of the same as part of the maintainable highway. The commencement of the works on or abutting the existing maintainable highway will not be permitted until such time as the Agreement has been concluded.

Street nameplates reflecting the official street name allocated by the Council shall be erected by the developer at locations and to a specification to be agreed with the Council prior to beneficial occupation of the first dwelling house in the street that has been so allocated.

An information pack containing public transport information including timetables shall be provided by the developer on occupation of each residential unit.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers
None.

REFERENCE: P/19/624/FUL

APPLICANT: Persimmon Homes West Wales
Dragon House, Parc y Ddraig, Penllergaer, Swansea SA4 9HJ

LOCATION: Parcel R20, Parc Derwen, Coity

PROPOSAL: Construction of 102 dwellings together with associated infrastructure and landscaping

RECEIVED: 19 August 2019

This application was considered at the Development Control Committee meeting held on 23 July 2020 but it was deferred with a request that the applicant company provide a detailed assessment of the open space provision for the wider Parc Derwen development and for Officers to draft an additional planning condition that would tie the delivery of the housing on this phase to the provision of a Local Equipped Area of Play on an adjacent site.

A copy of the original report with the response from Persimmon Homes is reproduced below together with the additional planning condition and changes to the wording of other conditions that had been set out in the amendment sheet that was presented at the Committee meeting.

APPLICATION/SITE DESCRIPTION

Persimmon Homes have submitted a full planning application for the construction of 102 dwellings on land forming Parcel R20 on the Parc Derwen development at Coity, Bridgend. The site comprises nearly 4 hectares of green field land and is the southernmost part on the development. The site is relatively flat with trees and hedgerows around the perimeter of the site which provides a strong landscape feature on part of the southern boundary with Heol West Plas. A surface water lagoon and pumping station, developed as part of the Parc Derwen infrastructure, occupy the south eastern corner.



Fig. 1 – Aerial Photograph of the Application Site

The site is the last phase of housing on Parc Derwen and is covered by the original Outline Planning permission P/00/288/OUT which permitted a comprehensive

development including a district centre, school, community facilities and open space. The permission was subject to a number of Planning conditions and Section 106 obligations that, amongst other matters, controlled the number of housing units. 1,500 houses were permitted to be delivered in accordance with an agreed phasing plan.

A 'Deed of Variation' to the Section 106 Agreement was agreed in September 2014 and this allowed an additional 14 dwellings increasing the permitted number to 1,514.

There are currently 1460 dwellings which benefit from consent on the site, leaving 54 units remaining to be delivered under the Outline Planning permission. An application to develop the commercial centre has also been submitted by Persimmon Homes pursuant to the Outline consent and that includes 20 residential units on the upper floors.

As this application proposes a development that would exceed the remaining unit numbers, it has been submitted as a full application and the following documents have accompanied the submission:

- Design, Access and Planning Statement
- Transport Statement by Aecom – May 2019
- Preliminary Ecological Appraisal & Ecological Appraisal dated May 2019 and October 2019 by First Ecology
- Site Investigation Report – April 2016 by Integral Geotechnique
- BS58377 Tree Survey and Constraints Plan by Wye Valley Tree Services
- Construction Method Statement and Management Plan – March 2020

The Parc Derwen Detailed Design Code and Design Guidance identifies the site as being part of the 'Urban Core', a higher density area at the site entrance having a strong traditional urban core with a series of streets and squares. The Design Code suggests that the character will be made up of a network of streets each with a well-defined building line with gaps in the frontage kept to a minimum. The Urban Core will consist of predominantly terraced houses with some semi-detached and detached properties to give varied form. Materials will include render with some elements of brick and stone with slate being the dominant roof material.

The designer's response to the design code is a layout that comprises 102 residential units being a mix of 2, 3 and 4 bedroom dwellings.



Fig. 2 - Site Layout Plan

Existing access points on Heol Stradling and Bryn Stradling will serve a connecting internal road network including a series of private drives. A strong building line is proposed along the aforementioned highways to accord with the design guidance with a 'village square' feature incorporating hard and soft landscaping, formed around the northern access to the site.

2 storey units are predominant although 2.5 stories have been introduced to form landmark buildings at key points along the street frontages.



Fig. 3 - Windermere Landmark Building

Car parking will be provided either to the front of the dwelling or on the driveways alongside and, for those dwellings that will front Heol Stradling, in parking bays at the rear accessible from the estate roads. The movement framework for the proposed development ensures pedestrian, cycle and vehicular links to the existing highway network.

A feature of the development is the 'rain gardens' that will be designed into the existing highway and will form a key component of the sustainable drainage scheme to include permeable paving and a swale created between the rear boundaries of the proposed housing on the southern boundary and the retained hedgerow.

The Transport Statement (TS) by Aecom examines the existing transport and highway issues relating to the proposed development and considers the expected travel demand.

The accompanying Ecological Appraisal by First Ecology identifies ecological constraints to the proposed development works and provides recommendations, as appropriate, to enable compliance with Planning policy and wildlife legislation. The site survey identified 13 standard Phase 1 habitat types of which the species-poor hedge with trees qualifies as a Biodiversity Action Plan priority habitat and habitat of principal importance. There was evidence to suggest the site supports breeding birds and potential evidence of badgers in the form of mammal pathways. In addition, the site is considered to have the potential to support various species of foraging and commuting bats and reptiles. Bat activity surveys confirmed the presence of three species of bat foraging along the hedgerow and landscaped area in the eastern section of the site. Reptile surveys detected no evidence of grass snake, slowworm or common lizard therefore no further surveys or mitigation works in relation to reptiles are required at this time. The report recommends method of works, the provision of new landscaping, bat mitigation implementation, breeding bird checking and Arboricultural impact assessment, method statement and tree protection plan if required.

The Site Investigation Report by Integral Geotechnique confirms that the ground conditions encountered across R20 typically comprise a thin layer of topsoil/made ground over a variably thick layer soft to firm becoming firm red brown, slightly gravelly, silty clay overlying dolomitic conglomerate bedrock strata at depth. The applicant has provided specific guidance on the foundation design although this is a matter dealt with under the Building Regulations.

An independent arborist has surveyed all individual trees and groups including hedgerows and the results are set out in the submitted Tree Survey and Constraints Plan. In the assessors view the majority of trees are categorised as low quality with some landscape value and it is noted that some will be lost as a consequence of the development. Those trees that are considered to be of moderate quality will be retained and will generally form part of the new landscaping alongside the road and drainage infrastructure. The important hedgerow feature along the southern boundary will be retained.

RELEVANT HISTORY

P/00/288/OUT – Residential Development, District Centre, Primary School, Community Facilities & Open Space – Conditional Consent & S106 – 14/11/07

P/04/1715/FUL – Access road and drainage works – conditional consent – 13/11/07

P/08/52/FUL – Extension to access roads – conditional consent – 19/03/08

P/12/822/RLX – Extend period for submission of reserved matters – conditional consent – 04/01/13

P/17/686/RLX – Further extension to period for submission of reserved matters – conditional consent – 17/10/17

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

Coity Higher Community Council object on the following grounds:

- The 102 houses will exceed the overall numbers for Parc Derwen agreed many years ago.
- There are no play parks, bins or similar on the estate.
- The school bus stops are located next to the site access and therefore highly dangerous.
- Coety and Litchard Primary Schools are full so there is insufficient space for children in these houses to attend local schools and they would have to be bussed to Coychurch Primary School assuming there is space there.
- It will also put unacceptable pressure on the A4061 between Bridgend and M4 J36 and will increase the traffic avoiding this road and travelling via Coity village roads, which are not of a sufficient standard to safely accommodate a heavier traffic flow.
- There are not adequate spaces in GP practices to manage the current numbers in this area of Bridgend and there is no GP surgery in Coity, Litchard or Pendre.
- Coity Higher CC cannot see how this application can proceed until the facilities on Parc Derwen are completed (primarily play parks and bins), the bus stops are relocated and the primary school provision within safe walking distance is provided and even if all the above facilities are put in place it still makes the Parc Derwen estate larger than originally planned.

Highways Officer – No objection subject to conditions.

Land Drainage – No objections subject to conditions.

Dwr Cymru Welsh Water – No objections subject to conditions.

Street Scene (Waste & Recycling) – Private access roads can limit accessibility by the Council's waste contractor. This may result in residents having to deposit waste and recyclates for collection beside the nearest adopted footpath. The Developer should consider provision of a suitable collection point to avoid inconveniencing other residents

South Wales Police – Generally pleased with the site layout. A copy of these observations have been forwarded to the applicant company.

Glamorgan Gwent Archaeological Trust – No objection.

Shared Regulatory Services – Environment Team – No objections subject to conditions.

REPRESENTATIONS RECEIVED

Councillor Amanda J Williams (Local Member): I would like to see a condition in Planning that the outstanding play parks on Parc Derwen are completed prior to commencement of this development. This development exceeds the original number of houses and so it is unfair that the existing residents are still waiting for play parks. There has never been any urgency for Persimmon to complete the play parks and if this isn't added as a condition then I would like to see it discussed at Planning Committee. I fear that without such a clause, the parks will be left until all houses are completed and there will be no safe areas of play for the children on the estate for many more years.

Objections have been received from the following addresses:

28 Heol Stradling

33 Ffordd y Draen

9 & 16 Trem Gwlad Yr Haf, Coity

6 Maes Y Coed Castan, Coity,

73 & 100 Clos Yr Eryr, Coity

6 Heol Spencer, Coity

The following is a summary of the objections received:

- The number of planned dwellings will exceed the overall numbers agreed for Parc Derwen – the site infrastructure cannot accommodate additional housing;
- Coety and Litchard schools are full so there is insufficient space for children in these houses, they would have to be bussed to Coychurch assuming there is space. The local school in Coity has already reached capacity. These additional houses will bring with it, more children, for which they cannot attend the local school;
- The approved play parks have not been completed – the roads are unfinished and are not adopted – lots of areas across the site are unfinished.
- The on-site facilities (shops, etc.) have not been provided.
- The School bus stops are located by the proposed site. Although a traffic management plan is submitted, what other safety measure will be taken in this area. There have already been accidents.

The Managing Director of Persimmon Homes West Wales has written a letter in response to the deferment addressing the following matters: Parc Derwen Play Equipment and R20 Open Space Provision.

The letter states:

'We note that a decision on the application was deferred pending further information relating to the delivery of play equipment on the wider Parc Derwen development as well as the 'on-site' requirements associated with the R20 phase.

You will have noted correspondence from Ryan Greaney (Planning Manager, Persimmon Homes West Wales) dating back to the 1st of April 2020 seeking approval of our play equipment designs from you and the Council's Parks Department pertaining to the following public open areas 'NEAP 1', 'LEAP 2', 'LEAP 3' and LEAP 10a. Having chased this matter up with you on June 2020, we finally received comments from the Parks Department on 23rd June 2020. Further to a subsequent telephone conversation between our appointed contractor (Mr Neil Pigdon, Sunshine Playgrounds) and Mr Phil Beaman (Green Space and Bereavement Services Manager) to discuss the comments, we have moved to produce an appropriately revised suite of plans to address the issues which will be resubmitted to the Parks Department for further comment in August. Indeed, Ryan Greaney has written to Phil Beaman regarding his availability for a meeting (on site or 'virtually') to discuss these amendments although no response had been received at the time of writing this letter.

As set out in Ryan Greaney's initial communication with you on 1st April 2020, we were aiming to install the play equipment during the Spring/early Summer of 2020. Clearly, the constraints associated with the Covid-19 outbreak and the time taken to provide comments on our proposals rendered this impossible. Nevertheless, we remain committed to providing these facilities as soon as practicably possible. Therefore, assuming the positive dialogue continues throughout August and our revised proposals are confirmed as meeting your Parks Department's standards, and confirmation received of the Council's timescale for adoption, we would envisage a September to November construction for all four play areas.

Our ability to commence the installation process in September is clearly reliant on the discussions with the Parks Department being brought to a suitable conclusion in August. However, in the event that these discussions extend beyond this we will still endeavour to provide the equipment at the earliest opportunity. It is worth noting at this stage that there is generally a 5 week lead-in period between the instruction of the play contractor and the commencement of installation on site. We will, of course, keep you updated on our progress in this regard,

We also note that there were some queries from Members of the Development Control Committee concerning the overall level of play provision on Parc Derwen and why additional provision is not proposed as part of this development. As set out in your Committee Report, the Parc Derwen clearly benefits from a large extent and number of areas of open space, including informal areas, areas and the central playing fields, which are well illustrated by the Open Space Plan in the approved Parc Derwen Design Code.

Taking your own open space Policy set out under Policy COM11 of the Adopted Local Development Plan, it is sought that 2.4 hectares of outdoor recreation space is provided per 1000 people. Using the Welsh Government's 2014 Household for average household size (2.29 people), the population of a fully constructed Parc Derwen (1,582 dwellings) would be estimated as follows:

$1,582 \text{ (dwellings)} \times 2.29 \text{ (average household size)} = 3,622.78 \text{ population}$

To this end your own adopted policy would require a total of 8.69 hectares of public open

space provision as part of the overall Parc Derwen development.

In fact, the Parc Derwen development provides an approximate total of 21.2 hectares of public open space provided across the site — exceeding the policy level requirement by 12.51 hectares. The areas of open space can be broken down into the following categories:

Informal Open Space - 2.6 hectares;

Equipped Areas of Play - 1.4 hectares;

Playing Pitches - 4.9 hectares;

Informal areas of open space including woodland that is used for walking etc. (north west/south east of site) — 12.3 hectares;

In addition to the extent of open space provided, its location and accessibility is also an important factor to consider. Indeed, when considering the recommended benchmark guidelines for walking distances set out in the Fields in Trust – ‘Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard (Wales)’, the dwellings proposed within the R20 phase would be located well within the recommended distances of 1,200 metres from playing pitches, 400 metres from an equipped area of play, and within 100 metres from informal open space.

Indeed, you will note that additional informal space is also as part of R20 development in the shape of the linear area along the southern edge of the site (comprising the ‘amenity space’, required as part of the new SuDS/SAB process) and the provision the ‘square’ at the northern access into the site.

To this end, the development would clearly comply with the requirements of policy COM11 of the Adopted Local plan’.

COMMENTS ON REPRESENTATIONS RECEIVED

A number of the objections raised are addressed more generally in the appraisal section of the report. The following specific comments are provided in response:

As a full application, it is not bound to the numeric requirements of the Outline Planning permission. Nevertheless, understanding whether the existing infrastructure (the road network, the site drainage, the school provision etc.) can accommodate any uplift on housing numbers is a material consideration. However, based on the consultation responses received, the road network can accommodate the development and will not require any improvements to existing roads and junctions. Capacity also exists within the foul sewage network and surface water will be disposed of in a sustainable manner. The Section 106 contributions that will be realised from this development will go towards the provision of a permanent extension to or a mobile classroom within the grounds of Coety Primary School, catering for the child places that will be generated by this development. Concerns about accessing doctors and dentists goes beyond the control of the Local Planning Authority. There was no requirement for the provision of such facilities on Parc Derwen.

The delivery of play areas across Parc Derwen is controlled by the original S106 obligation and agreed phasing schedule. Any failure on the part of the developer to comply with these agreements can be the subject of enforcement and legal action. In April of this year Persimmon Homes submitted play area designs for three locations: NEAP 1, LEAP 2, LEAP 3 and LEAP 10A which can be located on the plan below:

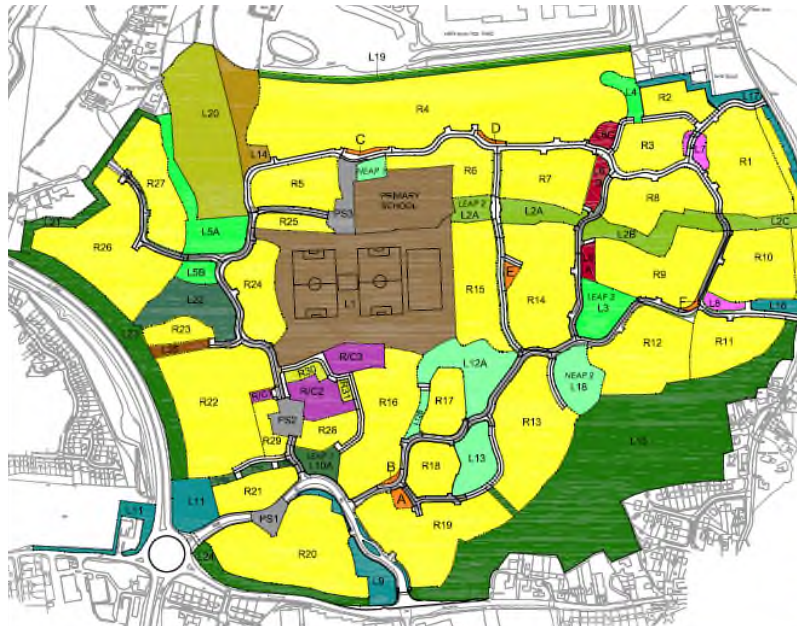


Fig. 4 – Individual Parcels

The designs are the subject of discussions with the Council's Parks Department but there is a clear commitment from the developers to deliver these play areas in the forthcoming months, irrespective of the decision on this Planning application. It should be noted that LEAP 10A lies immediately to the north of this application site. The Community Council and residents have also referenced a failure to provide litterbins on the estate. This is not a requirement of the Planning permission and is a matter to be discussed between the developer(s) and the Street Scene Department of the Council.

The S106 obligation did not include a timeframe for the construction of the retail units other than a requirement to construct a road to an adoptable standard to the district centre land prior to the occupation of the 750th dwelling. That obligation has been satisfied. Nevertheless, a new retail centre would have significant benefits to the community and would reduce the number of trips that are currently made off site. The Reserved Matters submission to construct the retail centre was approved at the last committee meeting (P/19/656/RES refers). The S106 obligation for this site will include clauses relating to affordable housing which will be delivered across both sites – 7 intermediate units on R20 and 14 social rented units in the district centre. Occupations on this housing phase will be controlled and tied to the delivery of affordable housing offering some certainty that the retail development will be commenced.

Two bus stops are located on Heol Stradling close to the proposed 'village square' and one of the access points to this phase of the development. The stops are currently used as a school drop off by both public school transport and private bus hires. In 2019, a road traffic accident involving a school bus and a construction vehicle took place near the stops. The incident was subject to review and it was concluded that the fault rested with the drivers. Consideration has been given to re-siting the stops but alternative locations are limited. Persimmon Homes are mindful of the situation and the concerns of the local member and community and have submitted a construction management plan that confirms that all construction vehicles during the initial phases will be from Bryn Stradling to the east of the application site – see extract plan below:

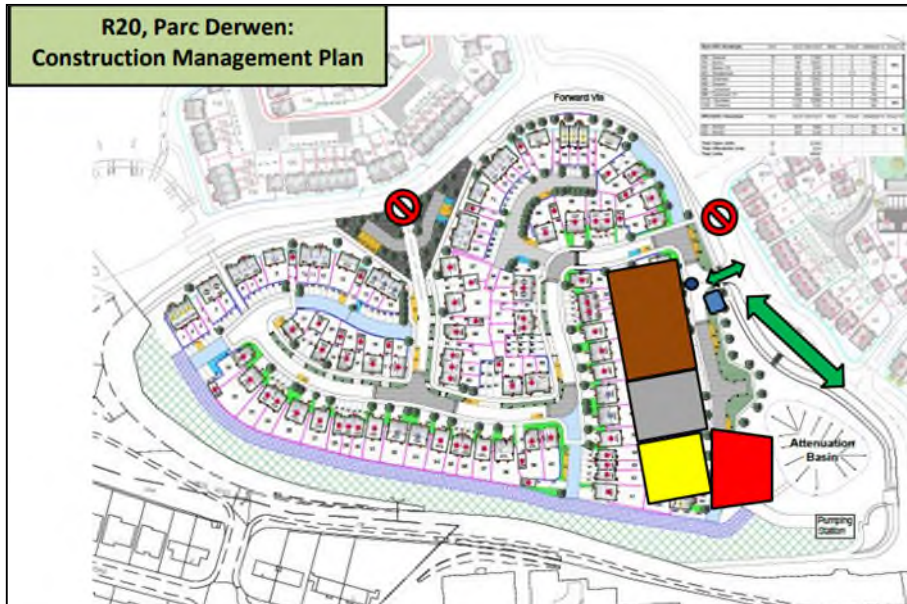


Fig. 5 – Construction Management Plan

Officers agree that the wider development provides sufficient Public Open Space to serve residents of the Parc Derwen estate and the equipped play areas will be provided in due course.

POLICY CONTEXT

The relevant policies and supplementary Planning guidance are highlighted below:

- Policy SP1 Regeneration Led Development
 - 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
 - Policy COM4 Residential Density
 - Policy COM5 Affordable Housing
 - Policy COM11 Provision of Outdoor Recreation Facilities
 - Policy SP14 Infrastructure
-
- Supplementary Planning Guidance Parc Derwen Development Brief
 - Supplementary Planning Guidance Parc Derwen Detailed Design Code and Design Guidance
 - Supplementary Planning Guidance Note 02 House Extensions
 - Supplementary Planning Guidance Note 08 Residential Development
 - Supplementary Planning Guidance Note 17 Parking Standards
 - Supplementary Planning Guidance Note 19 Biodiversity and Development

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 – Edition 10 – December 2018 – National Sustainable Placemaking Outcomes: Creating and Sustaining Communities; Making Best Use of Resources;

Maximising Environmental Protection and Limiting Environmental Impact; Growing our Economy in a Sustainable Manner and Facilitating Accessible and Healthy Environments.

Planning Policy Wales TAN 12 Design

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 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.

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 referred to Committee to consider the objections raised by the Community Council and local residents.

The Planning system manages the development and use of land in the public interest, contributing to improving the economic, social, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations (Wales) Act 2015. It should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land and protecting natural resources and the historic environment.

A well-functioning Planning system is fundamental for sustainable development and achieving sustainable places (Paragraph 1.2 of Planning Policy Wales - Edition 10 –

December 2018 refers).

Up-to-date Local Development Plans (LDPs) are a fundamental part of a plan-led Planning system and set the context for rational and consistent decision making in line with national policies. Planning applications must be determined in accordance with the adopted Plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers).

The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies (including Welsh Ministers) to carry out sustainable development and it is accepted that a plan-led approach is the most effective way to secure sustainable development through the Planning system.

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

- The principle of developing this land for housing accords with national and local Planning policy and any other material considerations;
- the existing infrastructure can accommodate the number of units proposed in relation to the highway network, site drainage, provision of education, open space and play facilities and other community facilities;
- the design of the layout and proposed housetypes achieves the high standards of design that is required by the Parc Derwen Detailed Design Code and Design Guidance;
- The development will significantly impact on the living conditions and well-being of residents that live in close by 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;

Whether the principle of developing this land for housing accords with national and local planning policy and whether the existing infrastructure can accommodate the number of units proposed in relation to the highway network, site drainage, provision of education, open space and play facilities and other community facilities:

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.

The site is also located in the Bridgend Strategic Regeneration Growth Area as defined by Policy SP1 Regeneration-Led Development.

The site is allocated for regeneration and mixed use development as defined by Policy PLA3 of the LDP. Policy PLA3 states that the regeneration of brownfield and under-utilised sites within defined settlements that provide an appropriate mix of land uses will be permitted. Specifically, PLA3(1) allocates the site for up to 1,515 residential units, community and education facilities, playing fields, accessible natural greenspace and retailing.

