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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.



Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate
Deialu uniongyrchol / Direct line /: 01656 643148 / 643694 / 643513
Gofynnwch am / Ask for: Democratic Services

Dyddiad/Date: Friday, 5 June 2026

Dear Councillor,

DEVELOPMENT CONTROL COMMITTEE

A meeting of the Development Control Committee will be held Hybrid in the Council Chamber - Civic Offices, Angel Street, Bridgend, CF31 4WB / remotely via Microsoft Teams on **Thursday, 11 June 2026 at 10:00**.

AGENDA

1 **Apologies for Absence**

To receive apologies for absence from Members.

2 **Declarations of Interest**

To receive declarations of personal and prejudicial interest (if any) from Members/Officers including those who are also Town and Community Councillors, in accordance with the provisions of the Members' Code of Conduct adopted by Council from 1 September 2008. Members having such dual roles should declare a personal interest in respect of their membership of such Town/Community Council and a prejudicial interest if they have taken part in the consideration of an item at that Town/Community Council contained in the Officer's Reports below.

3 **Site Visits**

By receiving this Agenda Pack electronically you will save the Authority approx. £3.28 in printing costs

To confirm a date of Wednesday 22/07/2026 for proposed site inspections arising at the meeting, or identified in advance of the next Committee meeting by the Chairperson.

- 4 Approval of Minutes 5 - 10
To receive for approval the minutes of the 08/05/2026
- 5 Public Speakers
To advise Members of the names of the public speakers listed to speak at today's meeting (if any).
- 6 Amendment Sheet 11 - 16
That the Chairperson accepts the Development Control Committee Amendment Sheet as an urgent item in accordance with Part 4 (paragraph 4) of the Council Procedure Rules, in order to allow for Committee to consider necessary modifications to the Committee Report, so as to take account of late representations and revisions that require to be accommodated.
- 7 Development Control Committee Guidance 17 - 20
- 8 P/25/20/FUL - Former Fulgonis Restaurant, 83 John Street, Porthcawl, CF36 3AY 21 - 58
- 9 P/25/731/FUL - Land to the South Of A48, Craig Y Parcau, Bridgend 59 - 114
- 10 P/26/219/NMA - Land to the North of the M4 and West of Heol Y Cyw, Bridgend 115 - 142
- 11 Appeals 143 - 164
- 12 Nomination and Appointment to the Rights of Way Sub-Committee 165 - 166
- 13 Development Control Committee Site Visit Panel 167 - 168
- 14 Training Log 169 - 170
- 15 Urgent Items
To consider any other item(s) of business in respect of which notice has been given in accordance with Part 4 (paragraph 4) of the Council Procedure Rules and which the person presiding at the meeting is of the opinion should by reason of special circumstances be transacted at the meeting as a matter of urgency.

Note: This will be a Hybrid meeting and Members and Officers will be attending in the Council Chamber, Civic Offices, Angel Street Bridgend / Remotely via Microsoft Teams. The meeting will be recorded for subsequent transmission via the Council's internet site which will be available as soon as practicable after the meeting. If you would like to view this meeting live,

please contact cabinet_committee@bridgend.gov.uk or tel. 01656 643148 / 643694 / 643513 / 643159.

Yours faithfully

K Watson

Chief Officer, Legal and Regulatory Services, HR and Corporate Policy

Councillors:

RJ Collins

C L C Davies

RM Granville

H Griffiths

S J Griffiths

D T Harrison

M L Hughes

D M Hughes

M R John

W J Kendall

J Llewellyn-Hopkins

J E Pratt

I M Spiller

A Wathan

I Williams

R Williams

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DEVELOPMENT CONTROL COMMITTEE - FRIDAY, 8 MAY 2026

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD HYBRID IN THE COUNCIL CHAMBER - CIVIC OFFICES, ANGEL STREET, BRIDGEND, CF31 4WB ON FRIDAY, 8 MAY 2026 AT 10:00

Present

Councillor RM Granville – Chairperson

RJ Collins

M L Hughes

J E Pratt

I Williams

Present Virtually

C L C Davies
A Wathan

D T Harrison
R Williams

D M Hughes

M R John

Officers:

Alex Carey
Gillian Dawson
Stephen Griffiths
Steven Jenkins
Robert Morgan
Jonathan Parsons
Michael Pitman
Philip Thomas
Leigh Tuck

Lawyer - Planning
Democratic Services Officer - Committees
Development Control Team Leader
Principal Officer Highways Development Control
Group Manager – Planning and Development Services
Technical Support Officer – Democratic Services
Development Control Team Leader
Senior Development Control Officer

231. Apologies for Absence

Decision Made	Apologies were received from the following Councillors: Councillor Simon Griffiths Councillor Heather Griffiths
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This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

DEVELOPMENT CONTROL COMMITTEE - FRIDAY, 8 MAY 2026

	Councillor William Kendal Councillor Anthony Berrow
Date Decision Made	08 May 2026

232. Declarations of Interest

Decision Made	Councillor Ian Williams declared a Personal interest in agenda item 8 Councillor Richard Collins declared a Prejudicial interest in agenda item 8
Date Decision Made	08 May 2026

233. Site Visits

Decision Made	<u>RESOLVED</u> : That the date of the next site visit confirmed as Wednesday 10 th June 2026
Date Decision Made	08 May 2026

234. Approval of Minutes

Decision Made	<u>RESOLVED</u> : That the minutes of a meeting of the Development Control Committee dated 19 March 2026 be approved as a true and accurate record.
Date Decision Made	

235. Public Speakers

Decision Made	The following public speakers had registered to speak at today's meeting:-
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DEVELOPMENT CONTROL COMMITTEE - FRIDAY, 8 MAY 2026

Date Decision Made	08 May 2026
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236. Amendment Sheet

Decision Made	<u>RESOLVED:</u> That the Chairperson accepted the Development Control Committee Amendment Sheet as an urgent item, in accordance with Part 4 (paragraph 4) of the Council Procedure Rules. This allows for Committee to consider any necessary modifications to the Committee Report, so as to take account of any late representations and revisions that require to be accommodated.
Date Decision Made	08 May 2026

237. Development Control Committee Guidance

Decision Made	<u>RESOLVED:</u> That Committee noted the Development Control Committee Guidance as shown in the report of the Corporate Director – Communities.
Date Decision Made	08 May 2026

**238. P/24/313/FUL - Land South of Pont-Rhyd-y-Cyff, Bridgend Road, Llangynwyd
CF34 9RW**

Decision Made	Proposal: Erection of 82 new units (73 dwellings and 9 flats), open space, landscaping, access roads and paths and associated infrastructure
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DEVELOPMENT CONTROL COMMITTEE - FRIDAY, 8 MAY 2026

	<p><u>RESOLVED:</u> That the above application be granted subject to the conditions contained in the Officer's report and two additional conditions in the interest of Highway Safety:</p> <ul style="list-style-type: none"> • No structure, erection or planting exceeding 0.9 metres in height above adjacent carriageway level shall be placed within the required vision splay areas at any time. • The proposed parking area shall be completed in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained for parking purposes in perpetuity.
Date Decision Made	08 May 2026

239. P/24/422/FUL - Rear of Nos. 6 & 7 Forest View, Blaengarw CF32 8BS

Decision Made	<p>Proposal:</p> <p>Proposed 4-bedroom detached dormer bungalow with garage.</p> <p><u>RESOLVED:</u> That the above application be granted subject to the conditions contained in the Officer's report</p>
Date Decision Made	08 May 2026

240. Appeals

Decision Made	<p><u>RESOLVED:</u> That the appeals received since the last meeting of the Committee as shown in the report of the Corporate Director – Communities,</p>
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DEVELOPMENT CONTROL COMMITTEE - FRIDAY, 8 MAY 2026

	be noted.
Date Decision Made	08 May 2026

241. Update to Members Regarding Application No. P/25/386/BCB

Decision Made	The Chairperson provided an update regarding the response from the officers from the above application. Members acknowledged the response received. <u>RESOLVED:</u> That Members note the response from the Green Spaces & Sustainability Section.
Date Decision Made	08 May 2026

242. Member Training

Decision Made	<u>RESOLVED:</u> That the report of the Corporate Director – Communities advising Members of up and coming training initiatives be noted.
Date Decision Made	08 May 2026

243. Urgent Items

Decision Made	There were no urgent items
Date Decision Made	08 May 2026

DEVELOPMENT CONTROL COMMITTEE - FRIDAY, 8 MAY 2026

To observe further debate that took place on the above items, please click this [link](#)

The meeting closed at 12:00

DEVELOPMENT CONTROL COMMITTEE

11 June 2026

AMENDMENT SHEET

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

<u>Item No.</u>	<u>Page No.</u>	<u>Application No.</u>
8	15	P/25/20/FUL

Members will have received a late emailed representation from an objector to the development who has already lodged two objections with the LPA on the matter where his concerns (along with all other representations) have been summarised and addressed in the report.

As per the Planning Code of Practice, Members should not give any significant weight to late submissions put directly to them instead of the LPA as this may be seen as a way to unduly influence opinion at the Committee. The comments were received by Planning at 7.29pm on Tuesday 9 June 2026.

However, in response to the additional comments made, and to clarify a few points, Officers summarise and address objections and do not “cherry pick objections for the benefit of the report” as has been alleged.

Representations are never included in full in Development Control Committee reports due to their length and the fact that a number of the concerns raised are not always material planning considerations.

All committee reports are objective as concerns and representations from consultees are considered and addressed and the Officer balances all material considerations in making a recommendation.

The CGI images and comparative building dimensions and distances were provided by the applicant following the Full DCC Site Visit (where Members had the opportunity to view the site) and a request from Officers.

In addition, the height of the building as stated by the objector is taken from the upper roof plan with nominal finished floor levels rather than the relevant elevational drawings and the potential impact of the development on existing properties along John Street is addressed on page 30 of the report.

In conclusion, the late representation is inaccurate in terms of the statements and allegations made and should be set aside in the determination of the application at committee.

<u>Item No.</u>	<u>Page No.</u>	<u>Application No.</u>
10	109	P/26/219/NMA

The Local Planning Authority has received two representations from residents in Bryncethin and Glynogwr. The original application was approved as Development of National Significance (DNS) by the Welsh Ministers.

The residents object to the proposal on the following grounds:

- *This application for an extension should not be considered until there is an outcome on the Mynydd Y Gaer windfarm proposal?*
- *The following issues should be reassessed:*
 1. *A revised biodiversity assessment should be conducted before any decision to extend the consent.*
 2. *A new traffic impact assessment should be conducted before any decision to extend the consent.*
 3. *There has been no consultation or communication by Cenin Renewables Ltd. to residents who will be impacted by this extension which will increase uncertainty and anxiety.*
- *The cumulative environmental, ecological, and traffic impacts of overlapping infrastructure projects must be considered.*

In response, Officers can confirm that the Mynydd y Gaer Windfarm application has been lodged with PEDW and the Local Planning Authority has to produce a Local Impact Report in the next five weeks.

The reasons for the extension of time to implement the consent by 5 years are included in the report. In short, there is a reasonable concern that the connection date could be pushed back to beyond the original five-year lifetime of the permission. Therefore, this application is separate to the outcome of the Mynydd y Gaer Windfarm scheme and the appointed Inspector will consider the cumulative environmental, ecological and traffic impacts of Mynydd y Gaer Windfarm together with the impact of the approved Solar Farm.

With Non-Material Minor Amendment Applications, there is no requirement for the developer or the LPA to undertake consultation as the development itself is not going to change in any way.

The original DNS Permission for this solar farm includes other conditions which will mitigate for the impacts of this development (see Appendix 1 to the report).

More specifically, there are conditions (8, 9 and 10) which require a Construction Environmental Management Plan, a Construction Traffic Management Plan and a Landscape and Ecology Management Plan:

8. No site clearance or construction work shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include:

(a) A construction/decommissioning site layout plan with the location of site construction/demolition compounds, storage areas, arrangements for parking of vehicles of site operatives and visitors, the location of areas designated for the loading, unloading, and storage of plant and materials, details of the site office/welfare units and associated foul water disposal.

(b) Details of any security fencing or hoardings around the site.

(c) Pollution prevention and control measures, including measures to control the emission of dust and dirt, and to prevent pollution of watercourses.

(d) Wheel washing facilities and measures to avoid depositing mud, dust, or other debris onto the highway.

(e) A scheme for recycling/disposing of waste resulting from excavation, construction works and decommissioning.

(f) Details of species protection measures to be employed during the construction and decommissioning phases of the development, invasive species management, soil management details of topsoil strip, storage and amelioration for re-use.

(g) Details of proposed lighting to be used during the construction, operational and decommissioning phases, including mitigation measures, which shall ensure that new and retained dormouse habitat is protected from light spill.

(h) Details of a written scheme of investigation, outlining a paleo-environmental sampling, reporting, archiving strategy, method and timing of implementation of works in accordance with the relevant Standards and Guidance laid down by the Chartered Institute for Archaeologists with a copy of the resulting report submitted to the local planning authority and the Glamorgan and Gwent Archaeological Trust.

(i) Details of equipment to be employed, operations to be carried out, predicted noise and vibration levels at the closest noise sensitive receptors, in accordance with BS5228 (Code of Practice for noise and vibration control on construction and open sites) and any required mitigation measures to reduce noise on nearby noise sensitive receptors.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity and residential amenity in accordance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, SP13, SP17, DNP6 and DNP8 of the Bridgend County Borough Local Development Plan 2018-2033.

9. No site clearance or construction work shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and in accordance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, and SP5 of the Bridgend County Borough Local Development Plan 2018-2033.

10. No development shall take place until a Landscape and Ecology Management Plan (LEMP) has been submitted to and approved in writing by, the local planning authority. The LEMP shall include:

(a) A plan showing all ecological mitigation and enhancements areas, including dormouse habitat to be lost, retained, and created, and off-site lapwing and skylark mitigation areas. The plan shall identify the extent and location to an appropriate scale.

(b) Details of timing, phasing, and duration of species (including dormouse, lapwing, and skylark) and habitat conservation measures.

(c) Details of proposals to enhance retained habitats, including planting mixes and specifications, soil care plan restoration (for off-site mitigation areas and grazing strategy and stocking rates).

(d) Details of initial aftercare and long-term management and maintenance.

(e) Ecological Compliance Audit, including key performance indicators,

(f) Persons responsible for implementing the works.

(g) Details of measures to prevent or reduce incidental capture or killing,

(h) Proposals for monitoring the condition of retained and any new habitat, to inform ongoing habitat management.

(i) Monitoring and review measures of ongoing habitat management to be carried out in accordance with a report to be submitted in writing to the local planning authority every 5 years.

Development shall be carried out in accordance with the approved details.

Reason: In the interests of ecological mitigation and enhancement and to accord with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, SP4, SP13 and DNP6 of the Bridgend County Borough Local Development Plan 2018-2033.

JONATHAN PARSONS
GROUP MANAGER – PLANNING & DEVELOPMENT SERVICES
11 JUNE 2026

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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 cannot 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	PEDW	Planning & Environment Decisions Wales
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
PINS	Planning Inspectorate		

REFERENCE: P/25/20/FUL

APPLICANT: Codi Group

LOCATION: Former Fulgonis restaurant, 83 John Street, Porthcawl, CF36 3AY

PROPOSAL: Demolition of the buildings at the former Fulgoni's restaurant and redevelopment of the site to form a five-storey landmark building containing 43no. affordable apartments, a commercial/community space and adjusted access and associated works, including substation

RECEIVED: 28 January 2025

DESCRIPTION OF PROPOSED DEVELOPMENT

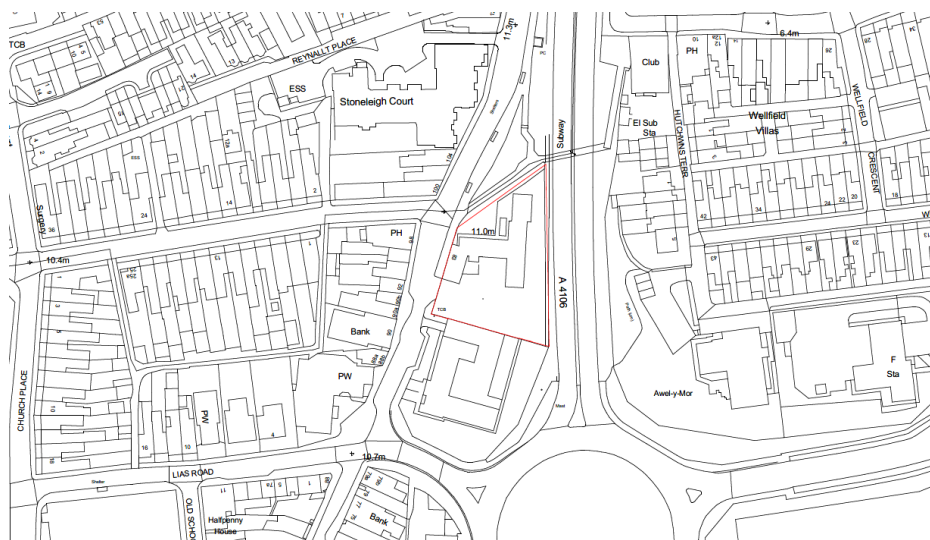
This planning Application seeks consent for the proposed demolition of the former Fulgoni's restaurant and the construction of a four to five-storey apartment block (with a projecting lift and stair core) for a total of 43 apartments (35 x one bedroom flats and 8 x two bedroom flats) for persons over 55 years old, a commercial unit/community space and an adjusted access and associated works including a substation.

The site will be accessed from John Street, as existing, and the development has been designed to include private and semi-private amenity spaces. The public and private spaces are well defined with a clear distinction between the private terraces of units, the semi-public frontage facing John Street and the private residents' amenity space to the rear of the site.

The scheme will accommodate 26 parking spaces including two disabled spaces and three EV charging spaces, with additional motorbike spaces near the entrance. In addition, the scheme includes an attached waste and recycling store, as well as a secure and covered cycle store for 52 bicycles.

The Application is made by Codi Group (formerly Linc Housing Association).

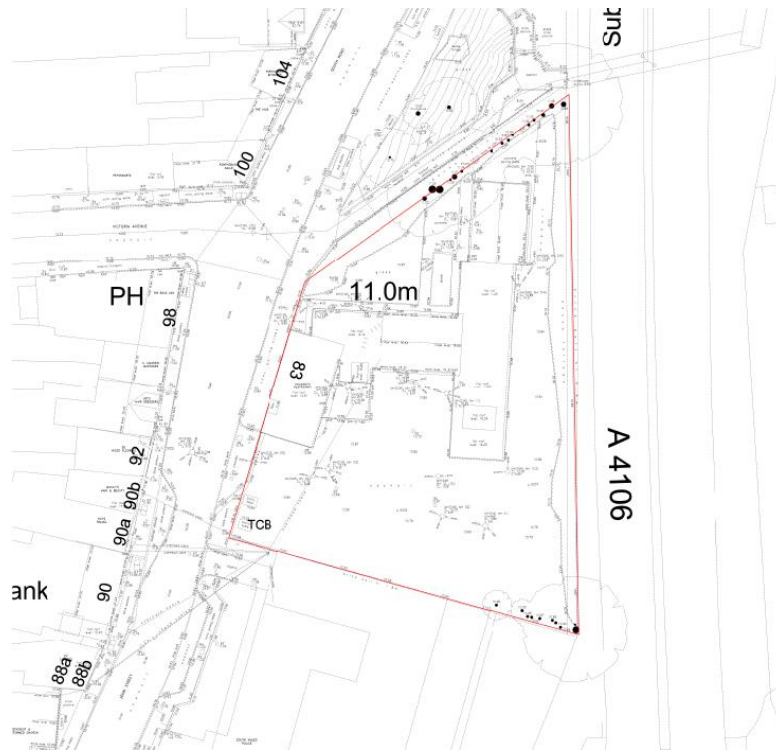
Fig. 1 Site Location Plan

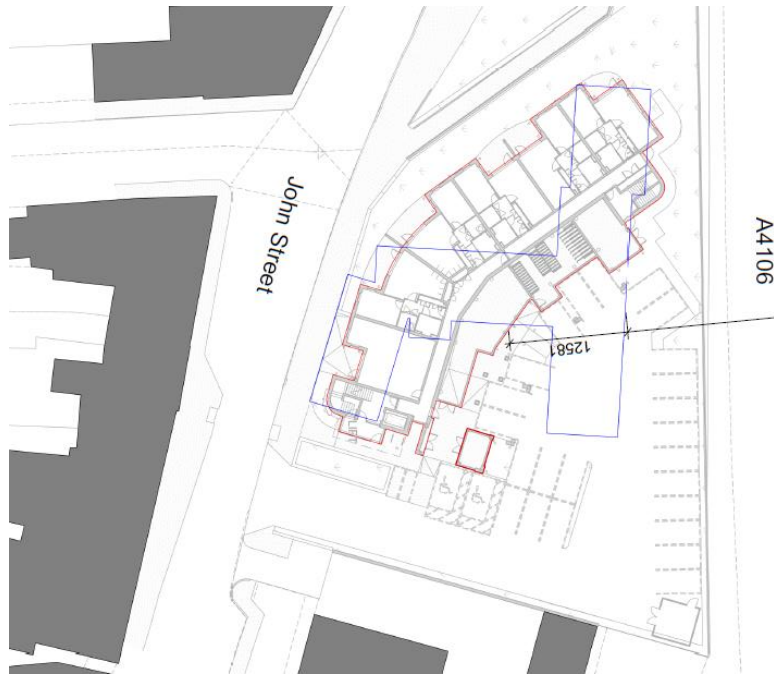


The scheme has evolved since the original submission in January 2025, with changes to the scheme and description of development being made in February 2026, to provide for a reduced number of apartments (from 44 to 43 units) and a commercial/community space at ground floor level, with CGI images included within the revised architectural package, including a perspective image looking south along the A4106.

The building will step up from four storeys fronting John Street and the footpath towards the underpass and will curve around the north-west corner of the site with car parking and landscaping to the rear.

Fig. 2 – Existing and Proposed Site Layout Plans (and comparison of original and proposed building footprints)





SITE DESCRIPTION

The site is located within the main settlement of Porthcawl as defined by Policy SF1 Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (RLDP) adopted in 2024.

The former Fulgoni's restaurant is located to the east of John Street, to the west of the A4106, to the north of the Police Station and to the south of the underpass walkway.

The site currently comprises a single storey flat roofed restaurant building attached to two separate two storey pitched roof houses. The broadly rectangular plot covers an area of approximately 0.2Ha and is relatively flat. The site is approximately 70m to the north of Porthcawl Conservation Area.

Fig. 3 – Street scene views of existing buildings and CGI of Proposed Building from John Street





The submitted planning Application is supported by detailed plans and the following supporting documents:

- Planning Statement
- Design and Access Statement
- PAC Report
- Transport Statement
- Framework Travel Plan
- Road Safety Audit
- Traffic Regulation Order Plan
- Preliminary Ecological Appraisal
- Bat Survey
- Biodiversity Statement
- Tree Constraints Plan
- Tree Survey
- Arboricultural Impact Assessment
- Arboricultural Plan
- Planting Plan
- Drainage Strategy
- Green Infrastructure Statement
- Geotechnical and Geoenvironmental Report
- Ground Investigation Report
- Noise Assessment
- CGI Views and Concept Visuals

RELEVANT HISTORY

P/94/100/FUL Grounds of Fulgoni's Café – Removal of Condition No 4 of Application No 93/1003/FUL – Refused 18/04/1994

P/93/1003/FUL Grounds of Fulgoni's Café – Proposed House – Conditional Consent 22/10/1993

PUBLICITY

The Application has been advertised on site.