As stated earlier in the report, the site benefits from an existing Outline consent and is subject to a detailed design code and Section 106 Agreement however, the proposal of

102 dwellings would exceed the 1,515 threshold of units allocated in the LDP and approved by the Outline Planning permission. So whilst the principle of residential development has already been established on this site, the uplift in numbers for this site proposed by this application must be considered in the light of the likely impacts on local infrastructure.

The submitted Transport Assessment (TA) assesses the impact of the development on the two site access points:

- Junction 1 - Heol Stradling/Heol West Plas/A4061 roundabout and
- Junction 2 - Bryn Stradling/Heol West Plas/Main Avenue signalised junction.

An independent third party review of the TA by a third party consultant (ARUP) states:-

The TA states that no material change in operating conditions at Junction 1 is likely. Given that conservative roundabout geometry inputs have been used, this conclusion is acceptable.

The proposed development will result in increases in Degree of Saturation at Junction 2 of up to 3% on the Heol Stradling arm, which is not considered to be a material change. The impact of the development on other arms is relatively marginal.

The conclusions of the TA in terms of providing no mitigation at these junctions is therefore considered reasonable.

Notwithstanding this view, it should be appreciated that the original Transport Assessment which established the development ceiling, included for the site being served by its own district centre which would have provided for some reduction in vehicular movements to/from Parc Derwen.

The district centre has yet to be developed but is the subject of application P/19/656/RES which was reported to the last Development Control Committee meeting. Consideration has been given to the imposition of planning conditions that prevent the occupation of any unit that would be constructed on this phase above the 1514 permitted until the district centre has been completed. The evidence does not support such an approach and the Council must also be mindful that under the S106 Agreement there is no requirement to build the centre only to construct the service road which has been carried out. Later in this report, the provision of affordable housing as part of this development is considered and the applicant company are offering to deliver on this phase and as part of the district centre development. Clauses in the agreement will control its implementation and will only allow a defined number of market units to be constructed before work is commenced on the affordable housing on the district centre.

Evidence submitted with the application and the responses received from consultees suggests that the additional units can be accommodated without materially affecting traffic on the highway network and more specifically through the roads and junctions on Parc Derwen. Capacity also exists within the site drainage to serve the development.

With reference to the potential impact on local education capacity, which has been highlighted by the Community Council and local residents, the following number of pupils will be generated by the additional number of housing units above the figure agreed as part of the outline permission, namely 47 dwellings:

- 3 Nursery places
- 11 Primary School places
- 9 Secondary School Places

The site lies within the catchment of Coety Primary and Pencoed Comprehensive schools. Whilst surplus capacity currently exists at Pencoed Comprehensive School, the lack of places for nursery and primary aged children at Coety Primary School is well established.

Based on the calculations above, a contribution of £228,382 would be required in accordance with SPG16 to provide additional places at primary level which the Council's Education and Family Support Directorate has indicated will be at Coety School in the form of additional classroom(s).

Concerning open space, Policy COM11 seeks the provision of 2.4ha of outdoor recreation space per 1000 people. It should be noted that no additional formal open/play space is proposed as part of this development. Persimmon Homes in seeking to address Policy COM11, have provided the following response:

The scheme benefits from a high number of areas of open space including informal, equipped and the playing fields. Persimmon Homes have used the Welsh Government 2014 based householder projections for the average household size for Bridgend, which was estimated in 2019 to be 2.29. Based on this figure, the population of Parc Derwen is approximately 3,677. This would therefore require an open space provision of 8.8 Ha in line with Policy COM11. The consented schemes at Parc Derwen provide an approximate area of 21.2 ha of public open space broken down into the following areas:

- 2.6 Ha Informal Open Space
- 1.4 Ha Equipped Areas of Play
- 4.9 Ha of Playing Pitches
- 12.3 Ha Informal areas of open space including woodland that is used for walking etc. (north west/south east of the site)

The dwellings situated within R20 would be located within the recommended benchmark 'Fields in Trust' guidelines of a walking distance of 1,200 metres from playing pitches, 400 metres walking distance from an equipped area of play, and within 100 metres of the amenity space/informal open space which is required through the SAB process along the southern boundary of the development (0.36 Ha). The development would also comply with Policy COM11 as all dwellings would be located within 300 metres of accessible natural green space...

Based on this evidence, the level of open space across the whole of Parc Derwen accords with the Council's current policies. Concerns about the implementation of the agreed areas of play have been highlighted and it does appear that the developers have not fully adhered to the agreed delivery plan. As stated above, designs for four areas are currently under review by the Council. In the supporting communications received from Persimmon Homes there is a firm commitment to deliver these play facilities when agreed.

The framework of local Planning policies broadly support the development of housing on this allocated site. At a national policy level the sustainable placemaking outcomes provide the framework for achieving an optimal development and in this regard, the site compares favourably to those objectives in being accessible by means of active travel and public transport and having good connections to goods and services. Biodiversity will not be significantly compromised and the introduction of sustainable drainage features will contribute to better water management and resilience to climate change. Any potential negative impacts on infrastructure, in this case school places, can be mitigated in part through contributions secured by a Section 106 Agreement. Overall, the principle of developing this land for housing is acceptable.

Does the design of the layout (and proposed housetypes) achieve the high standards of design that is required by the Parc Derwen Detailed Design Code and

Design Guidance?

The Local Planning Authority has adopted the Parc Derwen Detailed Design Code and Design Guidance (DDC & DG) as Supplementary Planning Guidance (SPG) and its aim is to help deliver a sustainable, distinctive development of the highest quality. This SPG includes a density plan, which divides the whole estate site between high, medium and low-density areas:-



Fig. 6 – Housing Density Plan

From the above extract, the application site is designated as medium density. A development of 102 dwellings on a site of just under 4 hectares would achieve a density of 26 units per hectare which accords with the SPG. The Section 106 Agreement attached to the original grant of Planning permission zones the application site within a defined Development Cell which defined a maximum number of dwellings that could be accommodated. As this application is a full submission, it is not bound to accord with the requirements of the S106 in this regard.

The Detailed Design Code has also divided the whole development site into five distinct character areas which are intended to be developed to reflect changing qualities in differing sections of the development site.

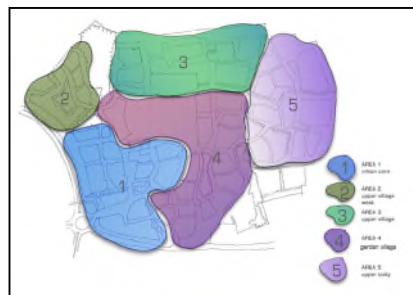


Fig. 7 – Character Areas

From the above extract, the application site falls within Area 1 designated as Urban Core. This area is defined within the SPG in the following manner:-

urban core - concept/vision

The higher density area at the entrance to the development will have a strongly traditional urban character with a series of streets and squares. Historic market town centres such as, in part, Bridgend, Cowbridge, Abergavenny and Crickhowell, provide the references in terms of urban form and architecture.

The character will be made up of a network of streets each with a well defined building line with gaps in the frontage kept to a minimum. Parallel frontages should be avoided. Variation in the distance between frontages will create interest and variety. Changes in the direction and alignment of the street should create an evolving and varied townscape.

Side or rear garden boundaries in prominent locations and adjacent to the public realm should be kept to a minimum.

The Urban Core will consist of predominantly terraced houses with some semi detached and detached properties to give varied form.



Fig. 8 – Urban Core Designation

Within this concept area, the guidance provides extra detail including categorising a hierarchy of highways with different forms of street frontages. The following extract shows that for the application site, the highways will be 'Street Frontages'. All internal areas within the submitted layout carry no designation.

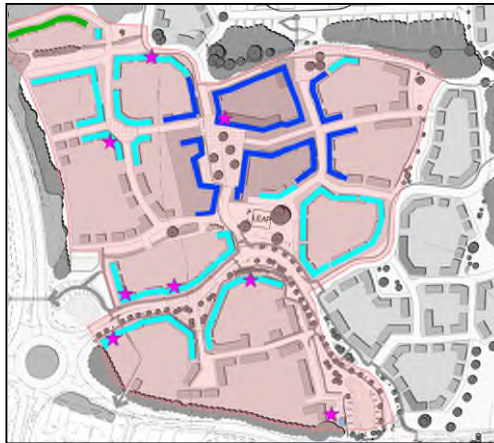


Fig. 9 – Street Frontages

The street frontage designation effectively encloses the northern boundary of the site with Heol Stradling and around the village square. The SPG clarifies that Street Frontages will be strongly defined and consist predominantly of terrace properties. Minor variations in the building line up to a maximum of 1m are encouraged. Parallel building frontages should be restricted to short length. Through negotiation, changes to the layout have been made and it now accords with this aspect of the Planning guidance. Groups of terraced properties broken up with larger detached units are proposed to form a building line that responds appropriately to the road network fronting the development. Landmark buildings have also been introduced at key locations.

In terms of the materials and architectural details, the SPG requires the street frontages to be mainly render with some elements of brick and stone. In all other areas the external walls will be a mixture of brick, stone and render. In respect of roofs, slate is expected to be the dominant material along the street frontages with grey ridge tiles with a small element of red/orange ridge tiles. In other areas plain and profiled tiles will be acceptable. Chimneys along the street frontages should be the main feature. All chimneys should be in brick. A mixture of clipped eaves/verges and eaves with an overhang of bargeboards on verges are to be used in this area. Windows are to be sash and casement windows in white with vertical subdivision. Following negotiation the developer has amended the layout in order to achieve general compliance with the above mentioned materials requirements but it is not clear from the house type drawings whether these will accord with the architectural details particularly in respect of chimneys. It is therefore considered that an appropriately worded condition can ensure the inclusion of these features.

Overall, the proposed layout achieves the high standard of design required by the design code and by both local and national policy.

Whether the development will significantly impact on the living conditions and well-being of residents that live close by and the extent to which any impacts can be minimised by the imposition of planning conditions

One policy test for development is ensuring that the viability and amenity of neighbouring uses and their users/occupiers will not be affected.

The existing road network (Heol Stradling and Bryn Stradling) separates this phase of development from existing properties, minimising the impact of the new building works.

Privacy standards will be achieved with the closest relationship being between the terrace block on Plots 72 and 74 with 13d to 15a Heol Stradling opposite. A distance of 19m, separated by the main access road, accords with the guidance. Similar arrangements are proposed on other parts of the layout particularly on the eastern side with properties on Bryn Stradling but here greater separation distances will be achieved. Overall, the layout will not result in significant compromises in the levels of privacy residents currently enjoy and will not cause any issues of over dominance or over-shadowing.

Any noise and disturbance experienced through the construction phases is inevitable but will be controlled through the agreed construction method statement.

To ensure compliance with the policy and the Council's guidelines, it is necessary to review the design of the layout to ensure that future occupiers of this new housing phase will also enjoy acceptable levels of privacy, light and outlook. Overall, the layout is relatively compact and whilst the housing density is medium in terms of the Parc Derwen guidance, amenity space is generally at a premium with the need to achieve the required car parking, a sustainable drainage system and the quantum of development proposed. Negotiations have secured improvements to the layout which has ensured that the required privacy standards will be achieved. Garden sizes are more modest for the smaller properties but provide acceptable levels of amenity.

The impacts on the site's 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 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."

The Ecological Appraisal that has accompanied this application confirms that the biodiversity interests are principally found in the hedgerows on the eastern and southern boundaries of the site. They provide corridors for foraging and community activity for the local bat population. Although the eastern hedgerow will be removed, extensive planting is proposed and there are opportunities for other mitigation works (bat tiles/bat boxes) to be incorporated into the construction of the houses. As part of the proposed development, a 'green corridor' will be created along the southern boundary of the site incorporating existing hedgerows with the addition of new native species planting and the creation of wildflower margins allowed to develop as rough grassland. This will provide further potential foraging and commuting corridor for bats.

Overall, there will be no significant adverse residual impacts on the natural environment and biodiversity if 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

Section 106 Obligations;

Policy SP14 of the Bridgend Local Development Plan requires that applications for

development should include material proposals that deal with the fair and reasonable infrastructural requirements of a development and to mitigate any impacts that may arise because of the development. Contributions to education facilities have been discussed earlier in the report and the S106 obligation will secure a sum of £228,382 towards the provision of primary education. On the matter of open space provision, it is considered that the evidence presented by the developers would indicate that sufficient provision has been secured through earlier permissions and it is difficult to justify a contribution as part of this development. Local residents concerns are rightly focused on the delivery and implementation of existing commitments for the wider site, however, this is a separate Planning matter which the Council is progressing with the developer outside of the determination of this application.

Policy COM5 is triggered by this application and it requires 20% affordable housing in this location (21 units). Persimmon Homes are proposing the provision across this site (7 intermediate housing units) with the remainder as part of the district centre development, (14 social rented units – P/19/656/RES refers). This approach complies with the advice provided in SPG13 Affordable Housing but the delivery and timing of the affordable element on both sites will need to be secured through a Section 106 Agreement. Clauses to ensure that the two site developments are linked and the delivery tied to the market housing on this phase of the development will be included.

CONCLUSION

Section 38(6) of the 2004 Act requires that if regard is to be had to the Development Plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

Factors to be taken into account in making Planning decisions (material considerations) must be Planning matters that is, they must be relevant to the regulation of the development and use of land in the public interest towards the goal of sustainability.

On balance and having regard to the above weighing up of all material considerations relevant to this scheme, the principle of developing this land for housing accords with national and local Planning policies. Despite the concerns offered, the current infrastructure provision is sufficient to serve the uplift in housing units on Parc Derwen with any identified impacts being mitigated through the financial contribution secured through the S106 agreement. On matters of detail, the scheme generally achieves the high standards required by policy and guidance and where compromises are made, they are not sufficient to warrant a refusal of Planning permission. Access, parking, site drainage and biodiversity interests are appropriately addressed by the submitted layout.

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

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

The duty has been considered in the assessment of this application. It is considered that

there would be no significant or unacceptable impacts upon the achievement of wellbeing goals/objectives as a result of the proposed development.

The application is therefore recommended for approval subject to a Section 106 Agreement, conditions and informative notes.

RECOMMENDATION

A. The applicant enters into a Section 106 Agreement to provide financial contributions as follows:

- i. Provide a financial contribution of £228,382 towards the provision of primary school places in Coety Primary School.
- ii. Provide a minimum of 20% of the units as affordable housing consisting of 7 intermediate units on the site subject of this application site and 14 social rented units as part of the development on the District Centre site (P/19/656/RES refers). The Agreement will include a timeframe for delivery that will be concomitant to the construction of the market housing on Phase R20.
- iii. The developer will be also be required to enter into a Section 106 Agreement to fund a financial contribution of £24,000.00 for Traffic Orders to cover the cost of publication of the Orders for this parcel and the development of the District Centre (P/19/656/RES refers) prior to the granting of any consent.

The Agreement will also include a Management Plan detailing a scheme for the future management and maintenance of the car parking and communal service areas on the District Centre Development (P/19/656/RES refers) to be submitted by the applicant company.

B. The Group Manager Planning and Development Services 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 and documents:

Site Location Plan LP10
Planning Layout PL01 – Revision L
Engineering Sheet 1 – 10257-100-01 – Revision F
Engineering Sheet 2 – 10257-100-02 – Revision E

638 Alnwick
761 Barton
761 Barton Corner – received on 9/12/19
970 Windermere – Landmark Planning Drawing received on 17/1/20
993 Delamare
969 Derwent
999 Lockwood
999 Lockwood – Corner
1115 Burnham
1115 Burnham – Landmark Planning Drawing received on 9/9/19
1222 Coniston

628 WHQS
835 WHQS

Single and Double Garages – Elevations and Floorplans

Detailed Soft Landscape Proposals – TDA – 2504.01 – Revision D

Landscape Specification and Management Plan – TDA – received 23/2/20

SUDS Landscape Specification and Management Plan by TDA – received 23/2/20

Recommendations and Mitigation Measures included within:

Construction Management Plan – received 23/2/20

Construction Method Statement – received 23/2/20

Construction Traffic Signage Plan – received 23/2/20

Site Investigation Report – 11501/JJ/16/SI/Rev A

Ecological Appraisal – First Ecology - October 2019

Hedgerow Protection Measures submitted on 29 July 2020 – the scheme shall be implemented before any equipment, machinery or materials are brought onto the site for the purposes of the development and shall be retained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced/protected in accordance with this condition and the ground levels within the fenced/protected areas shall not be altered nor shall any excavation be made.

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

- 2 Prior to their use on site, a detailed specification for, or samples of, the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development to protect the visual amenities of the area.

- 3 No dwelling shall be occupied until the drainage works have been undertaken in accordance with the details on Engineering Sheet 1 – 10257-100-01 – Revision F and Engineering Sheet 2 – 10257-100-02 – Revision E.

Reason: To ensure safe drainage of the site to avoid flooding

- 4 The proposed floor levels of the dwellings hereby approved and general site levels shall accord with the details on Engineering Sheet 1 – 10257-100-01 – Revision F and Engineering Sheet 2 – 10257-100-02 – Revision E.

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

- 5 Within 3 months of the date of this permission, a detailed scheme including all items of play, associated ground works and hard and soft landscaping works for the proposed Local Equipped Play Area on LEAP 10A shall be submitted in writing to the Local Planning Authority for agreement. The scheme as agreed in writing by the Local Planning Authority shall be completed and in use prior to the occupation of the 50th dwelling on this phase (Parcel R20) of the development.

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

- 6 Within 6 months of the date of this consent a scheme of waiting and loading restrictions along the site frontage with Heol Stradling and Bryn Stradling shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details of road markings and signage. The agreed scheme shall be implemented as approved prior to any dwelling being brought into beneficial use.

Reason: In the interests of highway safety.

- 7 Within 6 months of the date of this consent a scheme of waiting and loading restrictions in the village green areas fronting Plots 13-16 & 67-71 shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall include details of road markings and signage. The agreed scheme shall be implemented as approved prior to any dwelling being brought into beneficial use.

Reason: In the interests of highway safety.

- 8 Prior to the occupation of plots 1-15, 41-46, 68-71, 75-81, 98-102 and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a scheme for the location of refuse and recycling collection points shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall detail collection points located within a maximum of 30m of each dwelling. The collection points shall thereafter be constructed in accordance with the agreed design prior and shall be retained and maintained in perpetuity.

Reason: In the interests of highway safety.

- 9 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a revised comprehensive scheme for traffic calming restricting 85% tile traffic speeds to 20mph shall be submitted to and agreed in writing by the Local Planning Authority. The scheme as agreed shall be implemented before any dwellings are occupied and shall be retained and maintained in perpetuity.

Reason: In the interests of highway safety.

- 10 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a revised scheme for vehicular parking for plots 1, 3, 4, 5, 14, 15, 16, 24, 25, 55, 56, 68, 69, 70, 72, 73, 74, 83 & 84 shall be submitted to and agreed in writing by the Local Planning Authority. The agreed parking scheme shall be implemented before the unit which it serves is brought into beneficial use and shall retained for parking purposes in perpetuity.

Reason: In the interests of highway safety

- 11 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a revised scheme for the provision of visitor parking at a ratio of 1 space per 5 units shall be submitted to and agreed in writing by the Local Planning Authority. The agreed visitor parking areas shall be implemented before the units which they serve are brought into beneficial use and shall retained for parking purposes in perpetuity.

Reason: In the interests of highway safety.

- 12 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a revised scheme for turning facilities within the village green areas fronting Plots 13-16 & 67-71 has been submitted to and agreed in writing by the

Local Planning Authority. The agreed turning areas shall be implemented in permanent materials before the units which they serve are brought into beneficial use and shall be retained for purposes of vehicle turning in perpetuity.

Reason: In the interests of highway safety.

- 13 Within 3 months of the date of this consent a scheme for the provision of a shared 3m wide footway/cycleway linking the district centre at the North Western corner of 16 Llys Ceirios to the frontage of 25 Heol Stradling shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall include for required margins, signage, tactile paving, and bollards to prevent vehicles mounting the facility. Such scheme shall be implemented as approved by the Local Planning Authority prior to the district centre being brought into beneficial use and maintained and retained in perpetuity

Reason: In the interests of highway safety.

- 14 The proposed site access junctions onto Heol Stradling and Bryn Stradling shall be laid out with vision splays of 2.4m x 43m in both directions prior to the beneficial use of any unit served by those junction and shall retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

- 15 The proposed accesses to the village green areas fronting Plots 13-16 & 67-71 shall be laid out with vision splays of 2.4m x 25 in both directions prior to the beneficial use of any of the units served by those areas and shall be retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

- 16 The proposed private drive access immediately south of Plot 16 shall be laid out with vision splays of 2.4m x 17m in both directions prior to the beneficial use of any unit served by that junction and shall retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

- 17 The proposed private drive access immediately south of Plot 86 shall be laid out with vision splays of 2.4m x 17m in both directions prior to the beneficial use of any unit served by that junction and shall retained as such thereafter in perpetuity.

Reason: In the interests of highway safety

- 18 The proposed private drive access fronting plot 82 shall be laid out with a westerly vision splay of 2.4m x 17m prior to the beneficial use of any unit served by that junction and shall retained as such thereafter in perpetuity.

Reason: In the interests of highway safety.

- 19 Notwithstanding the details submitted on Planning Layout PL01 – Revision L, no development of Plots 59-60 shall commence until a scheme for a revised rear boundary to Plot 59 to provide for 1m x 1m pedestrian vision splay from the driveway of Plot 60 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved before any of the units on plots 59 – 60 are brought into beneficial use.

Reason: In the interests of highway safety.

- 20 Notwithstanding the details submitted on Planning Layout PL01 – Revision L, no dwelling shall be occupied until the individual driveway until a scheme for the provision of 1m x 1m pedestrian vision splays from the driveways has been submitted to and approved in writing by the Local Planning Authority. The driveways and vision splays shall be implemented as approved before any of the units are brought into beneficial use.

Reason: In the interests of highway safety.

- 21 The proposed walls and pillars to the rear of Plots 5 & 6 shall not exceed 0.6 metres in height above adjacent carriageway level for a minimum distance of 1m from the back of footway.

Reason: In the interests of highway safety.

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

Reason: In the interests of highway safety.

- 23 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a scheme for a 3m wide pedestrian cycle linking the internal site road adjacent to Plot 67 to the existing crossing point fronting Plot 75 shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include for tactile paving, signage and the provision of physical features preventing vehicular traffic traversing the route. The agreed scheme shall be implemented prior to the beneficial use of the first dwelling and shall be retained as such thereafter in perpetuity.

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

- 24 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a scheme for a connection link adjacent to Plot 82 to the existing pedestrian cycle link fronting plots 80-88 shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include for a 3m wide pedestrian/cycle link within a 4m corridor, signage, tactile paving and the provision of physical features preventing vehicular traffic traversing along the pedestrian/cycle link. The agreed scheme shall be implemented prior to the beneficial use of the first dwelling and shall be retained as such thereafter in perpetuity.

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

- 25 Within 3 months of the date of this consent and notwithstanding the details submitted on Planning Layout PL01 – Revision L, a scheme for a connection link adjacent to Plot 5 to the existing pedestrian cycle link fronting Plots 1-5 shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include for a 3m wide pedestrian/cycle link within a 4m corridor, signage, tactile paving and the provision of physical features preventing vehicular traffic traversing along the pedestrian/cycle link. The agreed scheme shall be implemented prior to the beneficial use of the first dwelling and shall be retained as such thereafter.