Neighbours were notified of the receipt of the original Application and upon the receipt of the revised scheme after receiving further amendments to the scheme.

The final period allowed for a response to consultation/publicity expired on 20/02/2026.

CONSULTATION RESPONSES

Principal Structural Engineer – No objection subject to conditions relating to the integrity of the retaining wall and asbestos.

South Wales Police (Designing Out Crime Officer) – No objection, general observations provided that have been issued to the Applicant.

South Wales Fire & Rescue Service – No objection subject to informatives.

Land Drainage Section - No objection, subject to conditions.

Highway Authority – No objection, subject to conditions.

Porthcawl Town Council – Objections:-

- Provision of 26 spaces for parking with 44 units being constructed will lead to parking overflows on streets impacting local business and residents.
- The road safety report was carried out in November 2025 and confirms low traffic flows which are not indicative of peak flows of traffic in the summer months.
- Objection to proposed 5 floors not in keeping with the surrounding area, nothing in that area is that high also. Aesthetically overall design is not sympathetic to the existing town centre buildings.
- Five storey building is overlooking surrounding buildings, and this is part of a conservation area.

Shared Regulatory Services (Noise) – No objection subject to conditions.

Shared Regulatory Services (Contaminated Land Section) – No objection subject to conditions and an informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend County Borough Council Replacement Local Development Plan (2024).

Natural Resources Wales – No objections subject to conditions relating to Pollution Prevention and Unsuspected Contamination.

Biodiversity Policy Manager (Ecology) – No objections subject to conditions relating to a revised landscaping plan to include exact species to be planted, locations, numbers, densities, sizes, planting and maintenance methods. This plan should also include types and locations of bird and bat boxes, as well as what wildflower turf is to be used on the butterfly bank.

Heneb Archaeological Trust - confirm that archaeological mitigation is not required for this Application.

REPRESENTATIONS RECEIVED

Cllr. S. Aspey - Further the re-submission of amended plans I am obliged to register my objection on the following grounds.

- 1) Over intensification of site - The design in terms of height and scale are disproportionate to the other properties in the vicinity and would form an incongruous feature on the landscape.

- 2) Visual Intrusion - The proposed building height would be visually intrusive for residents of the lower section of Victoria Avenue and adversely impact on their amenity space.
- 3) Parking concerns - Although there have been modifications to the design in terms of allocated parking spaces there is still a substantial shortfall to the proposed number of residential units.....parking in the immediate vicinity is restricted to 30 minutes and only South Road is free of restrictions which already has chronic parking issues alongside those at the lower end of Victoria Avenue.
- 4) Loss of retail space - The proposed development is deemed to be purely residential and in its existing format would be detrimental to existing commercial centre by further erosion of A3 retail space.
- 5) Out of character - The design submitted hasn't taken into account the character of the existing properties in the area and the most recent development, namely Stoneleigh Court, was designed to mimic the property style and blend in with its existing surroundings...this development is the complete opposite.

Cllr. G. Walter – My objections will be centred around:-

- Over intensification of a modest plot
- Loss of retail space in what is still a predominately commercial area
- Height of proposed building in relation to adjacent properties and street scene
- Loss of daylight to neighbouring properties
- Insufficient parking, adjacent roads are all subject to double yellow lines
- The building design is not in keeping with the vicinity and its historical setting

In response to the original submission in January 2025 and the revised scheme in February 2026, a total of 91 representations were received from neighbouring occupiers, visitors to Porthcawl and non-Porthcawl residents.

The objections and concerns to the original scheme are summarised below:

1. Over-intensification of the site
2. Lack of on-site parking
3. Height and scale of building
4. Loss of retail space on John Street
5. Potential noise disturbance on neighbouring residential properties
6. Potential loss of privacy
7. Potential loss of light
8. Overshadowing of neighbouring properties
9. Visual impact of the proposed 5 storey building not in keeping with the surrounding street scene
10. Remodelling of road and junction and highway safety
11. Impact on property values
12. No plans for Porthcawl Regeneration yet and that proposal will not include 6 storey buildings
13. Strain on doctors, dentists, schools, policing
14. Insufficient amenity space for future residents and limited landscaping
15. Additional debris during refuse collection days
16. Loss of views
17. Potential future redevelopment of the Police Station site
18. Need for more affordable family homes not 1 and 2 bed flats
19. No Green technology
20. Inadequate public transport
21. Discriminatory to people under 55
22. Impact on the town centre economy
23. Increased crime and litter
24. Lack of mitigation for biodiversity

25. No need for more social housing in Porthcawl
26. The underpass is embarrassing and dangerous to walk through
27. The site is on an archaeological site with important Viking remains

There was also one letter of support for the scheme.

COMMENTS ON REPRESENTATIONS RECEIVED

The vast majority of the concerns raised by residents, Porthcawl Town Council and Local Ward Members align with the main considerations in the determination of the Application and are addressed in the appraisal section of this report.

However, the following comments are offered in response to the other matters raised:

4. Loss of retail space on John Street – the site was primarily used as an A3 Food and Drink establishment (café) so there is no loss of retail (A1 - shops) space. The site is not classed as being within the primary or secondary shopping frontages but is subject to Policy SP12 - Retailing, Commercial and Service Centre of the RLDP which defines the site as being a part of Porthcawl Town Centre.

Policy SP12 states that all new development proposals within retailing and commercial centres must provide retail, community or commercial floorspace on the ground floor. The amended plans for the site now incorporate a commercial unit/community space on the ground floor which satisfies this policy.

11. Impact on property values – any impact on the values of neighbouring properties is not a material planning consideration.

13. Strain on doctors, dentists, schools, policing – the scheme constitutes a windfall site under Policy SP6 and will contribute towards delivery of the overall housing requirement subject to other RLDP Policies. The Health Board and South Wales Police have not objected to the development and, as a proposal of 35 x 1-bed and 8 x 2-bed apartments, the Application does not trigger the threshold of SPG16 - Educational Facilities and Residential Developments.

16. Loss of views – the loss of a view is not a material planning consideration and the properties on the western/opposite side of John Street do not currently enjoy uninterrupted views of Sandy Bay to the east.

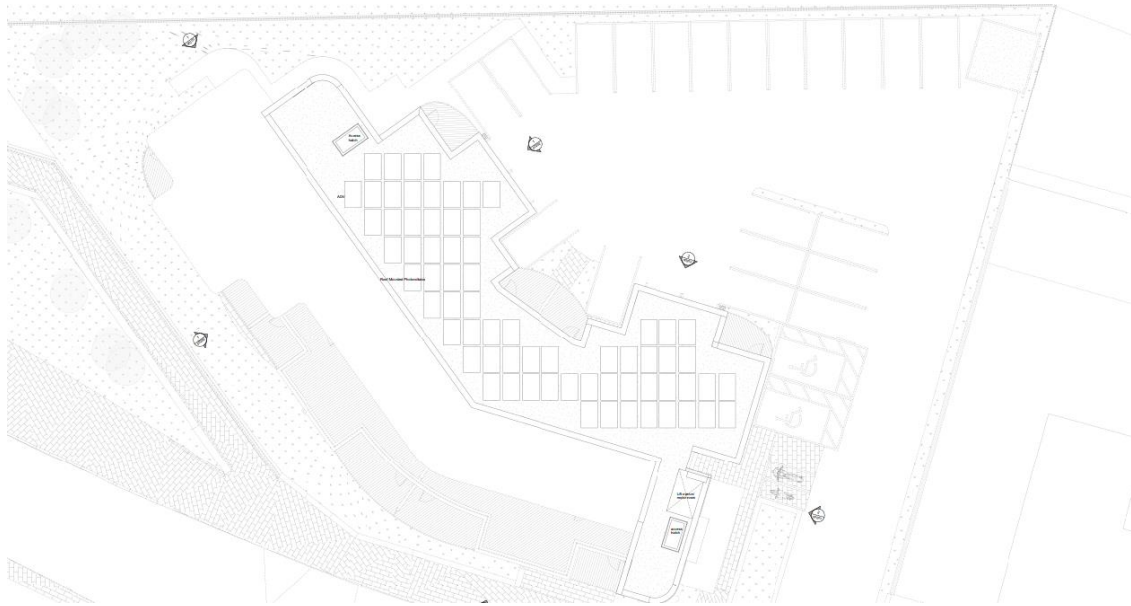
17. Potential future redevelopment of the Police Station site – there is no Application before the LPA relating to the Police Station site which lies to the south of this development. Should South Wales Police redevelop that site in the future the LPA would consider any potential scheme on its own merits.

18. Need for more affordable family homes not 1 and 2 bed flats – the Applicant (Codi Group Housing Association) liaises with the Council's Housing Section and there is a demand for affordable 1 and 2 bed apartments in the area and, whilst the LPA have a statutory duty to determine Applications that are submitted to the Council, it is considered that this site is not particularly suited to family dwellings.

19. No Green Technology – the scheme includes roof mounted photovoltaics (see Fig. 4 below). The supporting documents advise that the scheme takes a fabric first approach with the building being designed to achieve an Energy Performance Certificate (EPC) "A" which will see future tenants having lower energy bills and carbon emissions. To meet the renewable energy requirements, each unit will utilise air source heat pump technology and benefit from solar PV panels located on the roof space of the building. The scheme also

includes three EV charging points.

Fig. 4 – Proposed Roof Plan Showing PV Panels



23. Increased crime and litter - the apartment block will be managed by the Housing Association and a CCTV system will monitor the site; there is no reason to believe the replacement of a café with a residential development will increase the proliferation of litter in the area, especially as the scheme incorporates a communal bin store.

26. The underpass is embarrassing and dangerous to walk through – the underpass is adjacent to but not within the Application site and will not be affected by the development. It is likely that the underpass will now be overlooked by this development which will increase the level of natural surveillance in this area.

27. The site is on an archaeological site with important Viking remains – Officers contacted Heneb Archaeological Trust as soon as this matter was raised with the Local Planning Authority by an objector. Heneb's full comments are as follows:

“Information in the regional Historic Environment Record (HER) shows that there are no records situated within the proposed Application area. The site, however, is situated adjacent to a Bronze Age Round Barrow, which was disturbed during construction work on the railway in 1846. It was noted during these works that an urn inverted over cremated human remains placed on a flat stone was excavated. Therefore, there is potential for further prehistoric remains to be encountered within the area. A review of the historic ordnance survey mapping, dating from 1877 to 1943, shows the site was largely comprised of railway tracks and sidings, prior to the construction of the existing buildings. An archaeological evaluation was undertaken in 2022 to the south east of the Application area, where former railway tracks were encountered in the least disturbed area, along with significant depths of modern demolition material and made-ground deposits. Due to the depths of the modern demolition material present, no further archaeological work was required.

The Application is for the demolition of the buildings at the former Fulgoni's restaurant and redevelopment of the site to form a five-storey landmark building containing 43no. affordable apartments, a commercial/community space and adjusted access and associated works, including substation. We note from the submitted documents that the railway tracks and sidings were removed between 1969-1977, with the main railway replaced with the A4106. It is noted that the buildings were constructed around 1978, with later extensions on site around 2000. It is considered that the site has been extensively disturbed from previous

development. Firstly, during the construction of the railway and subsequent clearance, and secondly, during the redevelopment of the area with the construction of the adjacent roads and existing buildings. Therefore, it is unlikely that significant archaeological remains will be encountered during the course of the proposed works.

As a result, there is unlikely to be an archaeological restraint to this proposed development. Consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this Application. The record is not definitive, however, and features may be disturbed during the course of any work in the area. In this event, please contact this division of the Trust.”