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

- 26 No development apart from site clearance and preparation shall take place until a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to

and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017),, unless the Local Planning Authority agrees to any variation.

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.

- 27 The remediation scheme approved by condition 26 above must be fully undertaken in accordance with its terms prior to the occupation of any part of the development. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Within 6 months of the completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR 11' (September 2004) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017), unless the Local Planning Authority agrees to any variation.

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.

- 28 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 unless otherwise agreed in writing 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.

- 29 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.

- 30 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.

- 31 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.

- 32 No dwelling shall be occupied until the access road serving the dwelling has been laid out and constructed to a minimum of binder course level of bituminous material at gradients that do not exceed 8.33% (1 in 12) in accordance with the approved layout before the dwelling is first occupied and thereafter the road shall be completed to finished course prior to the beneficial occupation of the last dwelling in such street in accordance with a programme agreed with the Local Planning Authority.

Reason: To ensure safe and satisfactory vehicular and pedestrian access to the dwellings is provided in the interests of highway safety.

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

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

- 34 None of those dwellings detailed with a garage shall be occupied until the garage for the dwelling has been completed as approved.

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

- 35 Notwithstanding the provisions of the Town and Country Planning (General Permitted

Development Order, 1995 (or any Order revoking or re-enacting that Order), any garage within the approved layout shall be retained as such at all times and shall not be converted to living accommodation or business usage.

Reason: To ensure the retention of adequate off street parking in the interests of highway safety.

36 * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS *

- a. The submitted layout meets the Authority's privacy standards and the design of the dwellings will not adversely impact on the visual amenities of the area nor harm neighbours' amenities.
- b. Street nameplates reflecting the official street name allocated by the Council shall be erected by the developer at locations and to a specification to be agreed with the Council prior to occupation of the first dwelling house in the street that has been so allocated.
- c. An information pack containing public transport information including timetables shall be provided by the developer on occupation of each residential unit.
- d. The observations received from Dwr Cymru/Welsh Water and Designing Out Crime Officer, which are available on the Planning pages of the Council's website are highlighted for the developer's information and consideration.
- e. In order to satisfy the drainage condition, the developer must provide:-
 - A Detailed foul and surface water drainage layout identifying both sewers and their connection points to the public sewerage system
 - Agreement in principle from Dwr Cymru/Welsh Water with regards to the proposed foul and surface water connections
 - Agreement from Dwr Cymru/Welsh Water for the relocation of the existing sewers.
- f. The contamination assessments and the affects 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 license. 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.

- g. 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.
- h. 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
- i. The Highway Authority will require the Developer to enter into legally binding Section 111 Licence Agreement including an appropriate bond to secure the proper implementation of the proposed highway works and the adoption of the same as part of the maintainable highway. The commencement of the works on or abutting the existing maintainable highway will not be permitted until such time as the Agreement has been concluded.
- j. In promoting Active Travel, the developer should consider the provision of secure cycle parking for future residents. Welsh Government's Active Travel guidance recommends the provision of 1 secure cycle parking space per bedroom per unit.

JONATHAN PARSONS
GROUP MANAGER PLANNING & DEVELOPMENT SERVICES

Background Papers
None

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO DEVELOPMENT CONTROL COMMITTEE

20TH AUGUST 2020

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

BRIDGEND LOCAL DEVELOPMENT PLAN (LDP) – REVISED DELIVERY AGREEMENT

1. Purpose of report

- 1.1 The purpose of this report is to advise Members of the necessity to revise the Local Development Plan Delivery Agreement (DA), previously approved by the Welsh Government (WG) in June 2018 and to seek approval to make amendments to the Timetable for LDP preparation in light of the Covid-19 pandemic.

2. Connection to corporate well-being objectives / other corporate priorities

- 2.1 This report assists in the achievement of the following corporate well-being objectives under the **Well-being of Future Generations (Wales) Act 2015**:-
1. **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
 2. **Helping people and communities to be more healthy and resilient** - taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.

3. Background

- 3.1 Part 6 of the Planning and Compulsory Purchase Act 2004 places a duty on each local authority in Wales to prepare a LDP for its area. The LDP will set out the Council's land use strategy for the period 2018 – 2033 and the first stage of the process required the Council to prepare a DA for approval by WG.
- 3.2 The DA is a mandatory requirement of the LDP process and is considered to be a key tool for the speedier production of land use plans. It comprises the following two elements:
- **The Timetable** – this sets out how the Council will manage the programme for preparing the LDP. It identifies the key stages of the LDP process where the public and other interested parties will be given the opportunity to comment on the strategy, objectives and policies contained within the Plan.

- **The Community Involvement Scheme (CIS)** – This sets out who, when and how the Council will consult and engage with various stakeholders, including the general public, during the production of the LDP.

3.3 Public consultation on the Council's Draft Delivery Agreement was undertaken during April and May 2018, with the results reported to Council on the 20th June 2018. Council approved the document for submission to WG.

3.4 The Council's DA was approved by WG on the 25th June 2018. Since that date, BCBC has made considerable progress on the preparation of the LDP, including the following:

- Prepared, consulted upon and finalised the Sustainability Appraisal/Strategic Environmental Appraisal Scoping Report which establishes the sustainability context and baseline for Bridgend County Borough and sets sustainability objectives against which the LDP will be assessed during its preparation.
- Invited the submission of Candidate Sites in September – December 2018, and made available a Register of all those sites submitted. The Stage 1 Assessment has been completed and has determined which sites have the potential to support the Preferred Strategy of the LDP.
- Identified a clear vision and objectives for the Replacement LDP and assessed strategic growth and spatial strategy options to achieve the most sustainable form of development and address existing capacity issues in the County Borough.
- Prepared and consulted upon the Preferred Strategy of the LDP in September – November 2019. The Preferred Strategy provides the strategic context for the preparation of more detailed policies, proposals and land use allocations that will subsequently be included in the Deposit LDP.

3.5 Progress towards the next key stage of the replacement LDP, the Deposit Plan Consultation Stage (originally scheduled for July/August 2020), has been delayed due to the impact of the COVID-19 pandemic and this is the subject of the necessary changes to the DA set out below.

4. Current situation/proposal

4.1 The Council received a letter from the WG on 7th July 2020 advising it to undertake an assessment of the technical evidence base underpinning the replacement LDP, alongside the preferred strategy and policies in terms of sensitivity to the consequences of the pandemic. Officers have completed this task and the findings are attached at Appendix 1 for noting. WG also advised that Delivery Agreements should be adjusted to account for any necessary changes to the LDP timetable in light of delays caused by the pandemic. This should also include amendments to the CIS given the need to adjust to new patterns of working and consider alternative methods of stakeholder engagement brought about by the need to maintain social distancing.

4.2 The revised DA is attached at Appendix 2. This highlights at 2.3 the delays to LDP preparation as a result of the pandemic, namely:

- The inability of site promoters to carry out site-specific technical work to support their Candidate Site submissions;
- The closure of schools and workplaces resulting in new temporary patterns of movement preventing the assessment of accurate traffic impact of development proposals;
- Social distancing measures preventing physical meetings;
- Temporary suspension of council meetings and committees;
- Delays caused by adjustment to new ways of working; and
- The need to review the LDP Evidence Base in light of the pandemic

4.4 The proposed revisions to the Timetable are illustrated in Table 1 as follows:

KEY STAGE		TIMESCALE	
DEFINITIVE		FROM	TO
STAGE 1	Update Evidence Base & SA/SEA Baseline Framework & Assessments	April 2018	July 2020
STAGE 2	Delivery Agreement <ul style="list-style-type: none"> • Submission to Welsh Government – June 2018 • Response to LPA to be received within 4 weeks 	April 2018	July 2018
STAGE 3	Pre-Deposit Participation & Consultation <ul style="list-style-type: none"> • 6 week statutory consultation (October – December 2019) 	August 2018	December 2020
STAGE 4	Deposit LDP <ul style="list-style-type: none"> • 6 week statutory consultation 	January 2021	March 2021
INDICATIVE		FROM	TO
STAGE 5	Submission	Autumn 2021 (Sept)	-
STAGE 6	Examination	Autumn 2021 (Nov)	Winter 2022 (Feb)
STAGE 7	Inspectors Report & Adoption	Winter 2022 (Feb)	Spring 2022 (Mar)
STAGE 8	Adoption	Spring 2022 (Apr - May)	

4.5 Members will note that it is now anticipated that the Deposit Plan will be subject to consultation between January and March 2021 (previously July - August 2020). An allowance has also been made to extend the statutory consultation period of 6

weeks to 8 weeks to provide more time for people to provide their views whilst accounting for any further restrictions imposed due to the pandemic. The final adoption of the LDP is likely to be delayed by up to 6 months as a result, though the dates relating to the stages following submission of the plan to WG are indicative.

4.6 The CIS has been amended to account for the use of the following methods of stakeholder engagement in order to maintain the social distancing measures that are likely to be required for the foreseeable future:

- Engagement with Members and Community Councils through virtual meetings i.e. Skype / Microsoft teams
- Interaction with stakeholders through specific topic or area based surgery sessions on a pre-booked basis
- Consideration of the interactive use of social media / digital communication (i.e. Q&A sessions)
- Greater emphasis on the use of web based technology
- One to one telephone conversations to engage those members of the community without Internet access
- Dissemination of hard copies of information to individuals where other sources of information have failed
- Use of larger venues for public exhibitions and meetings to accommodate social distancing measures – e.g. sports halls, school halls, outside space.
- Appointment based drop-in sessions to manage the number of stakeholders present at any given time and to help manage officer time
- The use of internal and external agencies to assist with community meetings and engagement (e.g. Planning Aid)

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.

5.2 The LDP Manual (Edition 3, 2020) states that for the preparation of an LDP Revision, a revised DA is necessary, with the Council undertaking engagement and/or consultation as it considers appropriate.

6. Equality Impact Assessment

6.1 There are no direct implications associated with this report. However the policies contained within any Replacement LDP will require an equalities impact assessment to be carried out.

7. Well-being of Future Generations (Wales) Act 2015 implications

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

8. Financial implications

8.1 The cost of the 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. The resources required to prepare the replacement LDP are set out in detail in section 2.7 in the DA attached at Appendix 2.

9. Recommendation(s)

- 9.1 That Members agree the revisions to the timetable and Statement of Community Involvement and authorise the Group Manager Planning and Development Services Communities to submit the revised Delivery Agreement (attached at Appendix 2) to Council for approval and to Welsh Government subject to approval by Council; and
- 9.2 That delegated authority be given to the Group Manager Planning and Development Services to make any factual corrections or minor amendments to the Delivery Agreement as considered necessary.

Jonathan Parsons
Group Manager Planning & Development Services
20th August 2020

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Background documents: Appendix 1 – Covid-19 Replacement LDP Review
Appendix 2 - Revised Delivery Agreement



Covid-19 Replacement Local Development Plan Review



Covid-19 Replacement Local Development Plan Review

1.0 Introduction

- 1.1 The purpose of this report is to provide a timely update and review on the preparation of the Replacement Local Development Plan (LDP) in light of the current COVID-19 pandemic. The report evaluates the foundations of the Plan's strategic direction to determine whether the Vision, Strategic Objectives, Strategic Policies and supporting technical studies remain appropriate given the emerging impacts of the pandemic. It also considers whether any updates and/or modifications are necessary to ensure the Replacement LDP remains sufficiently flexible to accommodate any potential eventualities.
- 1.2 The pandemic will cause a minor delay in Replacement LDP preparation, which will necessitate a revised Delivery Agreement in the coming months. This is primarily due to Candidate Site Promoters not being able to complete and submit supporting technical information within originally set timescales. However, the Council remains committed to plan preparation and this report demonstrates that the overall direction of the Replacement LDP still holds true, subject to minor flexibility amendments to ensure the Replacement LDP Policies can respond to changing circumstances over the plan period.

2.0 Background

- 2.1 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 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. The Replacement LDP will cover the period 2018-2033 and is currently progressing towards Deposit Plan Consultation Stage (originally due to take place in July/August 2020).
- 2.2 The Council invited landowners, developers and the public to nominate Candidate Sites for future development from 14th September 2018 to 9th November 2018, which were later published in the Candidate Sites Register. As part of LDP preparation, it is necessary to consider potential sites that are suitable for allocation within the Replacement LDP and clearly document why certain sites have or haven't been included. A Candidate Site Assessment Methodology was therefore 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. There are four stages to the methodology:

- Stage 1: Potential to Support the LDP Strategy

- Stage 2: Detailed Site Assessment – Deliverability, Sustainability and Suitability
- Stage 3: Consultation with Appropriate Specific Consultation Bodies
- Stage 4: Sites for Inclusion in the Deposit LDP

2.3 Stage 1 of the Assessment has already been completed and determined which sites have the potential to support the Preferred Strategy of the Replacement LDP ('Stage 2' Candidate Sites). The Council wrote to all Candidate Site promoters on 17th December 2019 to share the outcome of this initial Assessment and confirm which sites had progressed to Stage 2. In addition, all Stage 2 Candidate Site promoters were then invited to prepare and submit a number of technical studies by 30th April 2020 to demonstrate each site's deliverability.

2.4 Due to the lockdown, some candidate site promoters contacted the Council to confirm that certain technical studies couldn't be completed by the original deadline. For example, some consultants had not yet undertaken full traffic surveys, which would normally be used as a baseline to make judgements on the likely impacts from developments. Other site promoters had commissioned consultants who were unavailable or unable to carry out work during the lockdown. Some site promoters had also not yet commissioned consultants to carry out any work before the lockdown.

2.5 The Council wrote to all site promoters again on 3rd April 2020 confirming that an executive summary should be completed and submitted by the original deadline, outlining the evidence compiled thus far plus any outstanding evidence not completed as a result of the Covid-19 outbreak. Several site promoters indeed submitted a substantial body of work to the Council at that point, although there were gaps in some submissions and other site promoters provided holding responses. The remaining technical studies are expected to be completed in the coming months and a further submission date for outstanding technical evidence will be set by the Council when possible. This will be communicated to all site promoters to allow the outstanding technical evidence (not collected as a result of the Covid-19 situation) to be submitted. This will necessitate a minor amendment to the existing Delivery Agreement and result in a slight delay in Deposit Plan publication. It will also be necessary to update the Community Involvement Scheme (CIS) to detail revised consultation and engagement arrangements that conform to safe social distancing practices.

3.0 Replacement LDP Issues, Vision and Objectives

3.1 The Replacement LDP Vision explains that the County Borough is undergoing incremental, long-term socio-economic renewal, such that the Bridgend Replacement LDP should support existing regeneration efforts plus further sustainable growth. The Vision appropriately addresses the key spatial challenges

and opportunities facing the County Borough, including existing economic strengths in advanced manufacturing and the need for improved infrastructure, new employment opportunities and the decarbonisation of key sectors, each of which will have spatial implications, to deliver sustainable economic growth. The proposed LDP Vision also calls for Bridgend, Porthcawl and Maesteg and the Llynfi Valley to accommodate the majority of growth and have distinct roles within a coherent network of settlements. In addition to supporting economic growth, the proposed LDP Vision recognises that this approach will maximise positive wellbeing outcomes and help to protect environmentally sensitive areas.

3.2 As a high-level statement focused around using placemaking to achieve regeneration and economic growth, the LDP Vision supports greater emphasis on the delivery of a refreshed spatial strategy and place-based policies within the emerging Replacement LDP than the existing adopted LDP. This will enhance local distinctiveness and the ability to meet the differential needs of communities. The proposed LDP Vision is therefore considered to be appropriate and compatible with achieving sustainable development. The Replacement LDP Vision is set out below:

Since the turn of the millennium, Bridgend and the wider County Borough has been on a journey to expand access to key services, enhance physical environmental quality and improve quality of life for residents, workers and visitors. This transformation will continue throughout the LDP period, resulting in the development of a safe, healthy and inclusive network of communities that connect more widely with the region to catalyse sustainable economic growth. The County Borough is already a major regional employment hub, with specific strengths in advanced manufacturing. These socio-economic assets will be enhanced to progressively improve the County Borough's economic competitiveness whilst significantly contributing to the success of the Cardiff Capital Region. Encouraging inward investment to improve infrastructure, employment provision and lifelong learning opportunities will attract and retain skilled workers that will in turn encourage businesses to bring further skilled employment into the area. Bridgend County Borough Council also has a vision to make Bridgend a decarbonised, digitally connected smart County Borough. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses. In achieving its vision of a decarbonised, digitally connected smart county borough, the Council aims to:

- *decarbonise the energy sector,*
- *stimulate economic growth,*
- *provide new job opportunities, and*
- *attract new and existing businesses to trial initiatives and grow within the county borough*

Specifically, Bridgend will remain the principal town, and supplementary growth will build on its success as a regional employment, commercial and service centre. Additional employment, commercial and residential development will be focussed around other established towns to achieve sustainable patterns of growth that support existing local services and facilities. Regeneration led growth will also be channelled towards

Porthcawl through redevelopment of its waterfront to capitalise on the town's role as a premier seaside and tourist destination. In addition, the valley settlements will be earmarked for sustainable regeneration, with a recognition that Maesteg and the Llynfi Valley has the largest potential capacity and infrastructure to accommodate future growth. This vision will be achieved through maintaining and developing strong, interdependent, connected and cohesive settlements, whilst also protecting and enhancing the County Borough's environmental and heritage assets. This will offer people:

- the best start in life by providing effective learning environments to secure the best possible outcomes for learners;*
- opportunities to reduce social and economic inequalities; and*
- an improved quality of life and a healthy environment for all people living, working, visiting and relaxing in the area.*

3.3 The LDP Vision has been developed to take into account the Bridgend Local Well-being Plan with the specific characteristics and key issues affecting the County Borough. The Vision is still considered broadly appropriate and relevant in light of the emerging issues brought about by the current COVID-19 pandemic. However, the Strategic Objectives to deliver this vision need to be re-considered through a tangible evaluation of their derived Strategic Policies. This will determine their continued relevance for the County Borough, whilst identifying if any additional issues, challenges and/or opportunities should be addressed by the Replacement LDP.

3.4 Table 1 below provides a more detailed analysis of each Strategic Objective (through the derived Strategic Policies) and Table 2 evaluates the sensitivity of the existing evidence base to the impacts of the pandemic. Overall, it is considered that the Replacement LDP Issues, Vision and Objectives remain relevant to Bridgend County Borough, including those with increased emphasis in light of the current pandemic. The Replacement LDP strategy is therefore still considered appropriate to address and deliver them. However, some minor amendments are required to certain Strategic Policies to ensure they are flexible to respond to changing market conditions and can assist with delivery of the Vision and Objectives during uncertain times.

Table 1: Strategic Policy Assessment

Strategic Policy	Description	Sensitivity to the Consequences of the Pandemic	Action Required
Overarching Strategic Policies			
SP1: Regeneration and Sustainable Growth	Settlement Hierarchy	The Hierarchy is based on a robust Settlement Assessment, which considers the role and function of existing settlements to inform decisions as to where development should be spatially located to achieve a sustainable pattern of growth. The Hierarchy is still considered appropriate in light of the pandemic and is well placed to build on the positive modal transportation shifts witnessed during lockdown. The Hierarchy already considers which settlements are most sustainable and have capacity to deliver additional growth utilising principles of sustainable placemaking.	No action required.

	Spatial Strategy	A number of supply and demand factors influenced selection of the preferred spatial strategy and due reference was made to the Settlement Assessment, Local Housing Market Assessment and viability considerations. These factors shaped evaluation of four spatial options and proved critical in determining the optimal means of spatially accommodating growth over the Replacement LDP period. The Spatial Strategy is still considered the most sustainable and deliverable means of enabling development grounded in placemaking principles. As such, it is well placed to integrate development with existing communities, services and infrastructure, whilst facilitating easy access by sustainable travel modes.	No action required.
	Strategic Growth Strategy	Refer to SP7 and SP11	
SP2: Regeneration Growth Area and Sustainable	For key development sites (to be identified in the Replacement LDP), site promoters will be required to submit supporting technical information. This will	All sites key to the delivery of the LDP require detailed supporting technical information and a viability appraisal to demonstrate how they can be delivered in	The pandemic has caused a delay in submission of supporting technical information by site promoters (notably transport assessments). These studies will

<p>Growth Area Strategic Allocations</p>	<p>include masterplans to ensure developments create sustainable, cohesive, well-designed places delivered through a strong place making approach.</p>	<p>principle. Site promoters have therefore been asked to submit this information, although the pandemic has resulted in a delay in submission of certain technical studies.</p>	<p>shortly be re-convened, although this will be dependent on (for example) representative traffic flows returning. The Council will continue to liaise with site promoters to establish a suitable deadline for submission of outstanding technical information.</p>
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SOBJ1: To Create High Quality Sustainable Places (Placemaking)

<p>SP3: Design and Sustainable Place Making</p>	<p>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.</p>	<p>This is a criteria based policy, which establishes a tangible framework to deliver sustainable placemaking. The pandemic may result in changes to the way in which buildings and places are utilised, although the policy is considered flexible enough to respond to these impacts.</p>	<p>No action likely to be necessary, although the policy will be reviewed (prior to Deposit Plan Consultation) to ensure it is flexible and adaptable enough to overcome any future impact.</p>
<p>SP4: Mitigating the Impact of Climate Change</p>	<p>All development proposals will be required to make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change.</p>	<p>This criteria based policy is still considered broadly relevant for the Replacement LDP to address the causes and impacts of climate change. The use of circular economy principles, promotion of active travel and directing development away from flood risk areas all remain pertinent considerations. Certain elements</p>	<p>No action likely to be necessary, although the policy will be reviewed (prior to Deposit Plan Consultation) to ensure it is flexible and adaptable enough to overcome any future impact.</p>

		of the policy could prove more challenging to achieve (i.e. developing renewable and low/zero carbon energy generation) if other infrastructure requirements take priority as a result of the pandemic. However, the policy wording is considered flexible enough to adapt to such infrastructure priority and viability considerations.	
SP5: Sustainable Transport and Accessibility	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, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure.	Active Travel and sustainable transit orientated development are already core elements of the Replacement LDP. The Settlement Hierarchy, Spatial Strategy and Growth Strategy have all been formulated to support and enhance sustainable forms of transport in the first instance. Close liaison with Highways will be maintained throughout the process to enable implementation of the policy, ultimately to support enhancement and provision of new transport infrastructure.	The policy already reflects the importance of active travel, sustainable transport and accessibility, which will prove key in overcoming issues presented by COVID-19.
SP6: Active Travel	Development must maximise walking and cycling access by prioritising the provision within the	This criteria based policy seeks to ensure development maximises walking and cycling access. The	The policy already reflects the importance of active travel, sustainable transport and

	<p>site, and provide or make financial contributions towards the delivery offsite, as appropriate.</p>	<p>pandemic has demonstrated even greater reliance on active travel to access local services and enable recalibration of households' work/life balance. However, this policy already sought to engender a modal shift of this nature through improvements, connections or extensions to existing active travel routes and other facilitates that encourage the uptake of walking and cycling. The LDP will remain committed to this end.</p>	<p>accessibility, which will prove key in overcoming issues presented by COVID-19.</p>
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SOBJ2: To Create Active, Healthy, Cohesive and Social Communities

<p>SP7: Sustainable Housing Strategy</p>	<p>Land is identified for an appropriately justified level of housing growth to promote the creation and enhancement of sustainable communities and provide affordable housing.</p>	<p>It is difficult to estimate the pandemic's impact on future economic growth, household formation and housing supply. By means of comparison, the socio-economic and demographic impacts of the 2008-2009 recession are only now properly understood. On this basis, the full impacts of the pandemic are unlikely to be known for several years. However, it is important for the Replacement LDP to remain capable of delivering sustainable</p>	<p>A refreshed analysis of the existing Demographic Forecasts and Analysis Paper is due to be completed, which will include a fact-check of the extant evidence base and an addendum that will consider the latest dwelling completions, mid-year household estimates and 2018-based household projections (when published). However, it will be of paramount importance to not sacrifice the principles of sustainable development and the aims and objectives of the Replacement LDP</p>
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		<p>levels of economic growth to best achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements. It is only possible to plan based on the evidence available, although this can be safeguarded through incorporation of an appropriate flexibility allowance and monitoring framework (incorporating a robust housing trajectory) to help overcome any issues that may arise. Equally, the plan can be reviewed at an appropriate point if uncertainties around COVID-19 demonstrate a significant change to the evidence upon which the Replacement LDP is based.</p>	<p>in the outright pursuit of economic recovery.</p>
<p>SP8: Health and Well-being</p>	<p>Health inequalities will be reduced and healthy lifestyles and choices encouraged.</p>	<p>This policy already seeks to minimise health inequalities by promoting and supporting healthy lifestyle choices (including development of active travel / green infrastructure networks, enhancement of social/community infrastructure and reduction in car dependency). The policy is still considered appropriate in these respects,</p>	<p>No action likely to be necessary, although refreshed discussions will be instigated with Cwm Taf Morgannwg Health Board regarding demand. The plan-wide Health Impact Assessment will also be reviewed to ensure it is still fit for purpose in light of the pandemic.</p>

		<p>unless there is a distinct change in national policy direction.</p> <p>Moreover, there may also be changes in demand for healthcare provision, although the policy is considered flexible enough to accommodate the spatial distribution of need arising from different services providers.</p>	
SP9: Social and Community Infrastructure	<p>In order to maintain and improve the quality of life of residents, this policy safeguards and/or seeks to enhance a wide range of social and community uses and/or facilities.</p>	<p>There may be increased demand on certain social and/or community facilities due to the pandemic and social distancing (i.e. educational facilities, leisure centres, community buildings, outdoor sport and recreational space). However, the policy itself is considered flexible enough to deal with this changing landscape and also encourages the multi-use of recreational space and co-location of new social and community facilities.</p>	<p>No action necessary, although a refreshed Green Space Infrastructure Assessment will be completed to support the Replacement LDP.</p>
SP10: Infrastructure	<p>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</p>	<p>The thrust of the Replacement LDP has been to identify sites (in accordance with the spatial strategy) that are capable of delivering their own supporting</p>	<p>No action necessary, although site promoters will be required to demonstrate sites can provide all necessary supporting infrastructure before they can be considered for allocation.</p>

	<p>infrastructure should be provided by developers where necessary.</p>	<p>infrastructure where necessary. The pandemic may necessitate a change to certain infrastructure requirements (i.e. tele-communications). However, the policy is considered sufficiently flexible in scope to reflect infrastructure requirements at any given time, based on site-specific circumstances.</p>	
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SOBJ3: To Create Productive and Enterprising Places

<p>SP11: Employment Land Strategy</p>	<p>Opportunities for economic growth will be facilitated by directing employment generating development to the most appropriate and sustainable locations, supporting expansion of existing businesses and ensuring strong spatial alignment between housing and employment growth. This holistic employment land strategy will allocate new employment land by retaining and safeguarding strategic sites for employment purposes (B1, B2 & B8) alongside</p>	<p>Changes in working practices (i.e. additional home working) could reduce the need for B1 space provision, although this could equally be offset with additional need for B2/B8 provision (i.e. due to an increase in demand for storage and distribution). Whilst it is difficult for any forecast to predict the longer term impacts of the pandemic in these respects, it is vital for the Replacement LDP to allocate sufficient B space provision to plan for any eventuality. The existing evidence base has very carefully considered the link between</p>	<p>The Policy already allows for flexibility in changing circumstances and so no action is likely to be necessary. However, a refreshed Background Paper will be produced to consider the existing evidence base in light of COVID-19 and the refreshed Demographic Forecasts and Analysis Addendum that is also due to be completed shortly. A sense-check of policy wording will also be conducted to ensure the early release criterion is flexible enough.</p>
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	<p>a portfolio of local employment allocations.</p>	<p>economic growth, dwellings, employment, jobs and employment land. However, the planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Therefore, this Policy does contain a ‘release’ criterion, which provides flexibility to respond to changing market conditions and prevent sites (that cannot viably be utilised for employment purposes) being discounted for more appropriate uses to contribute to other identified needs. This will ensure the Replacement LDP can respond to changing circumstances. Equally, the LDP can be reviewed every 2 years if necessary, underpinned by appropriate monitoring to help mitigate such uncertainties.</p>	
<p>SP12: Retail Centres and Development</p>	<p>New retail, commercial, leisure and appropriate employment developments (B1) will be focused according to the specified retail hierarchy within the County Borough, having regard to the</p>	<p>The demand/supply for larger convenience retailing is likely to be less sensitive to the impacts of the pandemic. However, use of sequential tests alongside careful management of out-of-centre</p>	<p>The Policy is already considered flexible to accommodate changes in demand/supply. However, a further review will be conducted to ensure the supporting Development Management policies are adaptable</p>

	<p>nature, scale and location of the proposed development.</p>	<p>locations will remain key to avoid promotion of unsustainable travel patterns.</p> <p>High streets will continue to change especially in the short-term due to the increase in online shopping associated with COVID-19. The pandemic may serve to further accelerate changes in town centres and high streets if longer-term consumer spending habits continue to alter. The 2019 Retail Study already identified this trend and highlighted a need for more flexible planning policies and retail boundaries within town centres, recognising their changing roles and functions. The Replacement LDP will respond to this evidence base in light of the pandemic in an effort to support local businesses and retailers, including local independents. It will be increasingly important for traditional town centres to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside areas of open space.</p>	<p>enough to enable retail and commercial centres to evolve and respond to changing situations. This will be accompanied with designation of realistic and sensible boundaries that enable a variety of uses and flexible co-working spaces within town and commercial centres.</p>
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		<p>This Strategic Policy is supported by several Development Management Policies which already contain flexible criteria that can adapt to changing situations and promote a wider range of retail uses within retail boundaries. It will be necessary to review these policies to ensure there is scope to allow the traditional role and function of established retail centres to evolve and adapt appropriately.</p>	
<p>SP 13: Decarbonisation and Renewable Energy</p>	<p>Development proposals which contribute to meeting national renewable and low carbon energy and energy efficiency targets will be encouraged.</p>	<p>This policy is still currently in line with relevant guidance and is therefore considered up to date. However, application of this policy will be subject to infrastructure priority and viability.</p>	<p>No action required.</p>
<p>SP14: Sustainable Development of Mineral Resources</p>	<p>The efficient and appropriate use of minerals within the County will be encouraged, including the re-use and recycling of suitable minerals as an alternative to primary won aggregates.</p>	<p>This policy is still currently in line with relevant guidance and is therefore considered up to date.</p>	<p>No action required.</p>
<p>SP 15: Sustainable</p>	<p>The LDP will facilitate the sustainable management of waste. Proposals should conform</p>	<p>This policy is still currently in line with relevant guidance and is therefore considered up to date.</p>	<p>No action required.</p>

<p>Waste Management</p>	<p>to the principles of the waste hierarchy and have regard to the nearest appropriate installation concept and self-sufficiency principles where necessary. The co-location of waste management facilities to enable the development of heat networks will be supported, subject to the above criteria.</p>	<p>Proposals must be supported by an appropriate Waste Management Assessment.</p>	
<p>SP 16: Tourism</p>	<p>Appropriate sustainable tourism developments which promote high quality accommodation, upgrade facilities and foster activity based, business, events and cultural tourism will be permitted.</p>	<p>The importance of enhancing the prospects of the County Borough as a visitor destination is likely to increase even further. There may be an increased demand in ‘staycations’, and, therefore, enabling a desirable tourism-led offer will remain important. The Policy may need to incorporate greater flexibility to assist the industry during uncertain times.</p>	<p>Review the policy wording to ensure it incorporates sufficient flexibility to assist the industry during uncertain times.</p>

SOBJ4: To Protect and Enhance Distinctive and Natural Places

<p>SP17: Conservation and Enhancement of the Natural Environment</p>	<p>The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Development which will conserve and, wherever possible, enhance</p>	<p>The pandemic has served to highlight the importance of the natural environment in terms of both conservation and accessibility. This Policy remains relevant and will be supported</p>	<p>No action required.</p>
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	the natural environment of the County Borough will be favoured.	through complementary policies promoting active travel of development of green infrastructure networks.	
SP 18: Conservation of the Historic Environment	The County Borough has a rich built heritage and historic environment. Development proposals should protect, conserve, promote or enhance the significance of historic assets, including their settings.	This policy is still currently in line with relevant guidance and is therefore considered up to date.	No action required.

Table 2: Supporting Technical Study Assessment

Supporting Document	Purpose	Sensitivity to the Consequences of the Pandemic
Existing LDP (2013) Review Report	To set out the proposed extent of likely changes to the existing LDP (2006-2021) and to confirm the revision procedure to be followed in preparing the Replacement LDP.	No impact.
Replacement LDP Delivery Agreement	To provide a project plan for preparing the LDP and to set out the measures within the Community Involvement Scheme in terms of consultation and engagement.	The pandemic will necessitate a small extension to the existing DA and alterations to the CIS. These could include a longer consultation period with enhanced online participation methods, telephone appointments and socially distanced gatherings in appropriate settings.
SA/SEA Scoping Report	To outline the proposed approach to the LDP's Sustainability Appraisal, incorporating the Strategic Environmental Assessment. This report is the first stage of a SA process to identify, assess and address any likely significant effects on the environment from the emerging Bridgend LDP Review.	No impact.
Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) - Initial SA Report	To identify, from an assessment of reasonable alternatives, whether the LDP will have any significant impacts on the environment and also determine whether the Plan will deliver sustainable development. The Initial Report includes a proportionate assessment of candidate sites. The SA and Habitats Regulations Assessment Reports	No impact.

	are being consulted on in tandem with the LDP Deposit Plan.	
The Full Sustainability Appraisal of the Preferred Strategy	The full Sustainability Appraisal of the Preferred Strategy is provided in a separate document accompanying the Preferred Strategy consultation document.	No impact.
Candidate Site Register	A record of sites submitted by land-owners, developers and the public, which will be used as a reference point to assess each site against the Strategy for possible inclusion within the Replacement LDP.	No impact.
Candidate Sites Assessment Report	A proportionate assessment of sites with regards to their compatibility with the Replacement LDP. This document is informed by, but functionally separate from, the SA of Candidate Sites.	The pandemic has caused a delay in submission of supporting technical information by site promoters (notably transport assessments). It is hoped that these studies will shortly be re-convened, although this will be dependent on (for example) representative traffic flows returning. The Council will continue to liaise with site promoters to establish a suitable deadline for submission of outstanding technical information. This will delay technical assessment of Stage 2 Candidate Sites.
Draft Economic Evidence Base Study (2019)	To provide evidence-based recommendations on the scale and distribution of employment need and the land best suited to meet that need, whilst also making policy / land allocation recommendations to inform emerging policies and site allocations.	The existing evidence base has very carefully considered the link between economic growth, dwellings, employment, jobs and employment land. Changes in working practices (i.e. additional home working) coupled with rises in unemployment could reduce the need for B1 space provision, although this could equally be offset with additional need for B2/B8 provision (i.e. with increased demand for storage and distribution).

		<p>It is difficult for any forecast to predict the longer term impacts of the pandemic in these respects. However, the planned level of growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting.</p> <p>As such, the Replacement LDP can plan for any eventuality through initially allocating the B space provision deemed necessary by the Study, whilst incorporating an ‘early release’ criterion. This will provide flexibility to respond to changing market conditions and prevent sites (that cannot viably be utilised for employment purposes) being discounted for more appropriate uses to contribute to other identified needs. This will ensure the Replacement LDP can be flexible in responding to changing circumstances, whilst maintaining an adequate employment land supply that is fit for the future. This will render the Replacement Plan resilient in its efforts to achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements.</p>
Retail Study (2019)	To set out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform emerging policies and site allocations.	The pandemic may serve to further accelerate changes in town centres and high streets, with consumer spending habits moving increasingly online. The 2019 study already identified this trend and highlighted a need for more flexible planning policies and retail boundaries within town centres, recognising their

		<p>changing roles and functions. The Replacement LDP will respond to this evidence base in light of the pandemic in an effort to support local businesses and retailers, including local independents. It will be increasingly important for traditional town centres to accommodate a wider array of uses than just retail, including community, health, leisure, residential and flexible co-working spaces alongside key areas of open space.</p> <p>Therefore, the Replacement LDP can build on this evidence base by incorporating flexible criteria that can adapt to changing situations and promote a wider range of retail uses within retail boundaries. It will be necessary to review these policies to ensure there is scope to allow the traditional role and function of established retail centres to evolve and adapt appropriately.</p>
<p>Renewable Energy Assessment (2019)</p>	<p>To provide a robust renewable energy evidence base which will inform LDP production and set out a baseline for future monitoring of renewable energy in the County Borough.</p>	<p>No impact.</p>
<p>Bridgend Smart Energy Plan (2019)</p>	<p>To provide a roadmap of projects and activities that will enable Bridgend County Borough to respond to the challenge of decarbonising heat within the wider energy system.</p>	<p>No impact.</p>
<p>Settlement Assessment Study (2019)</p>	<p>To establish a sustainable settlement hierarchy that can inform the Replacement LDP. This will identify the most appropriate locations to accommodate future development in order to achieve a sustainable</p>	<p>No impact, although the pandemic has reaffirmed the importance of directing growth towards sustainable settlements capable of expanding in</p>

	<p>pattern of growth, minimise unsustainable patterns of movement and support local services and facilities.</p>	<p>a manner conducive to placemaking principles.</p>
<p>Demographic Analysis and Forecasts Report (2019)</p>	<p>To provide a summary of demographic evidence, including a suite of population, housing and economic growth outcomes to inform the Strategic Growth Options paper for consideration in the formulation of the LDP.</p>	<p>A refreshed study is due to be completed to incorporate the latest 2018-based household projections (when published) in the context of delivering the Replacement LDP's Aims and Objectives. It will be of paramount importance to not sacrifice the principles of sustainable development in the outright pursuit of economic recovery. Rather, the thrust of the Replacement LDP must still be to facilitate delivery of sustainable levels of economic growth to best achieve an equilibrium between new homes and employment provision, balanced against other key infrastructure requirements.</p>
<p>Green Infrastructure Assessment 2020</p>	<p>An assessment of natural and semi-natural features, green spaces and corridors that intersperse and connect places. This includes a refreshed audit of existing outdoor sport and playing space provision in the County Borough, compared to Fields in Trust Standards, to identify shortfalls in provision and inform related strategies and LDP policies.</p>	<p>The pandemic has further served to emphasise the importance of having locally accessible open/green spaces for health, well-being and recreation. This will continue to remain a key element of sustainable placemaking. A refreshed and holistic Green Infrastructure Assessment will be completed to contribute to development of the Replacement LDP's evidence base in this respect.</p>
<p>Local Housing Market Assessment (2019)</p>	<p>To provide detailed insights into the mechanics of the local residential property markets across the County Borough. The Assessment includes a quantitative assessment of housing need that will be used to inform the housing policies of the LDP in terms</p>	<p>Affordability is likely to remain a significant issue across the County Borough and the need for certain tenures could even be exacerbated by the impacts of the pandemic (i.e. higher unemployment could generate higher levels of</p>

	<p>of affordable housing provision, tenures and types of accommodation required across the County Borough.</p>	<p>homelessness and place even more pressure on social housing stock). Short term reductions in house prices are also unlikely to address first time buyer affordability issues if accompanied with tighter lending criteria and mortgage inaccessibility. An updated LHMA will be completed to re-assess local trends, housing register waiting lists and the latest set of 2018 based household projections (when published).</p>
<p>Special Landscape Designations (2010)</p>	<p>To carry out a review of the Special Landscape Areas designation within the County Borough. The methodology uses a structured, iterative approach to identify areas considered worthy of being retained as a Special Landscape Area designations in the LDP.</p>	<p>No impact.</p>
<p>Landscape Character Assessment for Bridgend County Borough (2013)</p>	<p>This document provides a sound evidence base for developers to consider the character and sensitivity of the different landscapes of the County Borough when considering new developments. It also promotes an understanding of how the landscapes of the County Borough are changing (as a result of a combination of natural, economic and human factors), and how they can be strengthened in response.</p>	<p>No impact.</p>
<p>Background Technical, Topic Reports and Papers</p>	<p>These provide supporting information and a rationale for the Replacement LDP. These focus in more detail on the main issues relevant to Bridgend County Borough and the LDP.</p>	<p>All background, technical and topic papers will be updated to take into account the latest evidence based studies.</p>

<p>Health and Equalities Impact Assessments</p>	<p>To assess the likely impacts of the Replacement LDP on health and equality considerations.</p>	<p>Assessing health and equality impacts is essential to the LDP's core purpose of building sustainable and resilient communities. The likely increase in home/agile working will only serve to further enhance the link between sustainable development, quality of life and environmental characteristics. Health and Equalities Impact Assessments will therefore continue to be undertaken as the LDP progresses.</p>
<p>Gypsy and Traveller Accommodation Assessment (2020)</p>	<p>To assess the future accommodation needs of the Gypsy Traveller and Travelling Show People Communities and determine whether there is a requirement for additional site provision within Bridgend County Borough. This will inform any related site allocations and criteria based policies in the LDP.</p>	<p>All survey work was completed immediately prior to the lockdown and therefore a very snapshot of need has been recorded for analysis. This information is still considered robust and current, although criteria based policy development will ensure any changing needs can continue to be met over the life of the Replacement LDP.</p>
<p>Bridgend's Active Travel Integrated Network Map</p>	<p>This document details plans for a network of Active Travel routes and facilities over the next 15 years. These are found in the Integrated Network Maps (INMs). The proposals aim to: enhance access to key services and facilities including town centres, transport hubs, as well as employment and retail areas; develop access to education facilities such as schools and colleges; and improve and expand the existing strategic network in Bridgend County Borough.</p>	<p>The pandemic has demonstrated even greater reliance on active travel to access local services and recalibration of households' work/life. The LDP will remain committed to enhancing the access travel network to this end.</p>
<p>Bridgend Destination Management Plan 2018-2022</p>	<p>A statement of intent to manage the County Borough in the interests of tourism, taking account of the needs of visitors, local residents, businesses and the environment. It is</p>	<p>The importance of enhancing the prospects of the County Borough as a visitor destination is likely to increase even further. Enabling a desirable tourism-led offer will</p>

	<p>a systematic and holistic approach to making Bridgend County Borough work as a visitor destination. It embraces the idea of sustainability, focusing on tourism which brings economic benefit, whilst setting out the ways in which different stakeholders may work together to achieve a positive impact.</p>	<p>remain a key aspect of the Replacement LDP.</p>
<p>Bridgend Strategic Flood Consequences Assessment (2010)</p>	<p>The SFCA creates a strategic framework for the consideration of flood risk when making planning decisions. It has been developed in accordance with Technical Advice Note 15 – Development & Flood Risk (TAN15), as well as additional guidance provided by the Environment Agency. This document will be updated as part of the Replacement LDP process.</p>	<p>No impact</p>
<p>Strategic Transport Assessment</p>	<p>An assessment to consider the transport implications of forecasted development and associated traffic impact upon the strategic highway network.</p>	<p>The pandemic has demonstrated even greater reliance on active travel to access local services and to enable recalibration of households' work/life balance. However, the Replacement LDP already reflects the importance of active travel, sustainable transport and accessibility, which will prove key in overcoming issues presented by COVID-19.</p> <p>The pandemic is also likely to lead to modal shifts and different patterns of vehicle movements throughout the day (i.e. longer-term commuting patterns may change). It has not been possible to complete traffic surveys during the lockdown and future transport assessments will be</p>

		dependent on (for example) representative traffic flows returning.
Urban Capacity Study 2020	A Study that analyses the potential urban capacity of the County Boroughs' settlements for housing to evidence the expected small and windfall site allowance rate.	No impact.
Infrastructure Delivery Plan 2020	A Plan that identifies the infrastructure required to support delivery of development during the plan period.	No Impact.
Plan-Wide Viability Study 2020	A high-level study which assesses broad levels of development viability across the eight Housing Market Areas within the County Borough.	The study has been prepared during the lockdown and informed by detailed discussions with a representative steering group. As such, it is considered up-to-date and relevant in light of the pandemic.
Agricultural Land Review 2020	An assessment of agricultural land classifications to demonstrate how the spatial strategy and site selection process has considered the impact on Best and Most Versatile Agricultural Land.	No Impact.

August 2020



Bridgend County Borough Local Development Plan 2018-2033

Appendix 2

Revised Delivery Agreement



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1.0 Introduction

1.1 Revised Delivery Agreement

1.1.1 The BCBC Replacement Local Development Plan (RLDP) Delivery Agreement was approved by Welsh Government (WG) on 25th June 2018. Work has subsequently commenced at pace on the RLDP which has included key pre-deposit preparation and engagement on the County's key Issues, Vision and Objectives and Growth and Spatial Options, a call for candidate sites and the continued development of a robust evidence base. Most notably, consultation on the RLDP Preferred Strategy was held in October – November 2019 and reported to Council in January 2020. Progress towards the next key stage of the RLDP, consultation on the Deposit Plan, has not proceeded as quickly as envisaged in the original Delivery Agreement for a number of reasons resulting from the Covid-19 pandemic, as set out in further detail in Section 2 below. As the original timetable will now slip beyond the 3 months tolerance allowed by WG, a revision of the Delivery Agreement timetable is required. Consequently, a Revised Delivery Agreement with an amended timetable has been prepared and is set out in Section 2 and Appendix 2.

1.2 Purpose of a Delivery Agreement

1.2.1 The Replacement LDP will cover the period 2018-2033. Preparation of a Delivery Agreement¹ is a key requirement in preparing a Replacement LDP. This document provides details of the various stages involved in the Plan-making process and the time each part of the process is likely to take, as well as the resources that the Council will commit to Plan preparation. It also sets out the way in which the Council proposes to involve the local community and other stakeholders in the preparation of the Replacement LDP. The Replacement LDP will be examined by an independent Inspector to test whether the Plan is sound and has been prepared in accordance with its Delivery Agreement.

1.2.2 The Delivery Agreement is divided into two key sections:

- **The Timetable for producing the revised LDP.** This provides a clear indication of when each of the different stages of plan preparation will take place. Definitive dates are provided up to the deposit stage and indicative dates for later stages. This is an example of a project management approach to ensure that the plan is adequately resourced and delivered on time. The timetable is included in 'Section 2' of this Delivery Agreement; and
- **The Community Involvement Scheme** – this outlines the Authority's principles of community engagement; its approach in relation to who, how and when it intends to engage with the community and stakeholders, how it will respond to representations and how these representations will inform later stages of plan preparation. This is included in 'Section 3' of this Delivery Agreement.