An informative will be added to any consent to remind the Applicant and their contractor of the need to contact Heneb in the event that archaeological features are discovered during the works.

PLANNING POLICY

National Planning Policy and Guidance

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (**PPW**) are of relevance to the determination of this Application.

Paragraph 1.30 of PPW confirms that: *‘Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning Applications.’*

“All development decisions...should seek to contribute towards the making of sustainable places and improved well-being.” (Paragraph 2.2 of PPW refers) Para 2.3 states: *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.”*

Para 2.7, PPW states: *“Placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people.”*

PPW states at paragraphs 2.22 and 2.23 that the Planning system should *“ensure that a post-Covid world has people’s well-being at its heart and that Planners play a pivotal role...in shaping our society for the future, prioritising placemaking, decarbonisation and well-being.”*

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note (TAN) 5 Nature Conservation and Planning
- Technical Advice Note (TAN) 11 Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 15 Development, Flooding and Coastal Erosion
- Technical Advice Note (TAN) 18 Transport

Well-being of Future Generations (Wales) Act 2015

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

The well-being goals identified in the Act are:

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

The duty has been considered in the assessment of this Application.

The Socio Economic Duty

The Socio Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came in to force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

Local Policies

The Development Plan for the area comprises of the Bridgend Replacement Local Development Plan 2018-2033 (**RLDP**) which was formally adopted by the Council in March 2024 and within which the following policies are of relevance:

- Policy SF1 - Settlement Hierarchy and Urban Management
- Policy SP3 - Good Design and Sustainable Place Making
- Policy SP4 - Mitigating the Impact of Climate Change
- Policy SP5 - Sustainable Transport and Accessibility
- Policy SP6 - Sustainable Housing Strategy
- Policy SP8 - Health and Well-being
- Policy SP12 - Retailing, Commercial and Service Centre
- Policy SP15 - Sustainable Waste Management
- Policy SP17 - Conservation and Enhancement of the Natural Environment
- Policy PLA11 - Parking Standards
- Policy PLA12 - Active Travel
- Policy COM2 - Affordable Housing
- Policy COM3 - On-Site Provision of Affordable Housing
- Policy COM6 - Residential Density
- Policy COM10 - Provision of Outdoor Recreation Facilities
- Policy ENT15 - Waste Movement in New Development
- Policy DNP6 - Biodiversity, Ecological Networks, Habitats and Species.
- Policy DNP9 - Natural Resource Protection and Public Health

Supplementary Planning Guidance

SPG02: Householder Development

SPG05: Outdoor Recreation Facilities and New Housing Development

SPG08: Residential Development

SPG17: Parking Standards

SPG19: Biodiversity and Development

APPRAISAL

The Application is referred to the Council's Development Control Committee at the request of Local Ward Members and as a result of material planning objections from Porthcawl Town Council and a number of neighbouring occupiers in line with the Council's scheme of

delegation.

The main issues to consider in this Application relate to the principle of development, visual amenity impact, the impact on the amenities of neighbouring and future residents, highway/pedestrian safety and parking, biodiversity and trees and drainage.

Principle Of Development

The site is located within the main settlement of Porthcawl as defined by Policy SF1 Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RLDP**) adopted in 2024.

Policy SP6 Sustainable Housing Strategy of the RLDP supports windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land. The proposed site would constitute a windfall site under Policy SP6 and could contribute towards delivery of the overall housing requirement subject to other RLDP Policies.

Policy COM6 Residential Density of the RLDP requires that development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density. In the first instance, residential development should seek to reflect a density of 50 dwellings per hectare. A lower density of development will only be permitted where:

- 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or
- 2) The minimum density would harm the character and appearance of the site's surroundings; or
- 3) Where it can be demonstrated there is a particular lack of choice of housing types within a local community.

The site consists of an approximate overall density of 215 dwellings per hectare with 43 flats proposed on the site. This is considered to be in accordance with Policy COM6.

The site is subject to Policy SP12 Retailing, Commercial and Service Centre of the RLDP which defines the site as part of the Town Centre in Porthcawl. Policy SP12 states that all new development proposals within retailing and commercial centres must provide retail, community or commercial floorspace on the ground floor. The latest plans for the site have now incorporated a commercial unit/community space on the ground floor which satisfies Policy SP12.

Policy COM2: Affordable Housing states that provision will be made to deliver 1,711 affordable homes over the plan period, including by enabling registered social landlord (**RSL**) schemes, such as the one proposed, to come forward as windfall sites.

The Application also triggers Policy COM3 of the RLDP, which in this location requires 30% of the dwellings to be provided as affordable housing. Whilst it is noted that the proposed development aims to provide 100% affordable housing, which is welcomed, in order to safeguard compliance with the RLDP, the affordable housing target of 30% should be secured through a Section 106 Agreement, with 10 of the one-bedroom units and 3 of the two-bedroom units secured for Social Rent.

The proposal is therefore deemed to comply with policies SP6, COM2, COM3, COM6 and SP12 of the RLDP, and it is considered that, in principle, and subject to satisfying the requirements of other RLDP policies (particularly Policy SP3), the proposed development is acceptable in principle and deemed a compatible use for the site vacant site.

Design/Visual Impact

Policy SP3 of the adopted Bridgend Replacement Local Development Plan (2024) requires that all development should contribute to creating high quality, attractive, sustainable places by, amongst other:

- Demonstrating alignment with the principles of Good Design;
- Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character; and,
- Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

The Application building occupies a relatively prominent location at the northern end of John Street opposite the junction with Victoria Avenue.

It will be viewed within the context of the Police Station to the south, the underpass to the north, the mixed-use buildings along John Street to the west and the A4106 to the east at the strategic gateway into the town.

Fig. 5 – CGI View South from A4106



The existing buildings on the site are of their time and are of limited architectural quality, but it is accepted that the proposed development will have a significant impact on the character of this part of Porthcawl and is markedly different to the current built form.

The submitted Design and Access Statement (**DAS**) states:

“The proposed residential block provides for a logical transition in scale and form between the existing residential and commercial properties of John Street whilst providing a gateway building on approach to Porthcawl seafront, anticipating the new proposed development strategy for the wider Waterfront area.”

The DAS goes on to state *“The Application proposal has gone through a significant level of design development to arrive at the proposed solution which balances a level of design ambition, that fully exploits the opportunities presented by the site and its location, with the need to deliver a development that is both viable and deliverable.”*

As referred to above, the site is approximately 70m to the north of Porthcawl Conservation Area. The proposal will not have a detrimental impact on the setting of the Conservation Area as it will be viewed from a distance, through a relatively narrow viewpoint, and it will be

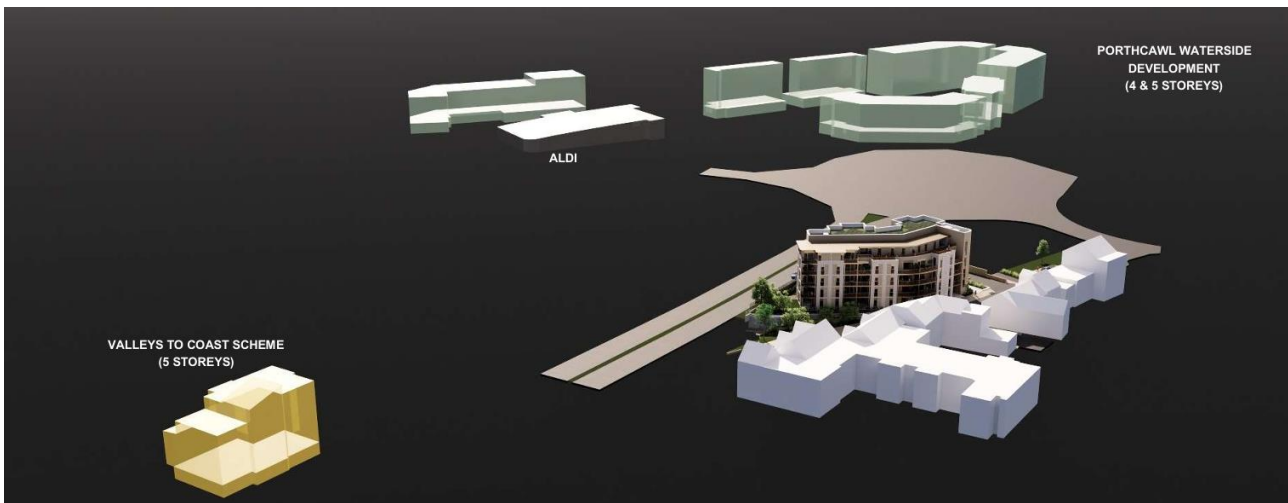
set amongst other intervening buildings.

Fig. 6 – Indicative Streetscene viewed from John Street Conservation Area



The scheme will result in the demolition of the vacant Fulgoni's Café building and associated dwellings to be replaced with a four to five-storey apartment block that would be more in keeping in design and scale terms with the recent Valleys to Coast Housing Association development at Old Station Road to the north of this site, the redevelopment of the former Glamorgan Holiday Hotel and the future redevelopment of the wider area as part of the Strategic Porthcawl Regeneration Scheme.

Fig. 7 – Existing and Future Surrounding Built Form



Whilst the immediate buildings along this part of John Street are predominantly two to three storeys in height, the streetscape features some large domestic and non-domestic buildings including the adjacent Police Station, the former Barclays Bank building at 90 John Street and the McCarthy and Stone retirement home at Stoneleigh Court.

Following the full committee site visit, the Applicant submitted a plan to show the relevant heights of the building when compared to the surrounding buildings and whilst the highest part of the building (stairwell and lift overrun) will be approximately 3m taller than the ridge

height of the former Barclays Bank building at 90 John Street, the 4 storey element of the scheme that fronts onto John Street will be roughly the same height (13.5m) as the ridge level of the former Barclays Bank building (13.9m).

Fig. 8 – Building Height Comparisons



Through negotiation with the Applicant, the flat roof design, the choice of materials and their colour, the inclusion of additional planting at the south west corner of the building and the general set back of the five storey part of the building away from John Street will reduce its visual impact in the streetscene to an acceptable level.

The Council's Building Conservation and Design Officer acknowledges that the modern architectural expression of the proposed building does not relate to the surrounding built fabric but it is still considered an improvement on the existing structures on site and avoids the risk of a failed copy or pastiche of Victorian or Edwardian design features. However, there are other buildings throughout the Conservation Area which have been designed in an Art Deco 1930's style. The materials and finishes will be agreed via a suitable worded condition to ensure the correct colour and robustness for this seaside location.

Therefore, it is considered that proposed building, with the use of a stepped façade and materiality, will make a positive impact on the area as an improvement on the vacant café buildings despite having a maximum of five-storleys.

Overall, and having regard to the above and specific town centre context of the site, it is considered that the proposed development would not have any significant unacceptable impacts on the visual amenities of the area or the streetscene and generally accords with Policy SP3 of the Replacement Local Development Plan (2024).

Residential Amenity – Neighbouring and Future Occupiers

Planning Policy Wales (Edition 12, February 2024) states at paragraph 2.7 that *“placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people”*.

Criterion (k) of Policy SP3 of the Replacement Local Development Plan (2024) seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected and in addition, seeks to ensure that an appropriate level of amenity

is afforded to future occupiers of a development.

With a scheme of this nature there is a need to balance the provision of amenity space for future residents with protecting the residential amenity of neighbouring occupiers to the east and west of the site.

Despite the increase in size compared to the existing buildings on site, the building will avoid having a significant adverse impact on the nearest neighbouring properties to the east along *Hutchwns Terrace* and *Wellfield Avenue* due to the orientation and siting of the building, the presence of natural screening in the A4106 verge, the distance between the building and residential properties and the fact that the site is separated from those residential properties by four lanes of the A4106.