1.2.3 A glossary of terms can be found in Appendix 5.

¹ Section 62 (9) Planning and Compulsory Purchase Act 2004 (as amended Planning (Wales) Act 2015) & Section 63 (1) Planning and Compulsory Purchase Act 2004 & Regulations 5 – 10 LDP (Wales) Regulations (as amended 2015)

1.3 Delivery Agreement Preparation and Consultation

1.3.1 A number of key steps in the preparation of the Delivery Agreement have been undertaken to date. This Delivery Agreement (DA) has been consulted upon with specific consultation bodies to seek views on the timetable and community involvement scheme². The consultation responses are summarised in Appendix 3. The key stages in preparing a Delivery Agreement include:

- Report the updated DA to Council for approval;
- Submit DA to Welsh Government for agreement;
- Publish DA on Council website and place in Planning Reception and Community Hubs/Libraries across the County where possible; and
- Review DA on a regular basis (quarterly).

1.4 Preparation of the Replacement LDP

1.4.1 In preparing the revised LDP the Council will aim to achieve the following key objectives:

- Facilitate Sustainable Development by fully integrating a Sustainability Appraisal (incorporating Strategic Environmental Assessment) into the plan making process. A Well-being Assessment and Health Impact Assessment will also be produced;
- Ensure early and effective community involvement in order to consider a wide range of views, with the aim of building a broad consensus on the strategy and policies for the revised LDP;
- Enable policy integration by producing a revised LDP that is internally consistent with other corporate priorities and other policies and strategies at the national, regional and local level, appreciating the need to avoid unnecessary repetition;
- Deliver a fast and responsive approach to plan-making;
- Produce a revised LDP that is strategic, concise and distinctive in setting out how Bridgend will develop and change, with particular regard to the well-being of future generations whilst also addressing key issues collaboratively with adjacent local planning authorities; and
- Deliver sustainable development, with full consideration of infrastructure requirements, availability of resources, viability and market factors.

1.4.2 The revised LDP will be prepared with regard to a wide range of legislation, policies and other initiatives at the European, national, regional and local level. The emerging Local Well-Being Plan (LWBP) will be critical during the replacement LDP process. The LWBP relates to the economic, social, environmental and cultural well-being of Bridgend and will have clear links with the LDP where it relates to land use planning.

² Welsh Government Development Plans Manual (Edition 3, March 2020)

1.5 Sustainability Appraisal incorporating Strategic Environmental Assessment (SA/SEA)

1.5.1 A Sustainability Appraisal, (SA) incorporating Strategic Environmental Assessment³ (SEA) is a statutory requirement of LDP preparation, in order to assess the environmental, social and economic implications of the plans strategy and policies. The SA/SEA process is utilised to ensure that policies in the LDP reflect sustainable development principles and take into account the significant effects of the plan on the environment. SA, incorporating SEA, was an iterative process throughout the preparation of the adopted LDP and is reflected in the Plan's proposals and policies.

1.5.2 The Council will continue to adopt an integrated approach to the SA/SEA of the revised LDP, ensuring that the revised plan is internally consistent, with economic and social issues considered alongside other matters. The appraisal process will run concurrently with the plan making process and forms an iterative part of plan preparation. The SA, incorporating SEA, will therefore draw upon the Bridgend Local Well-being Plan (produced in accordance with the Well Being of Future Generations (Wales) Act – refer to Section 1.9) and will integrate where possible with a Wellbeing Assessment, Health Impact Assessment (HIA) and Habitats Regulations Assessment (HRA) that will also be prepared to support the Bridgend LDP Review.

1.5.3 The SA, incorporating the SEA will be undertaken as follows:

- **A Sustainability Appraisal, incorporating Strategic Environmental Assessment, Scoping Report.** This report will identify the need to undertake a SA, incorporating SEA, of the LDP Review and set out the proposed SA methodology and consultation arrangements. In doing so it will provide an overview of sustainability baseline data conditions and issues relevant to the Bridgend area, together with a review of other plans, policies, programmes and strategies which are likely to influence the LDP Review. The existing SA Framework adopted for the first Bridgend LDP will also be reviewed and updated as necessary to provide a robust mechanism for undertaking the SA, incorporating SEA, of new LDP proposals and policy options as they emerge. This report will be subject to consultation with the SEA Consultation Bodies before any substantive proposals or policy options are subject to consultation;
- **The Sustainability Appraisal (SA) Report:** All substantive proposals and policy options for a replacement LDP will be subject to a proportionate level of SA, incorporating SEA. This will include assessment reasonable alternatives to preferred options and the SA will be carried out in accordance with the SA Framework and methodology defined through SA/SEA Screening and Scoping.
- The SA process will be reported within iterative SA Reports which will accompany

³ European Union Directive 2001/42/EC & Environmental Assessment of Plans and Programmes (Wales) Regulations 2004

the Preferred Strategy (LDP Pre-Deposit) and Pre-Deposit Documents, with the SA Report updated between these stages to reflect changes to the emerging LDP:

- The SA Report for the Preferred Strategy will focus on assessing likely significant effects from the proposed LDP options, spatial strategy and strategic policies; and
 - The SA Report for the LDP Pre-Deposit Document will assess likely significant effects from all substantive components of the LDP Deposit Document, including all proposed site allocations and policies.
 - Following the completion of an Examination regarding the LDP, all binding recommendations made by the Examination Inspector will be subject to SA, incorporating SEA, Screening, to determine whether they would give rise to any new or different likely significant effects not previously reported within the SA Report for the LDP Deposit Document. This SEA Screening will be documented within an SA Addendum.
- **A Sustainability Appraisal Post Adoption Statement** will be published after the revised LDP is adopted. This will explain how sustainability considerations and the Sustainability Assessment, incorporating Strategic Environmental Assessment, have been taken into consideration in the production of the revised LDP.

1.6 Habitats Regulations Assessment (HRA)

1.6.1 The requirement for Habitats Regulations Assessment (HRA) comes from the Habitats Directive⁴, specifically Article 6(3), which requires that land use plans, including LDPs, are subject to a HRA Screening to determine whether any plan [or project] is likely to have a significant effect upon a European site, either alone, or in combination with other projects. In Wales, requirements for HRA, including for proposed modifications to existing plans, are set out within Part 6 of the Conservation of Habitats and Species Regulations 2017 and Part 2 of the Conservation of Offshore Marine Habitats and Species Regulations 2017.

1.6.2 The HRA process follows a series of Stages; these will be undertaken for the LDP Review, as necessary, to meet with the requirements of the Regulations:

- **Stage 1 - HRA Screening:** to determine whether the LDP Review is likely to have significant effects on European Sites;
- **Stage 2 – Appropriate Assessment:** If the HRA Screening indicates that the LDP Review is likely to have significant effects, a further level of assessment is needed to consider whether the LDP Review could adversely affect the integrity of one or more European site(s), either alone or in combination with other plans or projects, in view of their established conservation objectives and conservation status. If the potential for adverse effects on site integrity are identified, the Appropriate Assessment should also consider mitigation measures to control the identified impacts, to avoid adverse effects on site integrity; and
- **Stage 3 and 4 – Consideration of Alternatives and Imperative Reasons of Overriding Public Interest:** Only where significant effects remain at the end of

⁴ Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora

Stage 2 in the HRA process is there a need to consider alternatives and Imperative Reasons of Overriding Public Interest.

1.6.3 The HRA process will be undertaken in conjunction with the SA (incorporating SEA) to ensure an integrated approach to assessment. It is intended that the process will run concurrently with the plan making process and form an iterative part of the LDP Review, involving the consideration of all emerging policy and site options. Natural Resources Wales will be consulted throughout the HRA process.

1.7 Evidence Base Assessments

1.7.1 To inform the review of the LDP there will be a need to update various elements of the evidence base that informed the current Local Development Plan which expires in 2021 as well as taking into account any contextual or policy changes that have occurred since adoption of the plan. A sample of the evidence base studies required to inform the LDP are provided below:

- **Demographic Forecasts and Analysis** – to provide estimates of the future numbers of households and of the numbers of people who live in them, which will inform the LDP's dwelling requirement;
- **Local Housing Market Assessment** - to identify how many homes are required of each tenure: open market housing and 'affordable housing' (e.g. intermediate or social rented housing);
- **Settlement Assessment Study** – to provide analysis on the role and function of settlements in Bridgend County Borough;
- **Settlement Boundary Review** – to define clear, defensible boundaries around settlements in the form of 'settlement boundaries';
- **Economic Evidence Base Study** – to identify the county borough's employment land requirements for the LDP period and to assess the quality of the main employment areas for continued use, and identify potential new land to meet future requirements for all employment sectors;
- **Plan-Wide Viability Assessment** – to assess the broad levels of development viability across housing market areas and identify the contribution sites can make to the delivery of infrastructure, affordable housing and any other policy requirements;
- **Gypsy and Traveller Accommodation Assessment** – to calculate up-to-date local need and inform identification of deliverable allocation(s) if a need is identified;
- **Bridgend Town Centre Flood Risk Assessment** – to identify areas at risk of flooding;
- **Retail Study** – to identify the requirements of retail need, including the need for more land and floorspace;
- **Green Infrastructure Assessment** – to assess natural and semi-natural features, green spaces and corridors that intersperse and connect places, including a refreshed audit of outdoor sport and playing space provision;
- **Landscape Character Assessment** - to describe the characteristics of the local landscape and which may include guidelines for development;
- **Renewable Energy Assessment** – to provide a robust Renewable Energy

evidence base;

- **Transport Assessment** – to assess the impact of the scale and distribution of development detailed in the emerging Local Development Plan;
- **Urban Capacity Study** – to assess the potential urban capacity of the county borough's settlements to inform the expected small and windfall housing allowance rate; and
- **Infrastructure Delivery Plan** – to identify the infrastructure required to support delivery of development proposed over the LDP plan period.

1.7.2 The above is not a definitive list and additional evidence base update requirements may emerge as plan revision progresses. There are number authorities in South-East Wales that are currently in the process of considering reviewing their Local Development Plans on the basis that their current plans expire at the end of 2021. This presents an opportunity for collaboration including the preparation of a shared evidence base.

1.8 Well-being of Future Generations Act

1.8.1 The Well Being of Future Generations (Wales) Act (WBFG) gained Royal Assent in April 2015. The Act aims to make a difference to lives of people in Wales in relation to seven well-being goals and also sets out five ways of working. The seven well-being goals relate to:

- a prosperous Wales;
- a resilient Wales;
- a healthier Wales;
- a more equal Wales;
- a Wales of cohesive communities;
- a Wales of vibrant culture and Welsh language; and
- a globally responsible Wales.

1.8.2 The five ways of working are long-term, integration, involvement, collaboration and prevention. Given that sustainable development is the core underlying principle of the LDP (and SEA); there are clear associations between both the LDP and the WBFG Act. As a requirement of the Act a Local Well-being Plan (LWBP) must be produced (Bridgend's LWBP is currently in the process of being finalised). This plan will look at the economic, social, environmental and cultural well-being of the county and will have clear links with the LDP. Both the WBFG Act and the LWBP will be considered fully throughout the preparation of the revised LDP, which will follow the five ways of working.

1.9 Tests of Soundness

1.9.1 'Soundness' is an integral part of the LDP system and is an important principle by which it may be demonstrated as to whether the LDP shows good judgement and is able to be trusted. If the revised LDP is found not to be sound then the Welsh Government could require the Council to take necessary action to remedy the situation. This may involve returning to the very early stages of plan preparation thereby causing considerable delay in the preparation of the plan.

1.9.2 The Council must submit the replacement LDP to the Welsh Government for examination. An independent Inspector is appointed by the WG to undertake this examination to determine whether the LDP is fundamentally sound. The Inspector will assess whether the preparation of the plan has been undertaken in accordance with legal and regulatory procedural requirements, and, complies with the Community Involvement Scheme. The Inspector must also determine whether the Plan meets the three soundness tests⁵:

- Test 1 – Does the plan fit? (i.e. is it clear that the LDP is consistent with other plans?);
- Test 2 – Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?);
- Test 3 – Will the plan deliver? (i.e. is it likely to be effective?).

1.9.3 The conclusions reached by the Inspector will be binding and, unless the Welsh Government intervenes, the Council must accept the changes required by the Inspector and adopt the revised LDP.

⁵ Welsh Government Development Plans Manual (Edition 3, March 2020)

2 Timetable

2.1 The Council has prepared a timetable summarising the key stages in plan preparation (Table 1), which while challenging, provides a realistic timeframe for preparation of the replacement LDP having regard to the resources available. In preparing the timetable, regard has been given to the WG's expectation that a revised plan can be prepared in considerably less than 4 years, taking into account the resources available and the extent of changes required (Planning Policy Wales Edition 10, December 2018. Furthermore, it has regard to the fact that the current LDP expires in December 2021 and it is imperative to maintain Development Plan coverage.

2.2 Work has commenced at pace on the RLDP since the approval of the original Delivery Agreement in June 2018, with consultation on the Preferred Strategy held in October – November 2019. However the preparation of the Deposit Plan has not proceeded as quickly as envisaged. The original Delivery Agreement stated that the Deposit Plan would be subject to consultation and community engagement during July and August 2020. This timescale has slipped to January, February and March 2021.

2.3 The delay in progress on the Preferred Strategy is due to the impact of the Covid-19 pandemic. In March 2020, the UK Government imposed a UK wide lockdown resulting in offices and businesses closing down, many employees being furloughed by employers and BCBC staff adjusting to new working arrangements. Whilst the replacement LDP was not at a consultation stage at this time, the restrictions prevented progress being made on the preparation of the Deposit Plan in the following ways:

- Inability of site promoters to carry out site-specific technical work to support their Candidate Site submissions;
- The closure of schools and workplaces resulting in new temporary patterns of movement preventing the assessment of accurate traffic impact of development proposals;
- Social distancing measures preventing physical meetings;
- Temporary suspension of Council meetings and committees;
- Delays caused by adjustment to new ways of working; and
- The need to review the LDP Evidence Base in light of the pandemic.

2.4 In addition to the above, account has been made in the revised timetable to allow for a longer period of consultation on the Deposit Plan to account for the alternative methods of consultation necessitated by the pandemic, which are detailed in Part 3. This will extend the statutory consultation period of 6 weeks to 8 weeks. This also enables an element of flexibility to account for any further temporary restrictions imposed due to the pandemic, although significant further delays would necessitate a further revision of this Delivery Agreement.

2.5 Table 1 is divided into definitive and indicative stages:

- **Definitive Stages** – This part of the timetable provides information up to and inclusive of the statutory Deposit stage. The progress of the Plan over this period is under the direct control of the Council and therefore target dates, are considered realistic and every effort will be made to adhere to these dates.

- **Indicative Stages** – This part of the timetable provides for the stages of plan preparation beyond the statutory Deposit stage. These stages are increasingly dependent on a wide range of external factors (e.g. the number of representations received, number of examination hearing sessions, time taken to receive Inspector’s Report) over which the Council has far less control. Those dates will be reconsidered after reaching the Deposit stage when definitive timings for the remaining stages will be prepared and submitted to the Welsh Government for agreement and publication.

Table 1 - Key stages in the Replacement LDP Process (as revised July 2020)

KEY STAGE		TIMESCALE	
DEFINITIVE		FROM	TO
STAGE 1	Update Evidence Base & SA/SEA Baseline Framework & Assessments	April 2018	July 2020
STAGE 2	Delivery Agreement <ul style="list-style-type: none"> • Submission to Welsh Government – June 2018 • Response to LPA to be received within 4 weeks 	April 2018	July 2018
STAGE 3	Pre-Deposit Participation & Consultation <ul style="list-style-type: none"> • 6 week statutory consultation (Oct – Dec 2019) 	August 2018	December 2020
STAGE 4	Deposit LDP <ul style="list-style-type: none"> • 6 week statutory consultation 	January 2021	March 2021
INDICATIVE		FROM	TO
STAGE 5	Submission	Autumn 2021 (Sept)	-
STAGE 6	Examination	Autumn 2021 (November)	Winter 2022 (February)
STAGE 7	Inspectors Report & Adoption	Winter 2022 (February)	Spring 2022 (March)
STAGE 8	Adoption	Spring 2022 (April – May)	

A detailed project timetable outlining the timescale for each of the stages of plan preparation is included in Appendix 2.

2.6 Resources

2.6.1 The Head of Regeneration, Development and Property Services, and the Group Manager of Development will be responsible for the overall delivery of the revised LDP, with the Development Planning Manager responsible for the day- to-day project management. The Development Planning Team will lead in the preparation and delivery of the revised LDP with Member engagement and political reporting at appropriate stages. The existing staff resources are set out in Table 2 below, approximately 80% of officer time will be dedicated to the LDP to account for day to day involvement in liaison with colleagues in development management and also to account for regional working. Additional time will be dedicated by the Group Manager of Development to the efficient delivery of the replacement LDP. It will also be necessary to call upon staff resources from other internal departments to assist in undertaking various evidence base updates/assessments. This is likely to include officer support from; Development Management, Heritage, Housing, Highways, Economic Development, Property, Countryside Management, Education, Democratic Services and Legal Services. (The structure as set out below is in the process of being implemented by BCBC).

Table 2 – Development Planning Staff Resources

Officer Job Title	Number of posts
Development Planning Manager	1
Development Planning Team Leader	1
Principal Planning Officer	1
Senior Planning Officer	1
Planning Officer	1
Technical Officers	2

2.6.2 While it is anticipated that a considerable amount of evidence base work will be undertaken by Bridgend County Borough Council officers, predominately Development Planning (Planning Policy), the use of external consultants is likely to be necessary, particularly in relation to highly technical/specialist elements of the evidence base. An initial assessment has been carried out of the elements of plan preparation that are likely to require external consultant input and financial resources have been secured accordingly.

2.6.3 The Delivery Agreement has been prepared on the basis of a revised Bridgend Local Development Plan only. However, it is important to recognise that work is being undertaken on a regional basis that will require future resourcing. It is considered that collaboration with neighbouring authorities will be fundamental to the preparation of the revised LDP, particularly with regard to a joint evidence base, where appropriate. The South East Wales Strategic Planning Group (SEWSPG) is working towards a set of regionally agreed methodologies for key topic areas to ensure a consistent evidence base throughout the Cardiff Capital Region. In addition, Bridgend and RCT LPAs identified a number of topic areas where an evidence base could be prepared jointly; however, **the decision taken by**

RCT to review their LDP was made at too late a date for this to be a realistic proposition. Both authorities are however committed to share findings of technical studies and to maintain an open dialogue on issues of cross boundary relevance.

2.6.4 A sufficient budget is available to progress the revised LDP to adoption within the prescribed timetable. It is anticipated that this will cover expenditure relating to all elements of preparation of the revised LDP and the Independent Examination.

	<u>2018/19</u>	<u>2019/20</u>	<u>2020/21</u>
Earmarked Reserve opening balance	233,366.28	288,716.28	344,066.28
Annual LDP revenue budget	55,350	55,350	55,350
Projected Earmarked Reserve closing balance	288,716.28	344,066.28	399,416.28

2.7 Risk Management and Analysis

2.7.1 Having regard to the resources which it is putting into the LDP process, the Council considers that the proposed timetable is realistic, robust, and achievable. Notwithstanding this conviction, the Council has identified certain areas of risk that could result in some departures from the proposed timetable. Any deviations from the approved timetable will therefore be monitored for slippage and/or other impacts arising from the risks identified below or other causes.

2.7.2 In this respect, the Council considers it is reasonable to make allowance for slippage of up to 3 months in the timetable without formally amending the Delivery Agreement. If there is a slippage of more than 3 months in the definitive part of the timetable, the Council will seek the agreement of the Welsh Government in amending the timetable following approval of such an amendment by the Authority.

2.7.3 The possible risk areas are identified in Appendix 4.

2.8 Supplementary Planning Guidance (SPG)

2.8.1 The replacement LDP will contain sufficient policies to provide the basis for determining planning applications. However, SPG has an important supporting role in providing more detailed or site specific guidance on the way in which LDP policies will be applied. While SPG does not form part of a development plan it should be derived from and be consistent with the relevant LDP. The SPG should also be clearly cross referenced to the policies and proposals it supplements.

2.8.2 Following the LDP's adoption a number of supplementary planning guidance documents have been prepared to support existing LDP policies:

- SPG 12 – Sustainable Energy (May 2014);
- SPG 13 – Affordable Housing (October 2015);
- SPG 19 – Biodiversity and Development (July 2014);
- SPG 20 – Renewables in the Landscape (2014); and
- SPG21 – Safeguarding Employment Sites (June 2015)

2.8.3 A review of the existing SPG including ones recently amended and adopted will be undertaken as part of the LDP Revision process with amendments to a number of these likely to be required.

2.9 Monitoring and Review

2.9.1 The Council will monitor and regularly review progress of the replacement LDP against the requirements of the Delivery Agreement to ensure the timetable is being kept to and the public engagement as set out in the CIS is being met. The timetable allows for a marginal degree of flexibility, however, any amendments to the DA will require approval by the Council prior to Welsh Government agreement. The DA may need to be amended if the following circumstances, which are beyond the LPA's control, occur during the preparation of the revised LDP:

- Significant change to the resources available to undertake preparation of the revised LDP;
- Preparation of the revised LDP falls behind schedule i.e. more than 3 months;
- Significant changes to European, UK or Welsh legislation directly affecting the revised LDP preparation process;
- Any other change in circumstances that will materially affect the delivery of the revised LDP in accordance with the DA; and
- Significant changes to the Community Involvement Scheme.

2.9.2 An updated timetable will be submitted to the Welsh Government following the Deposit stage. This will provide certainty of the timescales for the remaining stages (i.e. replacing indicative stages with definitive stages). The indicative timetable will be redefined within 3 months of the close of the formal Deposit period and submitted to the Welsh Government for agreement.

3 Community Involvement Scheme

3.1 Introduction

3.1.1 The Community Involvement Scheme sets out how the Council proposes to proactively involve the community and stakeholders in the preparation of the replacement LDP.

3.1.2 Bridgend County Borough Council is committed to improving the quality of stakeholder and community involvement in plan making. Early and continued community involvement should help in addressing contentious issues, and assist in resolving conflicts throughout plan preparation. It can also help in identifying common ground, and shared goals.

3.1.3 By engaging people and organisations in planning the future of Bridgend, the CIS will, therefore, seek to:

- detail how the LDP will be prepared, developed, monitored and reviewed in partnership with the community and other stakeholders in a structured, effective, and inclusive way;
- improve the process of plan preparation by engaging with the public, involving them fully, effectively and inclusively in the preparation of the LDP;
- seek to establish a consensus between stakeholders on the Plan's aims and objectives and in its options and preferred strategy;
- provide a transparent and structured process of engagement with the community, at all stages of the LDP;
- incorporate into the process best practice regarding sustainable development, and the requirements of the Strategic Environmental Assessment (SEA) Directive; and
- use these processes to produce a 'sound' plan.

3.1.4 While ultimately it is the Council that is responsible for the content of the LDP should it not be possible to achieve consensus, one of the aims of the LDP system is that plan production is based on effective community involvement in order that a range of views can be considered as part of a process of building a wide consensus on the plan's strategy and policies.

3.1.5 The five ways of working specified by the Well Being of Future Generations (Wales) Act are integral to the CIS, namely long-term, integration, involvement, collaboration and prevention. The CIS describes the ways in which the community can influence the LDP at the different stages of the plan preparation process. The Council has also prepared a timetable for the production of the LDP (Appendix 2), which should be read in connection with the CIS.