Following the site visit and the concerns of a local resident regarding overlooking and loss of privacy, the Applicant submitted a detailed plan showing the footprints of the existing and proposed buildings on this site and the distance to the gardens and rear windows of the nearest properties along *Hutchwns Terrace*.

Fig. 9 – Distance to Neighbouring Residential Properties to the East



The measurements illustrate that the majority of the building will be further away from *Hutchwns Terrace* than the existing buildings and the balconies that directly face *Hutchwns Terrace* will be at least 60m from the rear windows of 5 *Hutchwns Terrace* and approximately 50m to the rear gardens of those properties.

Whilst there is a difference in levels between the site and the properties at *Hutchwns Terrace*, which potentially increases the perception of being overlooked, the distances are well in excess of the minimum 21m accepted standard between habitable room windows (and 10.5m to rear gardens). The location of the building within the site and distance away from *Hutchwns Terrace* will also mitigate any overshadowing or overbearing impacts.

In terms of the impact of the development and balconies on occupiers of the upper floor flats on the western side of John Street, it is acknowledged that their outlook will change as a result of this development. The proximity and number of balconies on the western side of the building was raised as a potential issue at an early stage in the process. However, the only affected unit is a flat at *94a John Street* (which has first floor accommodation and a dormer extension serving accommodation within the roofspace) and this is in line with the proposed stairwell/lift core rather than a balcony/flat in order to avoid any direct overlooking and loss of privacy both ways.

The adjoining flats in the development (Nos. 7, 17, and 27) are above the commercial unit/community space and have the smallest balconies on the whole scheme which will naturally limit dwell time. They are also opposite a retail unit (Butcher) and the Rock Inn public house that do not appear to have residential accommodation at 1st floor level.

The building then curves away from John Street and the junction with Victoria Avenue so that the remaining balconies do not directly overlook the properties on the opposite side of John Street. The proposed landscaped buffer and extension of an existing masonry wall in front of the building, as well as the set back from the highway along the site frontage, will also protect the privacy and residential amenity of future occupiers of the ground floor flats.

The new building, by virtue of its size and form, is likely to increase overshadowing impacts on adjoining properties to the west when compared to the existing situation. However, any impact will be restricted to the morning hours due to the siting of the building on a north-south axis.

On balance, the scheme has been designed to reduce mutual overlooking whilst achieving an acceptable level of private amenity space for future occupiers of the building. The building would not have such an overbearing, overshadowing or overlooking impact to warrant the refusal of the planning Application. In addition, higher density developments are suitable within a town centre location in close proximity to local amenities and facilities such as this site.

Whilst the demolition and construction works will inevitably result in a level of disturbance and disruption to the adjoining occupiers, this is not considered to be a sufficient reason to refuse the planning Application with the construction works being of a transient nature.

Accordingly, the proposal complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and guidance contained within Supplementary Planning Guidance Note 02 *Householder Development* which relates specifically to residential amenity (the proposal also satisfying Policy ENT15 of the RLDP in terms of waste management).

Highway Safety and Parking

Policy PLA11 of the adopted Bridgend Replacement Local Development Plan (2024) stipulates that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards.

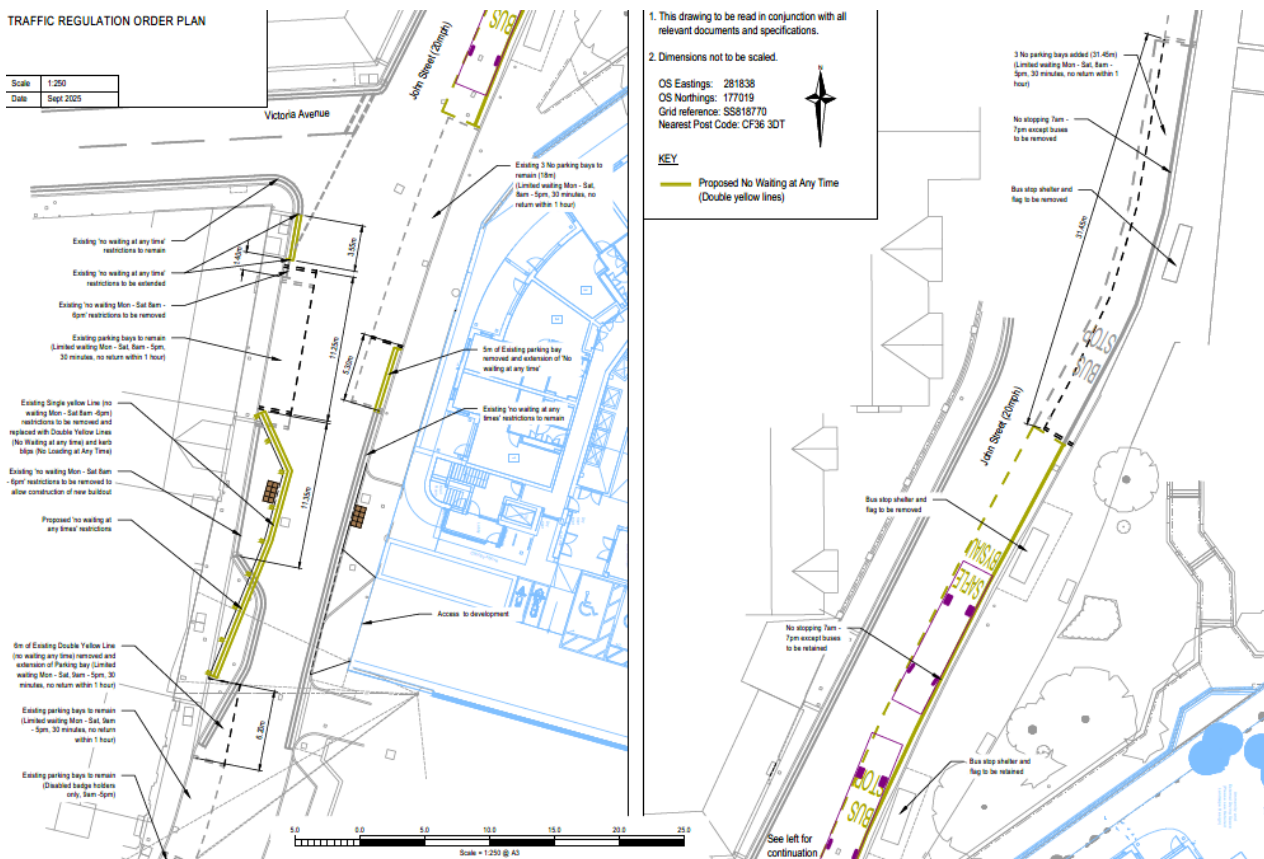
The scheme proposes 43 flats and 26 on-site parking spaces which will include 3 EV charging spaces and 2 disabled parking spaces. A 52 space secure and covered cycle store also forms part of the proposals. The Application was supported by a Transport Statement and Framework Travel Plan. The site is in a highly sustainable location close to the town centre and its associated services and facilities including public transport services. The scheme includes for the relocation of the existing vehicular footway crossover approximately 10m to the south (closer to the Police Station access), relocating the uncontrolled pedestrian crossing approximately 10m to the north and providing a 2m wide shared internal

footway/cycleway to serve the building entrance, refuse store and cycle store.

This will necessitate off-site road works/changes to the carriageway including changes to the existing build out on the opposite side of John Street.

These works have been the subject of an informal Traffic Regulation Order (TRO) consultation with all stakeholders, nearby businesses and statutory consultees. The Highway Authority will be able to process the formal TRO subject to and once a planning consent has been granted to avoid pre-determination. The informal consultation resulted in no representations or objections to the proposed TRO. The developer will be responsible for the cost of all relevant and necessary TROs but not the costs of any other TROs that do not relate to this development.

Fig. 10 – Traffic Regulation Order Plan



The Council’s Highway Officer was consulted on the amended scheme and has commented as follows:

‘The submitted Planning Statement confirms that the development is intended to provide affordable accommodation for the over-55 age group.

The HA has reviewed the submitted Transport Statement, Framework Travel Plan, Design and Access Statement, proposed site plan and Stage 1 Road Safety Audit. The site is located in a sustainable town centre location, close to John Street, Porthcawl seafront, Metrolink, local shops and services. The submitted Transport Statement identifies that John Street is subject to a one-way southbound Traffic Regulation Order and a 20mph speed limit.

The HA notes that the proposal will provide 26 on-site car parking spaces. This represents a reduced level of parking when considered against the Council’s adopted parking standards. However, the HA accepts that the proposed development is located close to local

services, and the proposed development is also for affordable accommodation for the over-55 age group, which is a material consideration in terms of likely car ownership and parking demand.

The Transport Statement includes a review of Local Census car ownership data and identifies lower levels of car ownership for flats and affordable dwellings when compared with general car ownership in the Porthcawl area. The HA is therefore prepared to accept the proposed reduced level of on-site parking, subject to the development being secured and retained as affordable over-55 accommodation, the provision and retention of the on-site parking shown on the approved layout, implementation of the Travel Plan, and the provision of additional sustainable transport mitigation through a car club contribution.

In recognition of the reduced level of car parking, the HA requires a Section 106 contribution of £18,000 towards the provision of a 12-month car club trial. This contribution shall be used by the Council/Highway Authority to arrange the provision of a car club vehicle, such as an Enterprise Car Club vehicle or equivalent, to serve the development and wider local area. The car club will allow residents to access a vehicle when required via an app-based booking system, without needing to own a private car. This is considered necessary to support the reduced parking strategy, manage car ownership, and provide a practical alternative to private vehicle ownership for future residents.

The HA also notes the existing operational issues at the entrance to the pedestrianised section of John Street. The current arrangement relies on temporary cones following the removal of the previous collapsible bollard arrangement due to health and safety concerns. This has weakened the effectiveness of the pedestrianised restriction, as the cones can be moved and vehicles can enter the pedestrianised section outside the permitted times. The proposed development is located approximately 73m north of this location and is being considered on the basis of a materially reduced level of on-site parking. Notwithstanding the proposed mitigation, the development will introduce additional residential activity, servicing demand, visitor movements and potential parking pressure within John Street.

The HA therefore seeks a further Section 106 contribution of £20,000 towards the design and delivery of improved traffic management infrastructure at the entrance to the pedestrianised section of John Street. This may include, but is not limited to, a lockable gate or other approved physical access control measure capable of being opened and closed as required to manage authorised access. This contribution is considered necessary to support the reduced car parking strategy, manage the potential increase in vehicle circulation and parking pressure on John Street, and ensure that the pedestrianised section continues to operate safely and effectively.

The proposed vehicular access is taken from John Street and involves the relocation of the existing vehicle crossover, relocation of the uncontrolled pedestrian crossing and relocation/extension of the existing build-out. The submitted Transport Statement confirms that the proposal includes relocating the existing vehicular footway crossover approximately 10m to the south, relocating the uncontrolled pedestrian crossing approximately 10m to the north, and providing a 2m wide shared internal footway/cycleway to serve the building entrance, refuse store and cycle store.

The HA notes that the access and associated highway works have been subject to a Stage 1 Road Safety Audit. The audit identified a number of matters requiring action, including inter-visibility between drivers and pedestrians at the proposed access, resurfacing of John Street within the extents of the scheme, repositioning of the left-turn arrow/signage due to the one-way operation of John Street, drainage/gully details within the proposed build-out, and potential surface water ponding. These matters are capable of being addressed through the detailed design and technical approval process, but the HA requires the RSA response

and any subsequent audit stages to be secured before the highway works are implemented through the S111/S278 legal agreement process.

The submitted highway arrangement also appears to rely on amendments to the existing parking restrictions and/or Traffic Regulation Order arrangements on John Street. The HA is prepared to support the proposed access arrangement in principle, but only on the basis that the required highway works, visibility, pedestrian crossing relocation, build-out amendments, signing, lining, drainage and any necessary TRO amendments are secured prior to occupation. If any TRO required to deliver the approved arrangement cannot be made, the development shall not be occupied until an alternative scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the HA.