3.1.6 The Council is a caring and customer focused organisation. The overall aim of the Council is to "to deliver the best local services in Wales" which is underpinned by our core FACE values:

- **Fair:** taking everyone's needs into account;
- **Ambitious:** always trying to improve what we do and aiming for excellence;
- **Customer Focused:** remembering that we're here to serve our local communities,

and

- **Efficient:** delivering services that are value for money.

3.1.7 Therefore, it will seek to understand and respond to customer needs through the consultation process on the LDP; the objective being to forge and maintain effective links and structures with all stakeholders.

3.1.8 The CIS will provide the framework for everyone with an interest in the future planning of Bridgend County Borough, and consequently the LDP process, to have an opportunity to become actively involved in plan preparation.

3.1.9 To ensure the process is inclusive, an important part of the CIS is to establish measures and procedures that will enable every person or group, regardless of their background, to realise that opportunity in the plan process and the decisions which will affect them. To enable full community involvement the Council will:

- Encourage, support and empower disadvantaged and hard-to-reach groups and individuals to fully participate through forums, focus groups, and local partnerships in line with the Council's agreed Equalities Agenda; and
- Encourage and support other organisations that work in partnership with the Council, or receive funding from the Council, to pursue similar policies on equality of opportunity; and Target resources accordingly.

3.1.10 Bridgend County Borough Council is also committed to utilising the ten national principles for public engagement in Wales. Public engagement in the preparation of the LDP will take place in accordance with the guidelines set out in the CIS. The Council recognise that engagement must be designed to make a difference, the main objectives for involving the community in the LDP preparation process can be identified as:

- To involve people at the earliest opportunity, in time to shape plan preparation work;
- That consultation takes place before decisions are made and that such decisions are made in an open and transparent manner;
- To provide an accessible consultation process and adapt this as necessary to account for individual needs;
- To encourage and enable everyone with the opportunity to be involved, if they so choose;
- Adopt alternative approaches to ensure hard to reach groups are involved from the outset (this will involve liaising with BAVO);
- Draw on local knowledge to improve decision making and help the realistic implementation of decisions;
- That the planning system should help implement the community's vision for the area;
- To seek consensus and strengthen community involvement;
- To engage as full a spectrum of the community as possible in strategic issues; and
- To provide two way dialogue by responding to comments received and publishing

responses in a report of consultation.

3.2 Welsh Language and Bilingual engagement

3.2.1 The Welsh Language Standards place a legal duty on Councils to make it easier for people to use services through the medium of Welsh. The Council has published a Welsh Language Strategy for 2017 – 2022; the requirements of both the corporate strategy and Welsh Language Standards will be maintained at each stage of the revised LDP. Bilingual engagement will be carried out in the following ways:

- We welcome correspondence in both Welsh and English. Where correspondence is received in Welsh and a reply is necessary, this will be sent in Welsh;
- All consultation letters, comments forms, public notices (including site notices) and newsletters will be bilingual;
- Any pages on the Local Development Plan website and social media posts published on twitter will be bilingual;
- Any public meetings will be conducted bilingually where a request has been made ahead of time. Prior notification is required in order to provide a translation service;
- Draft LDP documents can be made available in Welsh if requested and where timescales allow; and
- The revised LDP once adopted will be available in both Welsh and English Format.

3.3 How will we involve our communities and key stakeholders

3.3.1 We will seek to publicise the LDP revision process at every stage and reach as much of the community as possible, as well as other stakeholders to advise people about the revised LDP and how they can get involved. This will be achieved by:

- Direct contact (i.e. by letter or e-mail, the preference of which as indicated by the stakeholder through consultation);
- Through use of Twitter, by utilising the corporate Bridgend Council Twitter account @BridgendCBC) to advertise the LDP webpage;
- Via Facebook on the Bridgend County Borough Council page;
- Engagement with Members and Community Councils through specific workshops, training events, Member drop-in sessions and in reports to appropriate Council meetings;
- Making use of Bridgend's Citizens Panel;
- All LDP information and documents will be made available on the Council's website, which will be updated regularly;
- Deposit of documents at the Council's Civic Offices, libraries, Life Centres and Community Hubs;
- Press releases for the local media, where appropriate;
- Producing a regular newsletter that describes progress on the revised LDP;
- Public information exhibitions, drop in sessions and or meetings in accessible locations; and
- Advertising each stage of participation/consultation on Bridgend Council's magazine

‘Bridgenders’.

3.3.2 Whilst the above methods of engagement have proved effective in communicating with stakeholders in Key Stages 1-3 of the LDP preparation, and will remain relevant, the reasons given for the need to revise this Delivery Agreement will necessitate greater use of the following to progress through Key Stage 4 and beyond:

- Engagement with Members and Community Councils through virtual meetings i.e. Skype / Microsoft teams;
- Interaction with stakeholders through specific topic or area based surgery sessions on a pre-booked basis;
- Consideration of the interactive use of social media / digital communication (i.e. Q&A sessions);
- Greater emphasis on the use of web based technology;
- One to one telephone conversations to engage those members of the community without Internet access;
- Dissemination of hard copies of information to individuals where other sources of information have failed;
- Use of larger venues for public exhibitions and meetings to accommodate social distancing measures if necessary (and available) – e.g. sports halls, school halls, outside space;
- Appointment based drop-in sessions to manage the number of stakeholders present at any given time and to help manage officer time; and
- The use of internal and external agencies to assist with community meetings and engagement (e.g. Planning Aid).

3.4 Methods of Engaging the Community

3.4.1 A range of methods to facilitate community involvement will be used throughout the Plan preparation process, and these will be designed to ensure efficient and effective consultation and participation, tailored when necessary to focus upon particular issues. The methods of engaging the community at each stage of plan preparation are set out in the ‘Replacement LDP Preparation Process’ table.

3.4.2 Council officers will also be utilised to run structured community involvement mechanisms such as targeted discussions, workshops, and focus groups. Also, the extensive past expertise of planning officers in the more traditional consultation methods for Plan preparation will be used to facilitate greater joined up engagement in the wider consultation process necessary for LDP preparation.

Citizen’s Panel

3.4.3 The Council has established a Citizens Panel of 1,700 residents of the County Borough, selected to be statistically representative of the population, who help to inform decision-making on a wide range of issues. The results of previous and future surveys may be used to inform the evidence base of the LDP.

Individuals who have registered an interest through the Revised LDP Database

3.4.4 An ‘LDP Consultee Database’ has been maintained to include members of the public,

interested persons and any individual organisations who have requested to be kept informed at each stage of the LDP revision process. The primary purpose of this database is to allow for those who are not included on the Welsh Government list of consultees for Local Development Plans to be involved and informed throughout the LDP revision process. However, on 25th May 2018, the General Data Protection Regulation (GDPR) came into force, placing new restrictions on how organisations can hold and use your personal data and defining your rights with regard to that data. The GDPR will apply to our ‘LDP Consultee Database’ and as such members of the public will be required to give their consent in writing if they wish to remain or be added to the LDP database.

- 3.4.5** If you wish for your details to be added to the revised LDP database, please contact the Development Section by email, phone or in writing.

Bridgend County Borough Councillors

- 3.4.6** It is recognised that the involvement of elected Members of Bridgend County Borough Council throughout the LDP review will be extremely important to the process. Elected Members have a unique position as not only do they represent the communities within their individual ward, they also represent public interest and are involved in decisions for the wider benefit of the County Borough as a whole. Accordingly, Elected Members will play an essential role in the revised LDP process by providing information to local residents, informing us of issues/opportunities within their local area and more fundamentally making decisions on matters affecting the County Borough area as a whole.

- 3.4.7** The Cabinet Member for ‘Communities’ has responsibility for ‘Development Planning’ (Planning Policy), including the revised LDP. Liaison with the Cabinet Member and all other elected Members is essential throughout the process. All Member liaison’s will consequently be undertaken as and when deemed necessary, particularly at key stages of the revised LDP including but not limited to; the Preferred Strategy, Deposit LDP and at Adoption. Members will be fully informed throughout the process and notified prior to every participation/consultation stage.

LDP Steering Group

- 3.4.8** It is imperative that there is political input into the production of the replacement Bridgend Local Development Plan. As such Development Control Committee will also take on the role of ‘LDP Steering Group’ to oversee the review of the Local Development Plan through from start to completion. The Steering Committee’s main role will be to act as a ‘critical friend’ providing advice, scrutinising and making decisions on key aspects and stage of the LDP as it develops.

Cardiff Capital Region (CCR) Cabinet

- 3.4.9** The Cardiff Capital Region Cabinet, comprising the ten Leaders of Blaenau Gwent; Bridgend; Caerphilly; Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taff; Torfaen; and Vale of Glamorgan was established in 2017 to oversee the delivery of the Cardiff Capital Region City Deal. The City Deal provides local partners with the powers

and the resources to unlock significant economic growth across the Cardiff Capital Region. The City Deal also provides an opportunity to continue tackling the area's barriers to economic growth by: improving transport connectivity; increasing skill levels; supporting people into work; and giving businesses the support they need to innovate and grow. The deal will also develop stronger and more effective leadership across the Cardiff Capital Region.

Town and Community Councils

- 3.4.10** Town and Community Councils also play a key role in disseminating information to the residents within their area on matters of local importance and will be a key link to communities across Bridgend's. Town and Community Councils will be consulted at every stage of the LDP revision process.

Town and Community Council's Forum

- 3.4.11** The Development Planning Team will engage with the Town and Community Council's Forum. The forum will provide an additional opportunity for Town and Community Councils to voice their views on the revised LDP.

Partnership Groups

- 3.4.12** Existing partnership groups are seen as an important means of engaging the wider community in the preparation of the revised LDP, particularly in the early stages of public participation when structured discussion is desirable. Liaison with the Bridgend's Public Service Board and partners will be of particular importance to ensure the revised LDP aligns.

Members of the Public, Businesses, Land Owners, Developers and Agents

- 3.4.13** The Development Planning Section will engage with the business community at an early stage which could be achieved through liaison with the individual chambers' of commerce across the County Borough. We will also engage with planning agents who are regular customers of Bridgend County Borough Council's planning service. Members of the public, Landowners, agents and prospective developers who wish to put land forward to be considered for development will therefore also be included on the LDP revision database.
- 3.4.14** The Candidate Site process will provide the opportunity for those who have an interest in land to submit sites to be considered for development. A common methodology is being established across the South East Wales region for local planning authorities to utilise for their respective revised LDPs (where appropriate). A Call for Candidate Sites will be undertaken and all candidate sites will need to be submitted via a standardised form. The form will contain the criteria required to assist in the assessment of the suitability of sites for inclusion as potential allocations in the revised LDP. A threshold for accepting candidate sites will be set in order to ensure the plan remains strategically focused. This threshold will be provided up front in order to provide clarity of the process and avoid unnecessary work being undertaken for sites that will be immediately rejected.

Bridgend Business Forum

3.4.15 The Development Planning Team will engage with the Bridgend Business Forum. Membership is made up of established and new start businesses within a wide variety of business sectors. Sole traders, micro, small and medium sized businesses as well as large international companies are all present within the membership. The forum will provide an opportunity for the business community to voice their views on the revised LDP. Awareness of the LDP process will be promoted through the Business Forum newsletter which is produced on a monthly basis.

Business in Focus

3.4.16 The Development Planning Team will liaise with 'Business in Focus'. This organisation focuses on business start-ups and assisting existing businesses to grow.

Additional Consultation Bodies

3.4.17 Appendix 1 provides a list of the specific and general consultation bodies along with UK Government departments and other consultees. The specific consultees⁸ comprise of the Welsh Government and those bodies with specific functions that apply to the revised Plan area, for example the Health Board who cover the Bridgend area and Dŵr Cymru Welsh Water, the local water undertaker. The Authority must also consult UK Government Departments where aspects of the plan appear to affect their interests. These consultation bodies will be engaged throughout the LDP revision process at each of the formal stages and informally, as appropriate.

Hard to Reach Groups

3.4.18 Efforts will be made to engage with 'hard to reach' groups which are rarely heard and who have not taken part traditionally in the plan preparation process. A flexible approach will need to be undertaken in relation to engagement with these groups, albeit within the parameters of the specified participation/consultation periods. Engagement with these groups may be achieved by using existing partnerships and the voluntary organisation BAVO may be able to assist in this process. The following groups identified below will be actively encouraged to participate in the LDP revision process:

- Young People – the established Bridgend's Youth Council will be invited to participate as appropriate in the LDP revision process. This will ensure the voices of young people are heard and enable young people to share their views on a wide range of issues that they consider important to them and their local area. This may also extend to engagement and consultation events at various schools in the County Borough where appropriate;
- Disabled People – engagement with Bridgend's 'Coalition of Disabled People' will be of importance in order to gain the views of those living with disabilities in the County Borough; and
- Gypsy and Travellers – the Gypsy and Traveller Accommodation Assessment Stakeholder Group will be utilised at relevant stages to ensure the gypsy and travelling community are appropriately engaged.

3.4.19 In addition to the above hard to reach groups there are other seldom heard voices who are considered to have been under-represented previously in LDP preparation. This includes (but is not exclusive to) those seeking affordable housing in the County Borough, small house-builders and small and medium-sized enterprises. Accordingly, we will endeavor to reach out to these groups by utilising existing mutual points of contact wherever possible.

3.5 What we expect from you

3.5.1 In order to ensure any comments and representations on the revised LDP are considered, they must be submitted within the prescribed timescales. The Delivery Agreement sets out the timetable of relevant stages and provides a guideline of when we will seek your involvement. This will ensure that individual views are considered and taken into account throughout the LDP revision preparation process.

3.5.2 It is also of importance that you notify the Development Planning Section should your contact details change during the LDP revision process in order for us to keep you fully informed of progress. With regard to Candidate Sites it is noted that land ownership changes may also occur during the process and it is imperative that these are communicated to the Development Planning Section in order to ensure progress is not delayed.

3.6 Building Consensus

3.6.1 The Council will seek to build consensus through the various engagement and consultation methods set out within the CIS. Consensus building can only be achieved if the community and other interested parties are kept fully informed and effectively engaged throughout the preparation of the revised LDP, which will be of particular importance in the early stages of plan preparation. It is nevertheless recognised that there will be occasions where consensus cannot be achieved and a difference in opinion between certain parties occurs. A clear audit trail of decisions will be maintained in order to ensure that there is transparency in the decision making process, and, to provide assurances to those that disagree that the decisions have been made in an informed and balanced way. However, decisions made will not be revisited via subsequent consultation opportunities, so participants are requested to focus their input on the matter being considered at that stage.

3.7 Late representations

3.7.1 Consultation responses are required by the specified deadline of the specific consultation period in order for them to be considered. Any late comments/representations will not be logged as 'duly made' as they were not made in accordance with the published timescales. There may be exceptional circumstances where a representation is submitted late, it will be at the Council's discretion as to whether such late representations can be accepted. Evidence will be required to highlight why the representation was delayed and that a genuine attempt was made to submit within the prescribed deadline. The timescale to produce the revised LDP is already challenging, the acceptance of late representations could result in further delay which would not be acceptable.

3.8 Document Availability and Deposit Locations

3.8.1 At various stages of Plan preparation, documentation must be made available for public inspection and comment. All such documentation will also be made available electronically on the Council's web site at www.bridgend.gov.uk

3.8.2 In addition, hard copies will be made available for inspection at the Council's Civic Offices in Bridgend and at the Authority's public libraries (provided they remain open to the public):

- BCBC, Reception, Civic Offices, Angel Street, Bridgend, CF31 4WB Mobile Library – (2 copies);
- Aberkenfig Library, Heol y Llyfrau, Aberkenfig, CF32 9PT;
- Betws Library, Betws Life Centre, Betws Road, Betws, CF32 8PT;
- Bridgend Library, Bridgend Life Centre, Angel Street, Bridgend, CF31 4AH
- Maesteg Library, North's Lane, Maesteg, CF34 9AA;
- Ogmores Vale Library, Ogmores Valley Life Centre, Aber Road, Ogmores Vale, CF32 7AJ
- Pencoed Library, Penybont Road, Pencoed, CF35 5RA;
- Pontycymmer Library, Garw Valley Life Centre, Old Station Yard, Pontycymmer, CF32 8ES;
- Porthcawl Library, Church Place, Porthcawl, CF36 3AG;
- Pyle Library, Pyle Life Centre, Helig Fan, Pyle, CF33 6BS;
- Sarn Library, Sarn Life Long Learning Centre, Merfield Close, Sarn, CF32 9SW;
- Ty'r Ardd Library, Local and Family History Centre, Ty'r Ardd, Sunnyside, CF31 4AR; and
- Y Llynfi Library, Maesteg Sports Centre, Old Forge Site, Nant-y-Crynwyl, Maesteg, CF34 9EB

3.8.3 All documentation will be available to view on the Council's web site where appropriate.

3.8.4 Electronic representation forms will also be made available during periods of consultation.

3.8.5 Paper copies of documents will not be sent out during the LDP process as they will be made publicly available in the locations listed above, as well as being made available electronically. In exceptional circumstances paper copies may be offered, however this will be assessed on a case by case basis depending on the specific needs of the relevant individual.

3.9 Replacement Local Development Plan Preparation Process

3.9.1 The following table sets out the detailed timetable for community engagement and the proposed engagement methods for the key stages in the LDP preparation process. The list is not exhaustive and may need to be adapted to ensure the community and stakeholders are suitably involved at each stage. The proposed methods of engagement will vary dependent on the stage of plan preparation, subject matter, preference of those involved and the resources available at the time, recognising that the proposed timetable and methods should not hinder plan preparation.

Definitive Stage

Stage 1: Update Evidence Base & SA/SEA Baseline Framework & Assessments

The Council has a statutory obligation under Section 61 of the Planning & Compulsory Purchase Act 2004 to keep all matters under review that are expected to affect the development of its area.

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Update Evidence Base & SA/SEA Baseline Framework & Assessments	The Council is required to prepare and maintain an up-to date information base on all aspects of the social, economic and environmental characteristics of the Borough, to enable the preparation of a 'sound' development plan. This will be ongoing up until the submission of the Deposit Plan. To scope the SA/SEA process of the preparation of the LDP incorporating the legal requirements of the SA/SEA.	April 2018 – December 2020	Development Planning Team Other Council Officers Independent Appraisers for SA(SEA) External Consultants where necessary	LDP Monitoring Specialist Surveys / Data Collection Analysis LDP Officers / Members Group LDP Steering Group / PSB	LDP Monitoring Reports Publish findings on Council Website where appropriate.	Development Planning Team Other Council Staff Independent Appraisers for SA(SEA) External Consultants if necessary ICT Support Printing Costs

Stage 2: Delivery Agreement (DA)

Regulations: The Town and Country Planning (Local Development Plan) (Wales) Regulations 9 & 10 (2004) and Regulation 2(5) (2015)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Preparation of Draft DA	To inform stakeholders that the Council is preparing a LDP and seek community involvement.	April 2018	Development Planning Team Other Council Officers	Report to: LDP Steering Group Council	A realistic timeframe for the preparation of the revised LDP. Details of risk management Community Involvement proposals specified Collaborative working	Development Planning Team Other Council Staff ICT Support
Political Reporting - Draft DA	To seek authorisation from Council to undertake targeted consultation on the Draft DA.	April 2018	Development Planning Team LDP Steering Group / PSB Council	Consultation with Members Consultation with Members via Council meeting	Authorisation from Council to undertake targeted consultation on the Draft DA.	Development Planning Team

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Targeted Consultation on Draft DA</p>	<p>To seek views of stakeholders and consultees on the content of the Draft Delivery Agreement.</p>	<p>April 2018 – May 2018</p>	<p>Development Planning Team</p> <p>Other Council Officers</p> <p>LDP Steering Group / PSB</p> <p>Council</p> <p>All Specific consultation Bodies</p> <p>UK Government Departments</p> <p>General Consultation Bodies</p> <p>Other Consultees Bodies (Including General Public and consult Planning Inspectorate (PINS))</p>	<p>Consultation with Members via LDP Steering Group / PSB members.</p> <p>Consultation with Members via Council meeting.</p> <p>Targeted consultation with specific consultation bodies via direct correspondence.</p> <p>Information by letter or e-mail.</p> <p>Website</p>	<p>Any comments will be considered and Draft Delivery Agreement amended if required.</p>	<p>Development Planning Team</p> <p>Printing Costs</p> <p>Postage Costs</p> <p>Press / Advertisement Costs</p>

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Political Reporting following consultation on DA (agreement to submit to WG)	<p>To inform LDP Steering Committee and Council. To report views of stakeholders and consultees on the content of the Draft Delivery Agreement to the LDP Steering Group and Council.</p> <p>Council resolution will be requested to approve the (revised) Delivery Agreement for submission to Welsh Government.</p>	June 2018	<p>Development Planning Team</p> <p>LDP Steering Group / PSB members</p> <p>Council</p>	Committee Reports	<p>A summary of comments received with Delivery Agreement presented to LDP Steering Group.</p> <p>A summary of comments received with Delivery Agreement presented to Council.</p>	<p>Development Planning Team</p> <p>Printing Costs</p>
Submission to Welsh Government following Council approval.	To seek formal agreement of the Delivery Agreement.	June 2018	<p>Development Planning Team</p> <p>Welsh Government</p>		Council resolution will be requested to approve the Delivery Agreement for submission to Welsh Government.	<p>Development Planning Team</p> <p>Printing Costs</p>
DA agreed by Welsh Government.	Formal commencement of Replacement LDP	July 2018	Welsh Government		<p>Formal agreement from Welsh Government & Report to Council advising of Welsh Governments approval.</p> <p>Publish Delivery Agreement.</p>	Development Planning Team

Stage 3: Pre-Deposit Participation & Consultation

The Town and Country Planning (Local Development Plan) (Wales) Regulation 14 (2004) and Regulation 2 (10) (2015); Regulations 15 & 16 (2004) and Regulation 16a (2015)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Consultation on Draft SA/SEA Scoping Report (5 weeks consultation)</p> <p>*statutory 5 week consultation to be undertaken at an appropriate juncture between July – September 2018</p>	<p>To seek views of consultees on the content of the SA/SEA Scoping Report.</p>	<p>July 2018 – Sept 2018</p>	<p>Development Planning Team</p> <p>Appropriate SA/SEA consultation bodies</p>	<p>Written Information dissemination via post and email</p> <p>Notices,</p> <p>Website</p> <p>Press</p> <p>Facebook & Twitter</p>	<p>Officer consideration of comments on SA/SEA Scoping Report and recommendation of amendments if required.</p> <p>A summary of comments received with SA/SEA Scoping Report presented to LDP Steering Group.</p> <p>A summary of comments received with SA/SEA Scoping Report presented to Council.</p>	<p>Development Planning Team</p>

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Call for Candidate Sites (8 week consultation)</p> <p>**statutory 8 week consultation to be undertaken at an appropriate juncture between September – December 2018.</p>	As part of developing the evidence base, the Council will engage with stakeholders and the public in identifying candidate sites to produce a Site Register.	Sept 2018 – Dec 2018	<p>Development Planning Team</p> <p>All Specific Consultation Bodies</p> <p>UK Government Departments</p> <p>General Consultation Bodies</p> <p>Other Consultees (Including general public)</p>	<p>Written Information dissemination via post and email</p> <p>Notices,</p> <p>Website</p> <p>Press</p> <p>Facebook & Twitter</p> <p>Bridgenders Magazine</p>	Develop and produce a site register to inform the Visioning and Strategic Options	<p>Development Planning Team</p> <p>ICT Support</p> <p>Printing Costs</p> <p>Postage Costs</p>

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Candidate Sites Assessments	Identify candidate sites. Assessment criteria will be provided to facilitate this. The Site Register will be used to inform the Visioning and Strategic Options.	Sept 2018 – Dec 2020	Development Planning Team		See above.	See above.

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Identification & assessment of options (growth levels and spatial distribution) with SA / SEA input	To engage with consultees to develop consensus on options, including, growth levels and spatial distribution	Nov 2018 – Feb 2019	Development Planning Team LDP Officers / Members Group, LDP Steering Group / PSB Members Council Independent Appraisers for SA(SEA)	Meetings Workshops Written Information dissemination via post and e-mail.	Seek consensus on options, including, growth levels and distribution All Documentation placed on the Council Website and at Deposit locations.	Development Planning Team

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Preparation of Preferred Strategy, SA/SEA Report & HRA</p>	<p>To agree a Preferred Strategy for the LDP and express its Spatial implications in the Pre-Deposit Proposals.</p>	<p>May 2019 – Sep 2019</p>	<p>Development Planning Team</p> <p>LDP Officers / Members Group</p> <p>LDP Steering Group / PSB Members</p> <p>Council</p> <p>Independent Appraisers for SA(SEA)</p> <p>All Specific consultation Bodies</p> <p>UK Government Departments</p> <p>General Consultation Bodies</p> <p>Other Consultees (Including General Public)</p>	<p>Meetings</p> <p>Workshops</p> <p>Written Information dissemination via post and e-mail.</p>	<p>Obtain Council approval for Preferred Strategy consultation.</p> <p>Council to approve Pre-Deposit Proposals and place on the Council Website and at all Deposit locations for at least 6 weeks.</p> <p>Deposit SA / SEA Report simultaneously with Pre-Deposit Proposals.</p>	<p>Development Planning Team</p>

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Consultation on Preferred Strategy & Initial SA/SEA Report (6 Weeks Consultation)	To provide Consultees, stakeholders and others, with an opportunity to view and propose changes to the Pre-Deposit Proposals.	Oct 2019 – Nov 2019	Development Planning Team LDP Officers / Members Group LDP Steering Group / PSB Members Council Independent Appraisers for SA(SEA) All Specific consultation Bodies UK Government Departments General Consultation Bodies Other Consultees (Including General Public)	Meetings Exhibitions Workshops Written Information dissemination via post and e-mail. Letters and Pre-Deposit Proposals sent to Specific Consultation Bodies. Letters sent to all other consultees. Copies of Pre-Deposit Proposals and associated documents published on Council Web Site and placed at Deposit locations. Local Advertisement. Facebook & Twitter Bridgend Magazine	Council to approve Pre-Deposit Proposals and place on the Council Website and at all Deposit locations for at least 6 weeks. Deposit SA / SEA Report simultaneously with Pre-Deposit Proposals.	Development Planning Team

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Analyse consultation responses and prepare Initial Consultation Report	<p>Enable the Council to consider the response to the Pre-Deposit Proposals and amend if appropriate.</p> <p>SA/SEA of amended Pre-Deposit Proposals ready for Deposit.</p>	Dec 2019 – Jan 2020	<p>Development Planning Team</p> <p>LDP Steering Group / PSB Members</p> <p>Council</p> <p>Other Council Officers</p>	<p>Written Information dissemination via post and e-mail</p> <p>Meetings</p> <p>Workshops</p> <p>Copies of relevant documentation placed on Council Web Site and at all Deposit locations.</p> <p>Local Advertisement.</p>	<p>Assess Responses received and produce 'Initial Consultation Report'.</p> <p>Approval of Initial Consultation Report by Council</p> <p>Advise all Stakeholders of availability of Initial Consultation report.</p> <p>Initial Consultation Report published on Council Web Site and placed at Deposit Locations.</p>	<p>Development Planning Team</p> <p>Other Council Staff</p> <p>Independent Appraisers for SA(SEA)</p> <p>ICT support</p> <p>Printing Costs</p> <p>Postage Costs</p> <p>Advertisement Costs</p>
Prepare Deposit Plan, update SA/SEA/HRA	The Deposit Plan will have developed out of the preceding stages of the LDP process.	Feb 2020 – Dec 2020	<p>Development Planning Team</p> <p>LDP Officers / Members Working Group</p> <p>LDP Steering Group / PSB Members</p> <p>Council</p>	<p>Formal Reports</p> <p>Meetings</p> <p>Workshops</p>	Obtain Council approval to formally consult on the Deposit LDP.	Development Planning Team

Stage 4: Deposit LDP

The Town and Country Planning (Local Development Plan) (Wales) Regulations 17, 18 & 19 (2004)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Consultation on Deposit Plan, SA/SEA Report and HRA</p> <p>(6 week statutory consultation but allowance for 8 weeks)</p>	<p>This stage of the process will enable all stakeholders to make representations on the Deposit Plan and associated documents.</p>	<p>Jan 2021 – Mar 2021</p>	<p>Development Planning Team</p> <p>LDP Officers / Member Working Group</p> <p>LDP Steering Group / PSB Members</p> <p>Council Members</p> <p>All Specific Consultation Bodies</p> <p>UK Government Departments</p> <p>General Consultation Bodies</p> <p>Other Consultees (Including General Public)</p>	<p>Formal Reports</p> <p>Meetings (incl. virtual web-based meetings)</p> <p>Workshops</p> <p>Copies of Deposit Plan and associated documents placed on Council Website and at all Deposit locations (where possible).</p> <p>All Deposited documentation & Deposit LDP sent to Specific Consultation Bodies.</p> <p>Letters sent to all other consultees.</p> <p>Local Advertisement.</p> <p>Public Exhibitions and the use of drop-in & surgery sessions where appropriate</p> <p>One to one appointments & phone calls</p>	<p>Acknowledge receipt of duly made representations in writing or by email.</p> <p>Publish representations on Council Website where practicable and copies made available for inspection at Council Offices.</p>	<p>Development Planning Team</p> <p>Other Council Staff</p> <p>External Consultants where necessary</p> <p>ICT support</p> <p>Independent Appraisers for SA(SEA)</p> <p>Printing Costs</p> <p>Postage Costs</p> <p>Advertisement Costs</p>

				Submission of 'Duly made' Representations. Facebook & Twitter Bridgend's Magazine		
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Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Analyse consultation responses and prepare Consultation Report & update Deposit Plan and Report accordingly. *</p> <p>*A 'Focused change' consultation stage may be required to be built into the timetable as a result of evidence and consultation responses received etc.</p>	<p>This will provide the opportunity to consider all Representations received to the Deposit Plan, collate the responses and produce a feedback report.</p>	<p>Apr 2021 – July 2021</p>	<p>Development Planning Team</p> <p>LDP Officers / Members Group</p> <p>LDP Steering Group / PSB</p> <p>Council</p> <p>All Specific Consultation Bodies</p> <p>UK Government Departments</p> <p>General Consultation Bodies</p> <p>Other Consultees (Incl. public)</p>	<p>Meetings</p> <p>Workshops</p> <p>Information dissemination via post and e-mail.</p> <p>Facebook & Twitter</p>	<p>Produce a Feedback report to Council on Representations received during Deposit of the LDP.</p> <p>Publish on Council Web-Site and place at Deposit Locations.</p> <p>Advise Stakeholders of Availability of Stakeholders Report</p> <p>Submission of Deposit LDP & supporting documents to Welsh Government for formal examination</p>	<p>Development Planning Team</p> <p>Other Council Staff</p> <p>External Consultants where necessary</p> <p>ICT support</p> <p>Independent Appraisers for SA(SEA)</p> <p>Printing Costs</p> <p>Postage Costs</p>

Indicative Stage

Stage 5: Submission

The Town and Country Planning (Local Development Plan) (Wales) Regulation 22(2004) and Regulation 2 (17) (2015)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Submission of LDP and associated Documents to Welsh Government and Planning Inspectorate which includes:</p> <ul style="list-style-type: none"> • Deposit LDP • Final Sustainability Appraisal Report • Supporting Evidence-base Material • Copy of the CIS • Consultation Report • Copy of all representations made to the deposit Plan • A statement of suggested main issues for consideration at examination 	<p>To submit LDP and Associated documents to Welsh Government and Planning Inspectorate for Examination.</p>	<p>Sept 2021</p>	<p>Development Planning Team</p> <p>Programme Officer</p> <p>Welsh Government</p> <p>Planning Inspectorate</p>	<p>Formal Submission of LDP and Associated documents.</p>	<p>Service Level Agreement with Planning Inspectorate for conduct of the Examination.</p>	<p>Development Planning Team</p> <p>Appointment of Programme Officer for Independent Examination</p> <p>ICT Support</p> <p>Printing Costs</p> <p>Postage Costs</p> <p>Advertisement Costs</p>

Stage 6 Examination

The Town and Country Planning (Local Development Plan) (Wales) Regulation 23(2004)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Pre-examination meeting	The Independent Planning Inspector will advise on examination procedures and format.	Nov 2021 – Feb 2022	Planning Inspectorate Development Planning Team Programme Officer All Representors All Stakeholders	Direct Contact with Representors at Pre-Examination Meeting Press Release Information on Council Web Site and at Deposit Locations Facebook & Twitter	Unknown	Development Planning Team Other Council Staff Programme Officer ICT Support Printing Costs Postage Costs Advertisement Costs
Notification of Independent Examination	To ensure that stakeholders and representors are advised that an Independent Examination into the LDP will be taking place.	Nov 2021 – Feb 2022	Planning Inspectorate Development Planning Team Programme Officer All Representors All Stakeholders	Written dissemination via post and e-mail regarding Examination Facebook & Twitter	Unknown	See above
Independent Examination	The examination will determine whether the LDP is “sound” and consider the representations made in respect of it.	Nov 2021 – Feb 2022	Planning Inspectorate All Representors Other Consultees and Stakeholders (including the general		Unknown	Service Agreement with Planning Inspectorate. Development Planning Team Other Council Staff

			public) Development Planning Team Other Council Staff Programme Officer Independent Appraisers for SA(SEA) External Consultants / Legal Representation appointed if necessary			Independent Appraisers for SA(SEA) as advisors External Consultants / Legal Representation if necessary ICT Support Printing Costs Postage Costs Advertisement Costs
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Stage 7 Inspectors Report

The Town and Country Planning (Local Development Plan) (Wales) Regulation 24 (2004)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
Receive Inspectors Report	After the examination, the Inspector will produce a binding report identifying proposed changes to the LDP. The authority will have the opportunity before the Inspectors report is finalised, to request the correction of factual errors.	Feb – Mar 2022	Development Planning Team LDP Officers / Members Group LDP Steering Group / PSB Council	Written dissemination via post and e-mail. Meetings	Advise Council of receipt of Inspectors Report. Council is required to adopt the final LDP incorporating the Inspector's recommendations within 8 weeks and agree its 'Adoption Statement'.	Service Level Agreement with Planning Inspectorate. Development Planning Team Other Council Staff ICT Support Printing Costs
Publication of Final Inspectors Report	The authority will make copies of the Inspector report and its suggested changes available for public inspection within 4 weeks of its receipt.	Feb – Mar 2022	Development Planning Team Council	Letters sent to all consultees advising availability of Inspectors Report. Copies of Inspectors Report placed on Council Web Site and at all deposit locations. Facebook & Twitter Bridgend's Magazine	Council to notify its intention to adopt the LDP as soon as possible (or in any event within a further 4 weeks).	Development Planning Team ICT Support Printing Costs Postage Costs Advertisement Costs

Stage 8 Adoption

The Town and Country Planning (Local Development Plan) (Wales) Regulation 25 (2004) and 2(19) (2015)

Stage in the LDP preparation process	Purpose	Timescale	Who will be involved	Methods of involvement	Likely Outcomes & Reporting Mechanisms	Resources
<p>Formal adoption of the Bridgend LDP as the Development Plan for Bridgend County Borough.</p>	<p>To advise of the adoption of the Bridgend Local Development Plan.</p>	<p>April 2022 – May 2022</p>	<p>Development Planning Team LDP Steering Group / PSB Council All Stakeholders</p>	<p>Send copy of adoption statement to all stakeholders. Bridgend LDP published on Council Web and placed at original Deposit locations. Send 4no. copies of the adopted LDP and adoption statement to Welsh Government. As soon as practicably possible after adoption, final LDP sent to Specific Consultation Bodies & letters sent to all other consultees.</p>	<p>LDP adopted by resolution of Council. Publish Adoption Statement and Final SA Report</p>	<p>Development Planning Team ICT Support Printing Costs Postage Costs Advertisement Costs</p>

Contact details

You can contact the Development Planning Team using any of the following methods:

Email: ldp@bridgend.gov.uk

Telephone: 01656 643162

Post: Development Planning Team, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB

Appendix 1 – List of Consultation Bodies

The Council will consult the following consultation bodies at all stages in the preparation of the LDP.

Specific Consultation Bodies (including UK Government Departments)

- Welsh Government (including Planning division)
- Natural Resources Wales
- Abertawe Bro Morgannwg University Health Board
- Cwm Taf Morgannwg University Health Board
- British Telecom
- CADW
- Glamorgan Gwent Archaeological Trust
- Telecommunication Operators - O2 Airwave Service, Arqiva, O2 Plc, Three (Hutchinson), EE, T Mobile, Vodafone, NTL Communications, Virgin Media
- Gas and Electricity – Transco, Western Power Distribution, National Grid Wireless, National Grid Company Plc
- Sewerage of Water undertakers - Welsh Water Dwr Cymru
- Network Rail
- Secretary of State for Wales
- Department for Business, Energy and Industrial Strategy
- Department for Transport
- Home Office
- Ministry of Defence
- Awen Cultural Trust

Neighbouring Local Authorities

- Neath Port Talbot County Borough Council
- Rhondda Cynon Taff County Borough Council
- Vale of Glamorgan Council

Cardiff Capital Region Joint Cabinet and Other Local Authorities in the Cardiff Capital Region

- Cardiff Capital Region Cabinet
- Newport City Council
- City of Cardiff Council
- Merthyr Tydfil County Borough Council
- Blaenau Gwent County Borough Council
- Torfaen County Borough Council
- Monmouthshire County Council
- Caerphilly County Borough Council

Town and Community Councils in the Bridgend County Area (including neighbouring Town and Community Councils)

- Brackla Community Council
- Bridgend Town Council
- Cefn Cribwr Community Council

- Coity Higher Community Council
- Cornelly Community Council
- Coychurch Higher Community Council
- Coychurch Lower Community Council
- Garw Valley Community Council
- Laleston Community Council
- Llangynwyd Lower Community Council
- Llangynwyd Middle Community Council
- Maesteg Town Council
- Merthyr Mawr Community Council
- Newcastle Higher Community Council
- Ogmore Valley Community Council
- Pencoed Town Council
- Porthcawl Town Council
- Pyle Community Council
- St Brides Minor Community Council
- Ynysawdre Community Council
- Colwinston Community Council
- Ewenny Community Council
- Llangan Community Council
- St Brides Major Community Council
- Llanharan Community Council
- Gilfach Goch Community Council

Other Consultees

- Action on Hearing Loss
- Active Travel Cymru
- Barratt David Wilson Homes
- Bellway
- Bovis Homes
- Bridgend and District YMCA
- Bridgend Civic Trust
- Bridgend Coalition of Disabled People
- Bridgend College
- Bridgend County Allotment Association
- Bridgend County Borough Councillors
- Bridgend Designer Outlet
- Bridgend District Local History and Museum Society
- Bridgend Equality Forum
- Bridgend Friends of the Earth
- Bridgend Public Services Board – Bridgend County Borough Council, ABMU Health Board, South Wales Fire & Rescue, Natural Resources Wales, Public Health Wales, South Wales Police, National Probation Service, Community Rehabilitation Company, Bridgend Association of Voluntary Organisations, Valleys to Coast, Housing Welsh Government, South Wales Police & Crime Commissioner's Office, Bridgend College, Awen, Bridgend Business Forum
- Bridgend Women's Aid
- Bridgend Youth Council & Forum
- British Aggregates Association
- British Astronomical Association (Campaign for Dark Skies)

- British Gas Wales
- British Geological Society
- Business in Focus
- Cardiff International Airport
- CBI
- Celtic Energy
- Chartered Institute of Housing Cymru
- Citizens Advice Bureau
- Civil Aviation Authority
- Coal Authority
- Coastal Housing Group
- Coed Cymru (Welsh Woodland Organisation)
- Coity Walia Commoners Association
- Compute (Bridgend) Ltd
- Crown Estates Commissioners
- Davies Bros
- Design Commission for Wales
- Disability Wales
- Federation of Master Builders
- Federation of Small Businesses
- Fields in Trust
- Ford Motor Company
- Freight Transport Association
- Glamorgan Muslim Community Association
- Gofal Housing Trust
- Groundwork Bridgend
- Gypsy and Travellers Wales
- Hafod Housing Association
- Hale Homes
- Hanson Aggregates
- Health and Safety Executive
- Hendre Housing Association
- Home Builders Federation
- Jehovah's Witnesses
- Jehu
- Kier Living
- Linc – Cymru Housing Association
- Llamau Ltd
- Llanmoor Homes
- Llynfi Valley Forum
- Local and Regional Assembly Members representing Bridgend County Borough
- Local Members of European Parliament
- Local Members of Parliament
- Lovells
- Merthyr Mawr Estate Office
- National Air Traffic Services Ltd (NSL)
- National Federation of Gypsy Liaison Groups
- Network Rail
- NFU Cymru
- Ogmore Angling Association

- Ogwr DASH
- Persimmon Homes
- Planning Aid Wales
- Planning Inspectorate Wales
- Play Wales
- Porthcawl Civic Trust Society
- Quarry Products Association
- Ramblers
- Redrow Homes
- Religious Society of Friends – Quakers
- Representative Body of the Church in Wales (The)
- Riparian Owners of River Ogmore
- Road Safety Wales
- Royal Institute of Chartered Surveyors Wales
- Royal Mail Property Holding
- Royal National Institute for the Blind
- Royal Society of Architects in Wales
- RSPB Cymru
- RTPI Wales
- Shelter Cymru
- Showmen’s Guild of Great Britain South Wales and Northern Ireland
- Sports Wales
- Sustrans Cymru
- Tarmac
- Taylor Wimpey
- The Equality & Human Rights Commission
- The Wildlife Trust of South & West Wales
- United Welsh Housing Association
- Wales and West Housing Association
- Wallich (The)
- Welsh Ambulance Service
- Welsh Health Estates
- Welsh Local Government Association
- Yellow Wales

- **Chambers of Trade:-**
- CF31 Bid
- Maesteg Chamber of Trade
- Porthcawl Chamber of Trade

- **Local Transport Operators: -**
- Arriva Trains Wales
- First Cymru
- Great Western Trains Company Ltd

Appendix 2 – Timetable for Revised LDP

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	2018												2019												2020												2021											
Key Stage - Definitive	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D			
Stage 1 - Update Evidence Base	[Shaded]																																															
Review Evidence Base (including review of SA/SEA Framework)	[Shaded]																																															
Stage 2 - Delivery Agreement (DA)	[Shaded]																																															
Preparation of Draft DA	[Shaded]																																															
Political Reporting - Draft DA	[Shaded]																																															
Targeted Consultation on Draft DA	[Shaded]																																															
Political Reporting following consultation on DA (agreement to submit to WG)	[Shaded]																																															
Submission to Welsh Government	[Shaded]																																															
DA agreed by Welsh Government	[Shaded]																																															
Stage 3 - Pre-Deposit Participation & Consultation	[Shaded]																																															
Consultation on Draft SA Scoping Report (5 weeks)*	[Shaded]																																															
Call for Candidate Sites (8 week consultation)**	[Shaded]																																															
Candidate Sites Assessments	[Shaded]																																															
Identification & assessment of vision, issues and objectives	[Shaded]																																															
Identification & assessment of options (growth levels and spatial distribution) & SA/SEA	[Shaded]																																															
Preparation of Preferred Strategy, SA Report & HRA	[Shaded]																																															

*statutory 5 week consultation to be undertaken between July –September 2018
 **statutory 8 week consultation to be undertaken between September – December 2018

	2019												2020												2021												2022				
Key Stage - Definitive	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
Stage 3 - Pre-Deposit Participation & Consultation (Continued)																																									
Consultation on Preferred Strategy																																									
Consultation on Initial SA/SEA Report																																									
Analyse consultation responses and prepare Initial Consultation Report																																									
Prepare Deposit Plan, update SA/HRA																																									
Stage 4 - Deposit LDP																																									
Consultation on Deposit Plan, SA/SEA Report and HRA																																									
Analyse consultation responses and prepare Consultation Report																																									
Key Stage - Indicative	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
Stage 5 - Submission of LDP to Welsh Government																																									
Stage 6 - Examination																																									
Stage 7 - Inspector's Report - Preparation																																									
Stage 7 - Inspector's Report - Publication																																									
Stage 8 - Adoption																																									

Appendix 3 – Bridgend Replacement LDP: Draft Delivery Agreement Consultation Report – Summary of Key Issues Raised

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A statutory review of the Bridgend Local Development Plan (LDP) commenced in 2017, an important stage being the publication of the Draft Review Report which was subject to a four week stakeholder consultation period commencing Monday 30 April 2018 until 5pm Friday 25 May 2018. The Delivery Agreement sets out how and when the local community and other stakeholders can contribute to the preparation of the Replacement Plan and a timetable for its preparation. It is proposed that the Replacement LDP will cover a plan period up to 2033.

The LPA received 8 consultation responses. A summary of the key issues raised in relation to the questions on the Draft Delivery Agreement is provided in the table below:

Representor	Comment	LPA Response	Recommendation
The Glamorgan Gwent Archaeological Trust Ltd	The historic environment is an important part of Bridgend CBC's area, and includes statutorily designated historic assets of both areas and structures, as well as non-designated historic assets. The range of these includes areas such as the Mesolithic flint scatters at Merthyr Mawr Warren, shrunken Medieval villages, and the historic core of Bridgend, with its Medieval bridge, castle and church, industrial minerals extractive and transporting landscapes, RAF Stormy Down, as well as information on isolated finds of all periods, all of which contribute to the distinctive heritage and current form of the area. We are also able to provide information on the policies and procedures that have been adopted for development in other local authorities: for Bridgend, eleven areas have been delineated as Archaeologically Sensitive Areas in an Archaeology and Archaeologically Sensitive Areas SPG which has been supplied to you in draft in 2017 and is awaiting approval. The historic environment should not be seen as any constraint to development, but viewed with the Well-being of Future Generations (Wales) Act, contribute substantially to the well-being goals relating to culture and community, and by understanding and enhancement to the remaining goals. The Draft Review Report notes in 2.2.11 that the Historic Environment (Wales) Act 2016 has become law, giving more effective protection to the historic environment in Wales. There is a suite of relevant supporting policy (Planning Policy Wales 9, 2016 Chapter 6: The Historic Environment, technical advice notes (TAN24: The Historic Environment) and best practice guidance, some of which is still emerging. Inclusion of these in a revised Plan would acknowledge current legislation and support current professional standards.	The comments received from the Glamorgan Gwent Archaeological Trust Ltd are noted.	No change required to the Delivery Agreement.
Natural Resources Wales	Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales on the above LDP draft deliver agreement, which we received on 24 April 2018.	The comments received from Natural Resources Wales are noted.	No change required to the Delivery Agreement.