In respect of refuse collection, the HA notes the submitted swept path work and previous discussion around refuse vehicles reversing into the site. The HA does not consider routine reversing of a large refuse vehicle into the site to be the preferred arrangement. Given the constrained nature of the site and its town centre location, the HA is prepared to accept on-street refuse collection from John Street, subject to a robust Refuse and Servicing Management Plan being secured by condition. The Travel Plan identifies that refuse is expected to be collected on-street, with storage bins brought to the kerbside each week.

The Refuse and Servicing Management Plan must ensure that refuse and recycling containers are only presented at agreed times, do not obstruct the footway, carriageway, site access, pedestrian crossing point or visibility splays, and are returned to the internal store promptly following collection. The plan shall also control servicing and delivery activity associated with the development, including the use of the proposed access and any loading/unloading arrangements from John Street.

The HA welcomes the proposed cycle parking provision. The Framework Travel Plan identifies that the development will provide secure and sheltered cycle parking, with resident cycle storage located internally in a secure and covered location and visitor cycle parking within the landscaped area. The provision of secure cycle parking is important given the reduced on-site car parking provision and the accessible location of the site and the cycle parking should be provided prior to first occupation and retained thereafter.

The Framework Travel Plan is also welcomed and will be secured by condition. The Travel Plan will need to include practical measures to encourage walking, cycling, public transport use and car club use by residents. Given that the reduced level of parking is accepted on the basis of the site's sustainable location and the likely lower car ownership profile of the proposed residents, the Travel Plan must be implemented from first occupation and monitored thereafter.

A Construction Traffic Management Plan is required as John Street is a constrained town centre street with existing parking, pedestrian activity, bus movements, access requirements and nearby commercial activity. Construction traffic, deliveries, loading/unloading, contractor parking and pedestrian management therefore need to be carefully controlled. The CTMP should include construction access, routing, delivery hours, contractor parking, loading/unloading arrangements, pedestrian protection, wheel washing, storage of materials and measures to prevent obstruction of John Street and the surrounding highway network.

Subject to the completion of the necessary Section 106 agreement and the imposition of suitably worded conditions, the HA raises no objection to the proposed development.

The Section 106 agreement shall secure the following:-.

A financial contribution of £18,000 towards the provision, establishment and operation of a car club vehicle serving the development and local area for a minimum 12-month trial period. The contribution shall be used by the Council/Highway Authority to arrange the car club provision.

A financial contribution of £10,000 towards improved traffic management infrastructure at the entrance to the pedestrianised section of John Street, which may include a lockable gate or other approved physical access control measure. The contribution shall be used by the Council to design, procure and implement a suitable scheme to reinforce the pedestrianised restriction and manage vehicle access within John Street.'

On the basis of the above comments and the recommended conditions and contributions, the proposed development is considered to be compliant with Policies SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024) and Supplementary Planning Guidance Note 17: Parking Standards and is acceptable from a highway and pedestrian safety perspective.

Biodiversity and Trees

In assessing a planning Application, the Local Planning 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, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (**PPW12**) states in Section 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals."* PPW12 states that *"All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the adopted Bridgend Replacement Local Development Plan (2024) (**RLDP**) requires development to safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP6 (RLDP) states: *"All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species"*

Policy DNP7 (RLDP) states: *"development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted"*.

Policy DNP8 (RLDP) requires new development proposals to integrate, protect and maintain

existing green infrastructure assets and to enhance the extent, quality, connectivity and multi- functionality of the green infrastructure network.

In this case, given the proposed demolition of buildings, the Applicant submitted a Preliminary Ecological Assessment including bat surveys. The surveys found that the site contains habitats of negligible conservation significance, consisting of predominantly introduced shrub and tree planted along two of the boundaries and a small area of clipped lawn adjacent to the dwellings, buildings and hard-standings.

The buildings were assessed as offering low potential for bat roosting. A single emergence survey was carried out which confirmed that no roost locations appear to exist and any bat activity was very low.

The submitted Green Infrastructure Statement confirms that the existing tree cover within the site boundary consists primarily of formally unmanaged boundary planting, previously planted as hedges or screening.

A tree survey was undertaken and the subsequent tree report advised that: No Category A or B trees were recorded on site; trees T9 and T10 (Swedish Whitebeam) are outside of the boundary to the north of the site and are to be retained; the majority of trees (Lawson's Cypress) on the northern and southern boundary were recorded as "U" and recommended for removal or of poor quality and poorly managed and are also proposed for removal; and, the remaining trees are in a group located on the eastern boundary with the hedge line of holly and sycamore being retained.

A Biodiversity Statement was also submitted with the Application to identify the biodiversity enhancements proposed as part of the planning Application, and to illustrate how they are to be incorporated into the proposed development.

The Council's Biodiversity Policy Manager has reviewed the submitted reports and raised no objections.

Given the previous low roosting potential and the fact that bats are likely to be absent from the building, an update survey can be included in the conditions of approval.

The Biodiversity Statement and the proposals within it are welcomed. Generally, they are suitable for the development proposal and its location, however, the proposal of *'up to 20 bird boxes to suit a variety of species'* should include swift bricks to be incorporated into the designs. Swift bricks are generally considered a better option to boxes as they are more durable, maintenance free and discreet and this site is near to existing known swift nests.

Conditions will include a landscaping plan which will elaborate on the biodiversity statement and proposals such as the exact species to be planted, locations, numbers, densities, sizes, planting and maintenance methods. This landscaping plan should also include the types and locations of bird and bat boxes, as well as what wildflower turf is to be used on the butterfly bank.

Natural Resources Wales accept that the Preliminary Ecological Appraisal and Bat Survey report submitted by East Ecology has identified that bats were not using the Application site and therefore have no adverse comments to make on this matter.

Fig. 11 – Landscape and Biodiversity Enhancement Plan



On the basis of the comments received from the Council's Biodiversity Policy Manager (Ecologist) and NRW, subject to necessary conditions, the works are, on balance, considered to be compliant with Policies SP3, SP13, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024) and wider National Planning Policy requirements in terms of Biodiversity.

Drainage and Flooding

The Flood Map for Planning supports TAN15 - Development, Flooding and Coastal Erosion and shows that the site remains flood free even in the most extreme scenario and shows the extent of the local area benefiting from existing sea defences. It also confirms that the development site and immediate local area is not susceptible to surface water flood risk.

Fig. 12 - NRW Flood Map for Planning (FMfP)



Sustainable Drainage Systems (SuDS) have been considered from an early stage in the

process with design input from consultant drainage engineers informing the site layout.

There is sufficient space for SuDS at ground level integrated into the landscape proposals. The Drainage Strategy indicates that surface water will be disposed to infiltration via permeable paving and rain gardens. A separate Application will be made to the Council's SuDS Approving Body for the detailed SuDS scheme.

Following consultation with the Council's Land Drainage Section, no objections are raised in terms of foul and surface water drainage. The Application form states foul water will be disposed of via the main sewer and Dwr Cymru/Welsh Water (**DC/WW**) should be contacted to agree any new connection.

DC/WW have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. They advise that the flows should be connected to the foul sewer between manholes SS81778003 and SS81768903 located in John Street to the west.

Having regard to the above, it is concluded that, on the grounds of drainage and flood risk, the proposed development is acceptable.

Other Matters

Shared Regulatory Services (**SRS**) Environment Team and the Council's Principal Structural Engineer have advised that the two reports produced by Terra Firma are considered to be thorough and give comprehensive guidance for the design of the foundations, hard standings, drainage, etc.

The geoenvironmental report includes a ground gas assessment based on the initial gas monitoring readings undertaken in the Autumn 2023. The completed monitoring programme and review of the ground gas regime will need to be undertaken and ground gas measures may need to be incorporated.

The report includes a contamination assessment that identifies contaminants of concern requiring remediation. The assessment also recommends supplementary investigation works in order to delineate naphthalene contamination to potentially refine the remediation proposals. A remediation strategy, which may include further investigation and a verification plan are required in relation to this.

Should there be any importation of soils to develop the garden/landscaped areas of the development, or any site won recycled material, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction or recycling of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

If contaminated material is to be removed from site then Waste Acceptance Criteria (**WAC**) testing should be undertaken on the material to determine where the material can be disposed of.

The new building is sited far enough away from the retaining wall running alongside the path to the underpass below the A4106, to ensure that the building should not affect the retaining wall. However, the retaining wall should not be adversely affected by the construction process.

From a structural engineering perspective the correct investigations have been undertaken to allow the new building to be designed effectively. There are some further investigations

recommended in the geotechnical report and it would be prudent to undertake these further investigations which will be secured by condition.

Regarding the demolition process of the existing structure (former Fulgoni's restaurant) the demolition process must not adversely affect the retaining wall alongside the footpath that leads to the underpass below the A4106. A demolition method statement should be produced showing how the building can be taken down safely without affecting structures and other infrastructure outside the perimeter of the site and this will be secured via a condition.

Finally, an asbestos demolition survey should be undertaken prior to any demolition being undertaken. If asbestos is found in the fabric of the building appropriate measures should be taken to ensure asbestos is not released into the atmosphere during the demolition process.)

Shared Regulatory Services requests the inclusion of the conditions and an informative statement in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend Replacement Local Development Plan (2024).

In terms of noise impact, the submitted Noise Assessment Report has been reviewed by Shared Regulatory Services Officers and they request that conditions be imposed to comply with the requirements of the acoustic report.

The Application site is not crossed by any Public Rights of Way and there are no Tree Preservation Orders on this site.

Section 106 Legal Requirements/planning obligations

Policy SP10 Infrastructure of the Bridgend Replacement Local Development Plan (2024) states that all development proposals must be supported by sufficient existing or new infrastructure.

In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure must be provided by developers where necessary.

This will be secured by means of planning agreements/obligations where appropriate (and where deemed necessary, related and proportionate, amongst other).

Affordable Housing

The Application triggers Policy COM3 of the RLDP which requires 30% affordable housing in the Porthcawl housing market area.

It is noted that the proposal is for 100% affordable housing. However, in order to safeguard compliance with RLDP requirements, the minimum affordable housing policy requirement of 30% must be secured through a s106 agreement with 10 of the one-bedroom units and 3 of the two-bedroom units secured for Social Rent to achieve compliance with COM3.

In accordance with Planning Policy Wales 12 and as clarified by supporting paragraph 5.3.28, "*where affordable housing is provided, it should be constructed to Development Quality Requirement Standards.*" The Applicant must demonstrate that a minimum of 13 units meet these Standards.

Education

As a proposal of 35 x 1-bed and 8 x 2-bed apartments, the Application does not trigger the

threshold of SPG16.

Outdoor Recreation Facilities

Policy COM10 of the RLDP (2024) requires the provision of satisfactory standards of Outdoor Recreation Facilities for all new residential development which is defined as 2.4ha per 1,000 people.

BCBC's Outdoor Sports & Children's Play Space Audit (2021) shows a deficit of *Equipped Play Areas and Outdoor Sport* provision in this location, and the following amount of open space is required to ensure compliance with COM10 of the RLDP and SPG5 – *Outdoor Recreation Facilities and New Housing Development* (Adopted January 2026).

- Playing Pitches: 1,186.8m²
- Other Outdoor Sports (non-pitch): 1,582.4m²
- Equipped/Designated Play Areas: 245.1m²
- Other Outdoor Provision: 296.7m²
- Allotments: 197.8m²

Recognising that not all the above Outdoor Recreation provision can be provided on a development of this size; the LPA would ordinarily require a LAP on-site (250.8m²) to achieve policy compliance for a site of this size. However, given the significant proportion of 1-bedroom units, it is noted that the proposed units are not large enough to accommodate families and therefore children, which negates the need for the development to provide a LAP contribution.

In this instance, a contribution towards more adult-focused recreational provision specifically '*Other Outdoor Provision*', is considered more appropriate mitigation. Given the location and nature of the development, payment of a commuted sum is considered preferable to on-site provision, with the contribution directed towards the enhancement of existing outdoor facilities in proximity to the site.

To cover the equivalent cost of providing and maintaining the required 296.7m² of Other Outdoor Provision on-site over a 25-year period, a financial contribution of £37,134.97 is required, comprising £19,027.37 in capital costs and £18,107.60 in maintenance costs.

Therefore, a total financial contribution of £37,134.97 is required towards outdoor recreation facilities (ORF) provision for this proposal under Policy COM10, secured via a s106 agreement.

Highway Requirements/Traffic Orders

As referred to above, a financial contribution of £18,000 towards the provision, establishment and operation of a car club vehicle serving the development and local area for a minimum 12-month trial period is required, to be secured by a s106 agreement. The contribution shall be used by the Council/Highway Authority to arrange the car club provision via a company such as Enterprise.

A financial contribution of £10,000 towards improved traffic management infrastructure at the entrance to the pedestrianised section of John Street, which may include a lockable gate or other approved physical access control measure. The contribution, to be secured by a s106 agreement, shall be used by the Council to design, procure and implement a suitable scheme to reinforce the pedestrianised restriction and manage vehicle access within John Street.

It is noted that the site lies in an area with a high demand for on-street parking given the proximity to the town centre. Therefore, there is a requirement for a financial contribution of

£9,500 to fund a traffic order to facilitate changes to the access arrangements, to be secured by a s106 agreement. The required highway works, visibility, pedestrian crossing relocation, build-out amendments, signing, lining, drainage and any necessary TRO amendments are to be implemented prior to the first beneficial occupation of the apartment building.

CONCLUSION

The Application is recommended for approval subject to entering into a section 106 agreement to secure the planning obligations required under Recommendation (A) and the planning conditions required under Recommendation (B) as the development complies with Council RLDP policy and guidelines.

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan ("RLDP" adopted March 2024).

Notwithstanding the detailed objections raised, it is considered that the residential scheme represents an appropriate redevelopment of this brownfield site at a prominent location within a sustainable location close to Porthcawl Town Centre.

The scheme will contribute to the visual amenities of the area whilst also replacing a building of little architectural merit and bring much need and appropriate living accommodation to the locality.

The proposal would not adversely affect the residential amenities of neighbouring and future residents nor impact highway and pedestrian safety to such an extent as to warrant refusal on those grounds. The scheme also raises no adverse land drainage, archaeological or ecological concerns.

It is further considered that the Application proposal complies with Future Wales - the National Plan 2040, and the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

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

- i) Provide a minimum of 30% of the total number of residential units (which 30% equates to 10 x one bedroom units and 3 x 2 bedroom units) as affordable housing with the location of the Social Rented units within the building to be agreed by the Council, to secure compliance with Policy COM3 and to ensure that the 13 affordable housing units are constructed to Welsh Government Development Quality Requirement Standards;
- ii) Provide a financial contribution of £37,134.97 (Index Linked), comprising £19,027.37 in capital costs and £18,107.60 in maintenance costs, to cover the equivalent cost of providing and maintaining the required 296.7m² of 'Other Outdoor Provision' on-site over a 25-year period;
- iii) Provide a financial contribution of £9,500 (Index Linked) to fund a traffic regulation order (**TRO**) to facilitate and implement the revised access arrangements on John Street;
- iv) Provide a financial contribution of £18,000 (Index Linked) towards the provision, establishment and operation of a car club vehicle serving the development and local area for a minimum 12-month trial period; and, provide a financial

contribution of £10,000 (Index Linked) towards improved traffic management infrastructure at the entrance to the pedestrianised section of John Street and used by the Council to design, procure and implement a suitable scheme to reinforce the pedestrianised restriction and manage vehicle access within John Street.

(B) The Corporate Director - Communities issues a decision notice granting consent in respect of this proposal subject to and once the Applicant has entered into the Section 106 Agreement subject to the following planning conditions:

1. The development shall begin not later than five years from the date of this decision.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

Site Location Plan FPLC-HMA-ZZ-ZZ-D-A-00090 S0 P01
Proposed Site Plan FPLC-HMA-ZZ-ZZ-D-A-00092 S0 P05
Proposed Ground Floor Plan FPLC-HMA-ZZ-00-D-A-00100 S0 P14
Proposed First Floor Plan FPLC-HMA-ZZ-01-D-A-00101 S0 P12
Proposed Second Floor Plan FPLC-HMA-ZZ-02-D-A-00102 S0 P10
Proposed Third Floor Plan FPLC-HMA-ZZ-03-D-A-00103 S0 P10
Proposed Fourth Floor Plan FPLC-HMA-ZZ-04-D-A-00104 S0 P10
Proposed Roof Plan FPLC-HMA-ZZ-R1-D-A-00105 S0 P10
Proposed Site Sections FPLC-HMA-ZZ-ZZ-D-A-00300 S0 P05
Proposed Elevations Sheet 1 FPLC-HMA-ZZ-ZZ-D-A-00200 S0 P04
Proposed Elevations Sheet 2 FPLC-HMA-ZZ-ZZ-D-A-00201 S0 P04
Proposed Elevations Sheet 3 FPLC-HMA-ZZ-ZZ-D-A-00202 S0 P04
Boundary Treatment Plan FPLC-HMA-ZZ-00-D-A-00093 S0 P02
Soft Landscape SSH-ASL-XX-XX-DR-L-0901-P03

All received on 4 February 2026.

Transport Statement – Glanville Consultants Ltd.
Framework Travel Plan – Glanville Consultants Ltd.
Green Infrastructure Statement – Logika Group
Preliminary Ecological Appraisal and Bat Surveys – East Ecology
Bat Surveys – East Ecology
Biodiversity Statement – Logika Group
Survey – Treescene
Drainage Strategy - Cambria
Geotechnical and Geoenvironmental Report – Terra Firma

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

3. The development hereby approved shall be occupied as affordable housing accommodation only with at least 60% of tenancy for persons aged 55 years or over and 40% of tenancy to under 55 years of age.

Reason: The reduced level of on-site car parking has been accepted having regard to the proposed affordable over-55 tenure, the accessible town centre location, the submitted Travel Plan and the proposed sustainable transport mitigation, to allow

flexibility and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

4. No apartment shall be occupied until the site access, relocated pedestrian crossing, build-out amendments, footway works, signing, lining, visibility splays, drainage works and associated highway works on John Street have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved visibility splays and pedestrian inter-visibility splays shall be retained in perpetuity thereafter.

Reason: In the interests of highway safety and to ensure that safe and suitable access is provided for all users to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

5. No apartment shall be occupied until any Traffic Regulation Order amendments necessary to deliver the approved access, parking restriction, pedestrian crossing and build-out arrangement have been made and the associated works implemented. If the required Traffic Regulation Order cannot be made, no apartment shall be occupied until an alternative highway scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and fully implemented in accordance with the approved details.

Reason: To ensure that the approved access and pedestrian arrangements can be safely and lawfully implemented, and to ensure that the development does not proceed in reliance on highway works that cannot be delivered.

6. Prior to the commencement of any highway works, a Road Safety Audit response report addressing the matters raised in the Stage 1 Road Safety Audit shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Any required Stage 2 and Stage 3 Road Safety Audits, together with designer responses and agreed mitigation, shall be completed in accordance with the requirements of the Highway Authority.

Reason: In the interests of highway safety and to ensure that all matters identified through the Road Safety Audit process are appropriately addressed.

7. The 26 on-site car parking spaces shown on the approved layout, including accessible spaces and electric vehicle charging spaces, shall be provided prior to the beneficial occupation of the development and shall thereafter be retained for parking purposes in perpetuity.

Reason: To ensure that the agreed level of parking is provided and retained in the interests of highway safety and parking management to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

8. The secure and covered cycle parking facilities shown on the approved plans shall be provided prior to the beneficial occupation of the development and shall thereafter be retained for cycle parking purposes in perpetuity.

Reason: To ensure that appropriate secure cycle parking is provided and retained, in the interests of encouraging active travel and reducing reliance on private car journeys to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

9. Prior to the beneficial occupation of the development, details of how residents will be informed of and encouraged to use the car club facility shall be submitted to and

approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved information shall be provided to all first occupiers and included within the Travel Plan welcome pack.

Reason: To ensure that the car club mitigation is effectively promoted to future residents and supports the reduced on-site parking strategy to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

10. Within 6 months of beneficial occupation of the development, a final Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Residential Travel Plan shall include measures to promote walking, cycling, public transport use and car club use, together with details of resident travel packs, implementation, monitoring, review and remedial measures if targets are not met. The approved Residential Travel Plan shall thereafter be implemented in accordance with the approved details.

Reason: To promote sustainable travel choices and reduce reliance on private car journeys, particularly having regard to the reduced level of on-site car parking to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

11. No apartment shall be occupied until a Refuse and Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Plan shall include details of refuse and recycling storage, bin presentation points, collection times, management responsibilities, arrangements for returning bins to the internal store, controls to prevent obstruction of the footway, carriageway, site access, pedestrian crossing and visibility splays, and arrangements for deliveries and servicing. The Plan shall also include details of how refuse and recyclable waster will be stored securely to prevent unauthorised access and effectively managed to prevent excessive accumulations of waste. Refuse collection and servicing shall thereafter be undertaken in accordance with the approved Plan in perpetuity.

Reason: In the interests of highway safety, pedestrian safety and the free flow of traffic on John Street and to ensure a satisfactory form of development.

12. No development, including demolition or site clearance, shall commence until a Demolition and Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Plan shall include details showing how the building can be taken down safely without affecting structures and other infrastructure outside the perimeter of the site, the construction access, routing of construction traffic, delivery times, contractor parking, site compound arrangements, loading and unloading areas, pedestrian management, wheel washing, measures to prevent mud and debris being deposited on the highway, and measures to prevent obstruction of John Street and the surrounding highway network. An asbestos demolition survey shall be undertaken prior to any demolition being undertaken and if asbestos is found in the fabric of the building appropriate measures should be taken to ensure asbestos is not released into the atmosphere during the demolition process. The development shall thereafter be carried out in accordance with the approved Demolition and Construction Traffic Management Plan.

Reason: In the interests of highway safety and to ensure that construction traffic is managed appropriately in this town centre location to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

13. Notwithstanding the requirements of condition 2, no development shall take place until a detailed specification for, and samples of, the materials to be used in the construction of the external surfaces of the development (including the colour palette), as hereby permitted have been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details and retained and maintained thereafter in perpetuity.

Reason: To ensure that the proposed materials of construction are appropriate for use on the development so as to enhance and protect the visual amenities of the area and to ensure the development complies with Policy SP3 of the Replacement Local Development Plan 2024.

14. Notwithstanding the plans hereby approved, no development shall commence apart from demolition and site clearance until a full scheme of boundary treatments, including their detailed design and a specification of the materials to be used, has been submitted to and agreed in writing by the Local Planning Authority. Such a scheme shall be fully implemented in accordance with the agreed details prior to the development being brought into beneficial use and shall be retained and maintained in perpetuity thereafter.

Reason: In the interests of the visual amenities of the site and highway safety and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

15. Notwithstanding the requirements of condition 2, no development shall commence 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 prior to the building being occupied and maintained and retained in perpetuity.

Reason: To ensure effective drainage facilities are provided for the proposed development and to accord with Policies SP3 and DNP9 of the Replacement Local Development Plan 2024.