	We welcome the consultation, and we acknowledge the delivery agreement timescales. We would like to take the opportunity to offer our support, including informal engagement throughout the LDP review process.		
National Grid	National Grid has appointed Amec Foster Wheeler to review and respond to development plan consultations on its behalf. We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.	The comments received from National Grid are noted.	No change required to the Delivery Agreement.
Merthyr Mawr Community Council	Thank you for providing the information regarding Bridgend Local Development Plan (2013) - Consultation on Draft Review Report & Draft Replacement Local Development Plan Delivery Agreement. This was noted by Merthyr Mawr Community Council during their meeting on Monday 14th May 2018. Merthyr Mawr Community Council are satisfied with the way the review is being undertaken at present.	The comments received from Merthyr Mawr Community Council are noted.	No change required to the Delivery Agreement.
Welsh Water	Thank you for consulting Welsh Water on the Draft Review Report. We have no specific comments to make on the content but are keen to be involved in the early stages of the Replacement LDP.	The comments received from Welsh Water are noted. The LPA will liaise with Welsh Water as part of the Replacement LDP process.	No change required to the Delivery Agreement.
South Wales Police, Designing Out Crime Officer	In respect of the above, I would like to pass comment at the appropriate time, as the Designing out Crime Officer for the Bridgend County Borough Council Area, to strengthen the subject topic of Community Safety within the Local Development Plan.	The comments received from South Wales Police (Designing Out Crime Officer) are noted. The LPA will liaise with South Wales Police on this issue as part of the Replacement LDP process.	No change required to the Delivery Agreement.
Mrs M C Wilkins	Bridgend County Borough is suffering from over intensification of large housing developments; this is putting a strain on our communities and causing the highway structure to become grid locked. The LDP is against over intensification of houses and this is adopted by Bridgend County Borough Council.	The comments received from Mrs M C Wilkins are noted. The Spatial Strategy will be reviewed as part of the Replacement LDP process.	No change required to the Delivery Agreement.
Land Promotion			
Mr Stephen Blackwell	Possible inclusion of land at Pentre Beili Farm.	The draft DA consultation is not the appropriate stage in the Replacement LDP process for the submission of land for inclusion in the LDP.	No change required to the Delivery Agreement.

		There will be a formal 'Call for Candidate Sites' consultation (8 weeks) during Stage 3 (Pre-Deposit Participation & Consultation) of the Replacement LDP Process.	
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Officer Amendments	
1.	<p>Paragraph 1.4.2 has been amended to show a degree of linkage between the SA (SEA), the Bridgend Well-being Plan (in accordance with the Well-Being of Future Generations (Wales) Act and Habitats Regulations Assessment (HRA).</p> <p><i>The SA, incorporating SEA, will therefore draw upon the Bridgend Local Well-being Plan (produced in accordance with the Well Being of Future Generations (Wales) Act – refer to Section 1.9) and will integrate where possible with a Wellbeing Assessment, Health Impact Assessment (HIA) and Habitats Regulations Assessment (HRA) that will also be prepared to support the Bridgend LDP Review.</i></p>
2.	<p>Paragraph 1.4.3 amended to read:</p> <p>a) The first bullet point regarding SA Scoping has been expanded to reference the statutory requirement to undertake SEA screening (as this is an LDP Review rather than a first LDP). The following amendment has been made so that this bullet point reads:</p> <p><i>A Sustainability Appraisal, incorporating Strategic Environmental Assessment, Scoping Report.</i> <i>This report will identify the need to undertake a SA, incorporating SEA, of the LDP Review and set out the proposed SA methodology and consultation arrangements. In doing so it will provide an overview of sustainability baseline data conditions and issues relevant to the Bridgend area, together with a review of other plans, policies, programmes and strategies which are likely to influence the LDP Review. The existing SA Framework adopted for the first Bridgend LDP will also be reviewed and updated as necessary to provide a robust mechanism for undertaking the SA, incorporating SEA, of new LDP proposals and policy options as they emerge. This report will be subject to consultation with the SEA Consultation Bodies before any substantive proposals or policy options are subject to consultation.</i></p> <p>b) For clarity the second and third has been combined into a single bullet point as follows:</p> <p><i>The Sustainability Appraisal (SA) Report:</i> <i>All substantive proposals and policy options for a replacement LDP will be subject to a proportionate level of SA, incorporating SEA. This will include assessment reasonable alternatives to preferred options and the SA will be carried out in accordance with the SA Framework and methodology defined through SA/SEA Screening and Scoping. The SA process will be reported within iterative SA Reports which will accompany the Preferred Strategy (LDP Pre-Deposit) and Pre-Deposit Documents, with the SA Report updated between these stages to reflect changes to the emerging LDP:</i></p> <ul style="list-style-type: none"> <i>o The SA Report for the Preferred Strategy will focus on assessing likely significant effects from the proposed LDP options, spatial strategy and strategic policies; and,</i> <i>o The SA Report for the LDP Pre-Deposit Document will assess likely significant effects from all substantive components of the LDP Deposit Document, including all proposed site allocations and policies.</i>

	<p><i>o Following the completion of an Examination regarding the LDP, all binding recommendations made by the Examination Inspector will be subject to SA, incorporating SEA, Screening, to determine whether they would give rise to any new or different likely significant effects not previously reported within the SA Report for the LDP Deposit Document. This SEA Screening will be documented within an SA Addendum.</i></p> <p>c) The final bullet point has been amended to make clear that the SA Adoption Statement will be published after the adoption of the revised LDP:</p> <p>A Sustainability Appraisal Post Adoption Statement will be published after the revised LDP is adopted. This will explain how sustainability considerations and the Sustainability Assessment, incorporating Strategic Environmental Assessment, have been taken into consideration in the production of the revised LDP.</p>
3.	<p>Amendment to Section 1.5 - the recommended changes outline the requirement for HRA with reference to the relevant EU Directive and the relevant Regulations for Wales. The Stages for HRA are set out in full but make it clear that there are particular circumstances for progression through the Stages for the LDP Review. In addition the revised text draws together the SA/SEA and HRA elements to state that these will take place concurrently.</p> <p><i>The requirement for Habitats Regulations Assessment (HRA) comes from the Habitats Directive, specifically Article 6(3), which requires that land use plans, including LDPs, are subject to a HRA Screening to determine whether any plan [or project] is likely to have a significant effect upon a European site, either alone, or in combination with other projects. In Wales, requirements for HRA, including for proposed modifications to existing plans, are set out within Part 6 of the Conservation of Habitats and Species Regulations 2017 and Part 2 of the Conservation of Offshore Marine Habitats and Species Regulations 2017.</i></p> <p><i>The HRA process follows a series of Stages; these will be undertaken for the LDP Review, as necessary, to meet with the requirements of the Regulations:</i></p> <ul style="list-style-type: none"> • Stage 1 - HRA Screening: <i>to determine whether the LDP Review is likely to have significant effects on European Sites;</i> • Stage 2 – Appropriate Assessment: <i>If the HRA Screening indicates that the LDP Review is likely to have significant effects, a further level of assessment is needed to consider whether the LDP Review could adversely affect the integrity of one or more European site(s), either alone or in combination with other plans or projects, in view of their established conservation objectives and conservation status. If the potential for adverse effects on site integrity are identified, the Appropriate Assessment should also consider mitigation measures to control the identified impacts, to avoid adverse effects on site integrity; and</i> • Stage 3 and 4 – Consideration of Alternatives and Imperative Reasons of Overriding Public Interest: <i>Only where significant effects remain at the end of Stage 2 in the HRA process, is there a need to consider alternatives and Imperative Reasons of Overriding Public Interest.</i> <p><i>The HRA process will be undertaken in conjunction with the SA (incorporating SEA) to ensure an integrated approach to assessment. It is intended that the process will run concurrently with the plan making process and form an iterative part of the LDP Review, involving the consideration of all emerging policy and site options. Natural Resources Wales will be consulted throughout the HRA process.</i></p>

Appendix 4 – Risk Assessment

Risk	Potential Impact	Probability	Mitigation Measures
Change in staff resources available to undertake revised LDP preparation.	Programme slippage	Medium	Consider additional resources (including support from other sections within the Council) and ensure robust structure. Ensure that the replacement LDP remains a top corporate priority.
Timetable proves too ambitious due to greater than anticipated workload.	Programme Slippage.	Medium/High	Consider additional resources.
Reduction and lack of financial resources.	Programme slippage. Delay in securing information required to progress plan.	Medium	Sufficient funds are allocated in the LDP budget in addition to a contingency budget to address unforeseen costs.
Corporate reorganisation of structures.	Programme slippage	Medium	Ensure that the replacement LDP remains a top corporate priority.
Delays caused by Welsh translation and/or the printing process.	Programme slippage	Low/Medium	Consider additional resources.
Significant levels of objections from statutory consultation bodies.	LDP cannot be submitted for examination without significant additional work.	Low/Medium	Ensure close liaison with, and early involvement of statutory bodies as stakeholders in the process.
Large volume and /or highly significant levels of objection to proposals e.g. site allocations.	Programme slippage. Plan cannot be submitted for examination without significant work.	Medium	Ensure close liaison and early/continued involvement of the community, statutory bodies & stakeholders throughout the plan preparation process.
Lack of consensus throughout the organisation and/ or lack of support from officers/other	Programme slippage	Low/Medium	Ensure close liaison with, and early involvement of key Members and Officers.

departments in production of the evidence base.			
Challenging timetable to prepare revised LDP within 3.5 years due to greater than anticipated workload (e.g. greater number of representations received or SA/SEA/HRA requirements).	Programme slippage	Medium	Realistic timetabling for each stage of plan preparation, adequate resources and careful project management with adequate contingencies/flexibility.
Planning Inspectorate fail to meet their timescales per the Service Level Agreement	Examination delayed.	Low/Medium	Maintain close liaison with the PI to ensure that early warning of any problems, e.g. consultation on the LDP.
LDP fails 'test of soundness'	LDP cannot be adopted without considerable additional work.	Low	Ensure LDP is sound, founded on a robust evidence base.
Additional requirements arising from the issue of new legislation and/or national guidance.e.g. revised LDP alignment with revised Planning Policy Wales and LDP Manual.	Programme slippage	Medium/High	Monitor emerging legislation/guidance; report and respond early to changes as necessary.
Involvement in preparation of Strategic Development Plan (SDP)	Programme slippage. Resource implications, extent of input to the SDP currently unknown.	Medium/High	Ensure sufficient resources are available and corporate support of SDP process and timetable from outset.
Review of revised Plan resulting from a requirement to align with a Strategic Development Plan.	Programme slippage	Low	Ensure involvement in progress of regional work. Continued liaison with Welsh Government
Direction from Welsh Government Cabinet Secretary to prepare a Joint Plan.	Work on individual LDP to date would be abortive.	Low	Ensure close liaison with Welsh Government.
Insufficient information to undertake SA/SEA.	Programme slippage.	Low/Medium	Identify expectations of consultation bodies in DA.

			Consider additional resources.
Legal challenge.	Adopted LDP may be quashed in whole or in part by the Courts.	Medium	Ensure procedures, Act, Regulations etc. are complied with.

Appendix 5 – Glossary of terms

Adopted Plan	The final version of the Local Development Plan.
Adoption	The final stage of Local Development Plan preparation where the LDP becomes the statutory development plan for the area it covers.
Annual Monitoring Report (AMR)	A yearly report to monitor the effectiveness of the LDP and ultimately determines whether any revisions to the Plan are necessary. It assesses the extent to which the LDP strategy and objectives are being achieved and whether the LDP policies are functioning effectively.
Candidate Site	A site nominated by an individual with an interest in land (i.e. landowner, developer, agent or member of the public) to be considered for inclusion in the LDP. All Candidate Sites will be assessed for suitability for inclusion as potential allocations.
Community	People living in a defined geographical area, or who share other interests and therefore form communities of interest.
Community Involvement Scheme (CIS)	The Community Involvement Scheme forms part of the Delivery Agreement. It outlines the principles of engagement and provides detail on how the Local Planning Authority will involve communities and stakeholders (including businesses and developers) in the preparation of the Local Development Plan.
Consensus Building	A process of dialogue with the community and other interested parties to understand relevant viewpoints and to seek agreement where possible.

Consultation	A formal process in which comments are invited on a particular topic or draft document usually within a defined time period.
Council	Bridgend County Borough Council
Delivery Agreement (DA)	A document comprising the local planning authority's timetable for the preparation of a Local Development Plan, together with its Community Involvement Scheme, submitted to the Welsh Government for agreement.
Deposit	A formal six week stage in which individuals and organisations can make representations on the Local Development Plan. Representations that relate to whether the plan is 'sound' can then be examined by an Inspector.
Deposit Plan	This is a full draft of the LDP which undergoes a formal consultation period prior to it being submitted to the Welsh Government for public examination.
Duly Made	Representations to the development plan which are made in the correct manner and within the specified consultation time period.
Engagement	A proactive process that seeks to encourage the involvement and participation of the community and other groups in the decision making process.
Evidence Base	Information and data that provides the basis for the preparation of the LDP vision, objectives, policies and proposals and justifies the soundness of the policy approach of the LDP.
Examination	The examination involves public examination of the Deposit LDP, the Deposit representations, the report of consultation, evidence base/background documents and the Sustainability

	Appraisal Report. This is carried out by the Planning Inspectorate on behalf of the Welsh Government.
Habitat Regulations Assessment (HRA)	Habitats Regulations Assessment (HRA) relates to the assessment of the impacts of a plan (or project) against the nature conservation objectives of European designated sites for any likely significant effects. HRA also ascertains whether the proposed plan would adversely affect the integrity of the site.
Indicator	A measure of variables over time, often used to measure progress in the achievement of objectives, targets and policies.
Inspector's Report	The Report prepared by an independent Inspector who examines the LDP. The Inspector's Report contains recommendations on the content of the final LDP and is binding upon the Council. The Council must adopt the LDP in the manner directed by the Inspector.
Involvement	Generic term relating to community involvement that includes both participation and consultation techniques.
Local Development Plan (LDP)	A land use plan which includes a vision, strategy, area wide policies for development types, land allocations, and policies and proposals for key areas of change and protection. Allocations and certain policies are shown geographically on the Proposals Map forming part of the Plan. The LDP is a statutory development plan that each local planning authority area is required to produce in Wales.
LDP Officer / Member Group	A group of officers and Members of BCBC established to consider issues relating to the LDP which reports to the LDP Steering Group.
LDP Steering Group	The LDP Steering Group is a group of Members whose purpose is to oversee the preparation of the LDP. The

	Council's Development Control Committee will undertake this role.
Local Planning Authority (LPA)	In the case of Bridgend County Borough, this is Bridgend County Borough Council.
Objective	A statement of what is intended, specifying the desired direction of change in trends.
Participation	A process rather than a single event that provides opportunity for direct engagement with the community and stakeholders to input into decision making.
Planning Inspectorate	The Wales branch of the Planning Inspectorate is an independent body that will be responsible for the formal examination of the LDP.
Planning Policy Wales (PPW)	Planning policy guidance for Wales produced by the Welsh Government is set out in this document
Pre-Deposit	Stages of preparation and consultation of the LDP before the Deposit Plan is finalised and approved by the Council.
Preferred Strategy	This sets out the broad strategic direction for the LDP. This includes the preferred level of growth along with the spatial strategy for distributing the growth. It also includes the vision, issues and objectives of the plan.
Press Releases	Sent to Welsh media, including newspapers, radio and television news stations as appropriate. Media may choose not to print or broadcast an item.
Regulation	Regulations are set out in Welsh Statutory Instruments. They provide the framework for the preparation of the LDP.
Report of Consultation	A Consultation Report is one of the documents required to be submitted for independent examination. An initial consultation report is also required for the pre-deposit stage.

Representations	Comments received in relation to the LDP, either in support of, or in opposition to.
Review Report	The Review Report provides an overview of the issues that have been considered as part of the full review process and identifies changes that are likely to be needed to the LDP, based on evidence. It also sets out the type of revision procedure to be followed in revising the LDP.
Scoping	The process of deciding the scope and level of detail of a sustainability appraisal (SA), including the sustainability effects and options which need to be considered, the assessment methods to be used and the structure and contents of the SA Report.
Soundness Tests	In order to adopt a LDP it must be determined to be 'sound' by the Planning Inspector. The Tests of Soundness are set out in PPW. There are three tests to make that judgement in relation to the plan as a whole. A framework for assessing the soundness of LDPs has been developed by the Planning Inspectorate.
Stakeholders	People whose interests are directly affected by a LDP (and/or Sustainability Appraisal/ Strategic Environmental Assessment) and whose involvement is generally through representative bodies.
Strategic Environmental Assessment (SEA)	Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. The European Strategic Environmental Assessment Directive (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use".

Strategic Development Plan (SDP)	A Strategic Development Plan is a tool for regional planning to cover cross- boundary issues such as housing and transport. It will be prepared by a Strategic Planning Panel across a region. LPA's must have regard to the SDP when developing their LDPs.
Submission	When the LDP, SAR and HRA are formally submitted to the Welsh Government for independent examination by a Welsh Government appointed Inspector.
Supplementary Planning Guidance (SPG)	Provide more detailed or site specific guidance on the application of LDP Policies. They provide supplementary information in respect of the policies in a LDP. SPG does not form part of the LDP and is not subject to independent examination.
Sustainability Appraisal (SA)	Tool for appraising policies, including LDPs, to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors). Each LPA is required by Section 62(6) of the Act to undertake SA of their Local Development Plan. This form of sustainability appraisal fully incorporates the requirements of the Strategic Environmental Assessment Directive.
Sustainability Appraisal Report (SAR)	A document required to be produced as part of the Sustainability Appraisal process to describe and appraise the likely significant effects on sustainability of implementing a LDP, which meets the requirements for the Environmental Report under the SEA Directive. Section 62(6) of the Act requires each LPA to prepare a report of the findings of the SA of the LDP. It is an integral part of the development plan making process.
Timetable	Sets out the dates by which key stages and processes of LDP preparation are expected to be completed. These are

	definitive for stages up to the deposit of the LDP and indicative for the remaining stages after.
Well-being of Future Generations (Wales) Act (2015)	The Well-being of Future Generations (Wales) Act 2015 is legislation that requires public bodies, such as local authorities, to put long term sustainability at the forefront of their thinking to make a difference to lives of people in Wales. Local authorities must work towards the seven well-being goals and enact the five ways of working set out in the Act.
Workshop	Where members of the public have the opportunity to engage in group debates and practical exercises with a written or drawn 'output'.

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO DEVELOPMENT CONTROL COMMITTEE

COMMITTEE DATE 20th August 2020

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

INTRODUCTION OF DEVELOPMENT VIABILITY MODEL

1. Purpose of report

- 1.1 The purpose of this report is to seek authorisation to consult with the housing industry and test the Development Viability Model (DVM) as a chargeable tool that can provide viability evidence in support of Candidate Sites and/or Planning Applications. This initial pilot would inform establishment of a new procedure and schedule of charges (to issue the Model to developers and/or site promoters), subject to Council approval.

2. Connection to corporate well-being objectives / other corporate priorities

- 2.1 This report assists in the achievement of the following corporate well-being objective/objectives under the **Well-being of Future Generations (Wales) Act 2015**:-
1. **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
 2. **Smarter use of resources** – ensure that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help to deliver the Council's well-being objectives.

3. Background

- 3.1 Town and Country Planning (Local Development Plan)(Wales) Regulation 17(LDPR 17) requires the Council to publish its deposit Local Development Plan (LDP) for public inspection and consultation before submitting the LDP to Welsh Government. Sites prioritised and proposed for allocation in the plan will need to be evidenced as deliverable, particularly in relation to financial viability. Planning Policy Wales (Edition 10) and the Development Plans Manual (Edition 3) require site-specific viability appraisals to be undertaken as early as possible during LDP preparation, although no later than deposit (LDPR 17) stage. Proposed site allocations will need to be supported with robust evidence proportionate to their scale and significance in delivering the plan. Further viability testing at the planning application stage should then only be required on an exceptional basis.

- 3.2 The Council has worked in partnership with other Councils across the South East Region to develop the Development Viability Model (DVM) assessment tool. The DVM has been created by Burrows-Hutchinson Ltd as a comprehensive, user-friendly model that can be used to assess the financial viability of development proposals. It is based on the same, well-received approach used by the Mid and South West Wales Strategic Planning Group. The model will eventually be adopted by all authorities within the Cardiff Capital Region.
- 3.3 The Council can make the DVM available to developers, site promoters, or any other individual/organisation to undertake a financial viability appraisal of a proposed development. This would equip site promoters with a tool that can be used to demonstrate site deliverability in accordance with the requirements of Planning Policy Wales.

4. Current situation/proposal

- 4.1 The Council proposes to release the DVM to developers and site promoters in a site-specific locked format with an accompanying user-guide subject to receipt of a standard fee. This mirrors the approach employed in the Mid and South West Region for consistency. The proposed fee schedule is as follows (all charges are subject to VAT):
- Sites of 1-9 units - £195
 - Sites of 10-50 units - £345
 - Sites 51-100 units - £495
 - Sites of more than 100 units - cost to be agreed with the Council depending on the size and complexity of the proposal, although no less than £495.
- 4.2 The fees are intended to cover the Council's administrative costs of locking and distributing the model, verifying the completed appraisal and providing a high-level review to the developer/site promoter. Therefore, payment of a fee will **not** serve to guarantee site allocation within the Replacement LDP or directly result in the granting of planning permission. The fee will enable the Council to consider whether:
- a) the DVM has been completed correctly and appropriately;
 - b) the evidence supplied to support the costs and values submitted is sufficient and proportionate;
 - c) the suggested timescales for the development are realistic; and
 - d) the appraisal accords with policy requirements of the Council and with other guidance and/or policy statements that are pertinent to the assessment of viability in a planning context.

- 4.3 Following completion of the high-level review, the Council will issue a statement to the developer/site promoter to indicate how far the submitted appraisal is considered to meet the tests outlined above. The standard fee schedule does not allow for any time that a site promoter might wish to spend debating the findings of the Council's initial high-level review.
- 4.4 In the event of any unresolvable disputes, the Council may need to draw upon expertise from a third party to act as an independent arbitrator. The costs associated with this would need to be met by the developer/site promoter.
- 4.5 Prior to formally recommending this approach for approval at Council, the proposal is to carry out an initial pilot to test the concept, enable a period of consultation with the housing industry and share the findings with Council. The aim is to take a report to the Council meeting in September.

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 require that a Local Planning Authority must commence a full Review of its LDP every 4 years.

6. Equality Impact Assessment

- 6.1 There are no direct implications associated with this report. However, the policies contained within the Replacement LDP will require an equalities impact assessment to be carried out.

7. Well-being of Future Generations (Wales) Act 2015 implications

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

8. Financial implications

- 8.1 The proposed fee schedule is intended to cover the Council's administrative costs of locking and distributing the model, verifying the completed appraisal and providing a high-level review to the developer/site promoter. Any subsequent disputes would need to be verified by an independent arbitrator, the costs of which would need to be met by the developer/site promoter.

9. Recommendation(s)

- 9.1 That Committee authorise the Group Manager Planning and Development Services to consult with the housing industry and test the Development Viability Model (DVM) as a chargeable tool that can provide viability evidence in support of Candidate Sites and/or Planning Applications.

9.2 That Committee note that a report will be taken to Council following consultation to advise Council of the results of the consultation and if deemed appropriate to request Council to formally adopt the model and charging structure.

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