16. Notwithstanding the proposals contained within the submitted Biodiversity Statement and Green Infrastructure Statement, an updated bat survey and detailed soft landscaping and biodiversity enhancement scheme shall be submitted to the Local Planning Authority prior to the commencement of development. The scheme shall include for swift bricks to be incorporated into the building, details of the exact species to be planted within the site, their locations, numbers, densities, sizes, planting and maintenance methods, the types and locations of bird and bat boxes and details of the wildflower turf to be used on the butterfly bank.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

17. All planting, seeding or turfing comprised in the approved details of the landscape plan shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development are removed, uprooted, or destroyed or die or become, in the opinion of the Local Planning Authority, seriously damaged or defected shall be replaced in the next planting season with others of similar size and species as that originally planted.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

18. No air source heat pumps (ASHPs) shall be installed until details of their locations and noise levels are submitted to and agreed with the Local Planning Authority. The details shall be submitted with an acoustic report demonstrating that the combined noise rating levels of the ASHPs when assessed in accordance with BS4142: 2014 at any residential premises does not exceed 53dB(A) during the day (07.00-23.00 hours) and 37dB(A) during the night (23.00- 7.00 hours). If any noise mitigation is required, the details of any mitigation scheme shall also be included in the acoustic report. The ASHPs shall be installed as agreed.

Reason: To protect the residential amenities of future and neighbouring occupiers and to comply with Policy SP3 of the Replacement Local Development Plan 2024.

19. Prior to the commencement of any development works a scheme to investigate and monitor the site for the presence of gases being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the Application site shall be submitted to and approved in writing to the LPA. If no protection measures are required than no further actions will be required.

All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

- 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that the safety of future occupiers is not prejudiced and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

20. Prior to the commencement of the development an assessment of the nature and extent of contamination shall be submitted to and approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model'

(CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;

(ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;

(iii) an assessment of the potential risks to:

- human health,
- groundwaters and surface waters
- adjoining land,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- ecological systems,
 - archaeological sites and ancient monuments; and
- any other receptors identified at (i)

(iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2017) unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

21. Prior to the commencement of the development 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 the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) 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 and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

22. The remediation scheme approved by condition 21 must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, 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 the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) 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 and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

23. 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 LPA 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 and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

24. 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 LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

25. 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 LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

26. 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 and to comply with Policy DNP9 of the Bridgend Replacement Local Development Plan 2024.

27. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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

28. Prior to commencement of development, a scheme shall be submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with the sound insulation measures recommended in Table 8 of Inacoustic Acoustic Report entitled "Fulgoni's, John Street, Porthcawl, Detailed Noise Assessment for Residential Use" dated 3rd June 2026, Project Number: 26-175, to control traffic noise to the residential apartments . Glazing shall also include the glazing to external doors. Apartments will have mechanical ventilation with heat recovery (MVHR) fan to provide supply and extract ventilation. In the event of windows being opened for periods of purge or comfort cooling ventilation provision, the internal noise level requirements of BS8233:2014 will be exceeded. Consequently, the scheme shall include an overheating assessment to comply with the recommendations in the acoustic report, which shall be undertaken in accordance with Approved Document O of the UK Building Regulations, to determine if any additional ventilation strategy is necessary. Any additional mechanical ventilation that is determined necessary shall also comply with the requirements of Table 8. The approved agreed scheme shall be implemented in full.

Reason: To protect the residential amenities of future and neighbouring occupiers and to comply with Policy SP3 of the Replacement Local Development Plan 2024.

* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a. The Application is recommended for approval subject to entering into a section 106 agreement to secure the planning obligations required under Recommendation (A) and the planning conditions required under Recommendation (B) because the development complies with Council RLDP policy and guidelines.

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan ("RLDP" 2024).

Notwithstanding the detailed objections raised, it is considered that the residential scheme represents an appropriate redevelopment of this brownfield site at a prominent location within a sustainable location close to Porthcawl Town Centre.

The scheme will contribute to the visual amenities of the area whilst also replacing a building of little architectural merit and bring much need and appropriate living accommodation to the locality.

The proposal would not adversely affect the residential amenities of neighbouring and future residents nor impact highway and pedestrian safety to such an extent as to warrant refusal on those grounds. The scheme also raises no adverse land drainage or ecological concerns.

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

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

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the Application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

c. As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB Application process and will provide comments to any SuDS proposals by response to SAB consultation.

The Applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

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

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the Applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the Applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

d. In order to satisfy the drainage condition the following supplementary information is required:

- Provide an agreement in principle from DCWW for foul (and any residual surface water if required) disposal to the public sewer;
- Submit a sustainable drainage Application form to the BCBC SAB (SAB@bridgend.gov.uk);
- Provide surface water drainage layout (including location of proposed soakaway, if required).
- Provide infiltration tests to confirm acceptability of any proposed infiltration system in accordance with BRE 365.
- Provide a plan showing locations of trial holes and at least 3 separate tests at each trial hole location.
- Provide information about the design calculations, storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent the pollution of the receiving groundwater and/or surface water system.
- Provide a timetable for its implementation; and

- Provide a management and maintenance plan, for the lifetime of the development and any other arrangements to secure the operation of the scheme throughout its lifetime.
- e. It is recommended that an area is made available for drying clothes to help control condensation problems in the apartments.
- f. Archaeological features may be disturbed during the course of any work in the area. In this event, please contact Heneb Archaeological Trust.
- g. The site plan/s of the above proposal has been examined and South Wales Fire and Rescue Authority would wish the following comments to be brought to the attention of the Applicant. It is important that these matters are dealt with early on in any proposed development.
- The Fire Authority has no objection to the proposed development and refers the Local Planning Authority to any current standing advice by the Fire Authority about the consultation. The developer should also consider the need for the provision of:-
 - a. adequate water supplies on the site for firefighting purposes; and
 - b. access for emergency firefighting appliancesShould the Applicant require further information in relation to these matters they should contact the named fire safety officer.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None.

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REFERENCE: P/25/731/FUL

APPLICANT: Bellway Homes Limited (Wales), Building One, Eastern Business Park, St Mellons, Cardiff CF3 5EA

LOCATION: Land to the south of A48, Craig Y Parcau, Bridgend

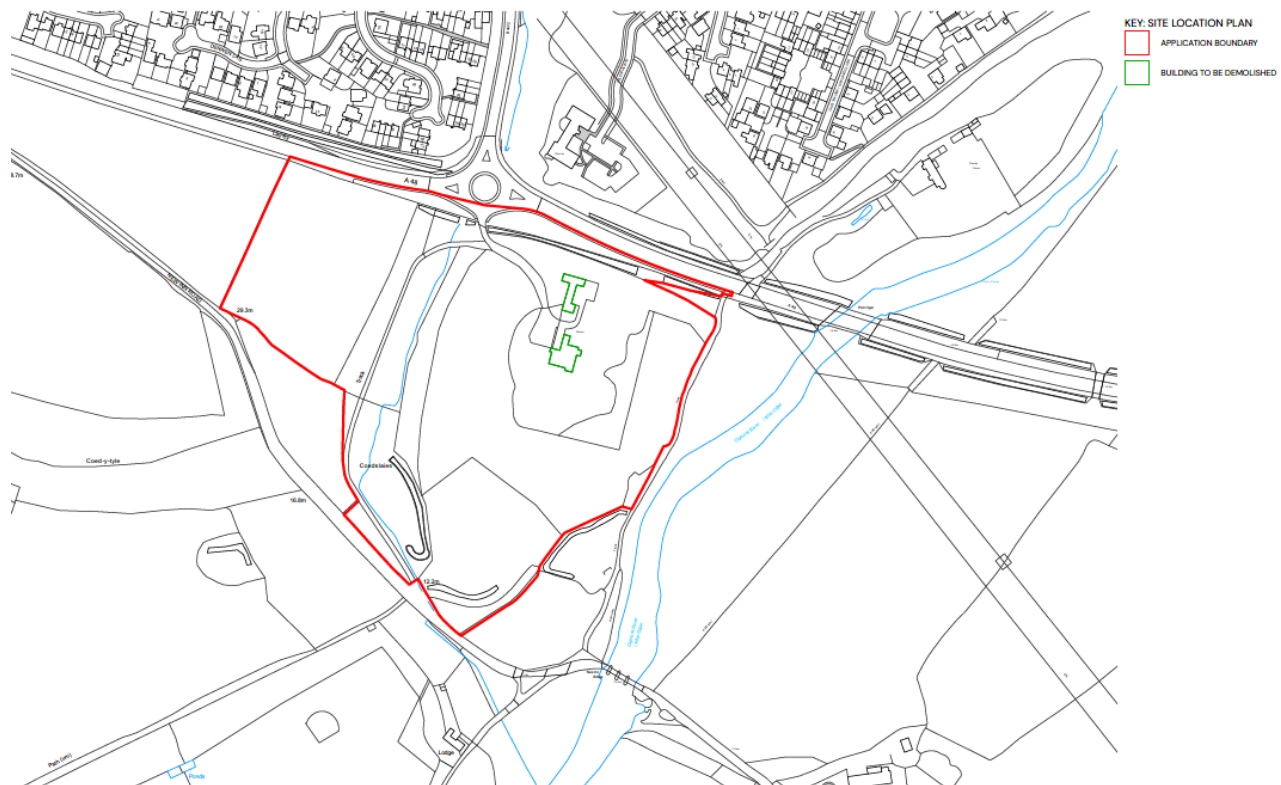
PROPOSAL: Demolition of existing buildings and proposed residential development of up to 120 units together with associated highways, drainage, open space and other infrastructure works

RECEIVED: 10 December 2025

DESCRIPTION OF PROPOSED DEVELOPMENT

The Application seeks full planning permission for the demolition of existing buildings on the site and the erection of up to 120 new residential dwellings with associated highways, drainage, open space and infrastructure works on land to the South of the A48, Craig Y Parcau opposite the Broadlands housing development.

Fig. 1 - Site Location Plan



The Application was submitted in December 2025 and amended plans were received in February and March 2026 in response to advice provided on:

- the proposed new signalised junction design to serve the site;
- incorporation of a bat house into the scheme;
- the detailed design of the on-site Local Equipped Area of Play; and,
- changes to the affordable housing mix.

Fig. 2 – Existing Aerial View and Original and Latest Proposed Site Layout Plans





The scheme comprises a total of 120 two-storey dwellings. The development comprises a mixture of open market (96 No.) and affordable homes (24 No.). The open market dwellings will be a mixture of 3 bed semi-detached properties (6 No.) and 3 bed (24 No.), 4 bed (59 No.) and 5 bed (7 No.) units with eight different house types to provide a suitable variety and choice for buyers.

The affordable units are further divided into 12 social rented units and 12 shared ownership units to provide a 50/50 tenure split across the site. The mix includes 14 one bed two person walk-up flats (with 12 being social rented and 2 being intermediate/shared ownership flats; 5 two bed four person intermediate houses; 4 three bed five person intermediate houses and 1 four bed six person intermediate house within semi-detached, mid-link and terraced units.

The scheme includes for two connecting links to Public Footpath MER/11/1 to the east of the site, sustainable drainage systems, a detailed Local Equipped Area of Play (LEAP), the retention of trees, soft and hard landscaping and active travel links to Broadlands and New Inn Road but only one vehicular access off the A48 as per the requirements of the Strategic Transport Assessment carried out as part of the Replacement Local Development Plan process.

Fig. 3 – Affordable Housing Plan



SITE DESCRIPTION

The site is located within the Primary Key Settlement of Bridgend as defined by Policy SF1 Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RLDP**) adopted in 2024. The site is also located in the Bridgend Sustainable Growth Area as defined by Policy SP1 Regeneration and Sustainable Growth Strategy.

The site extends to approximately 6.6 hectares and comprises an irregularly shaped area of land divided into two distinct parcels of land. These parcels are separated by a watercourse and an associated belt of ancient woodland which forms part of a wider Site of Importance for Nature Conservation (**SINC**).

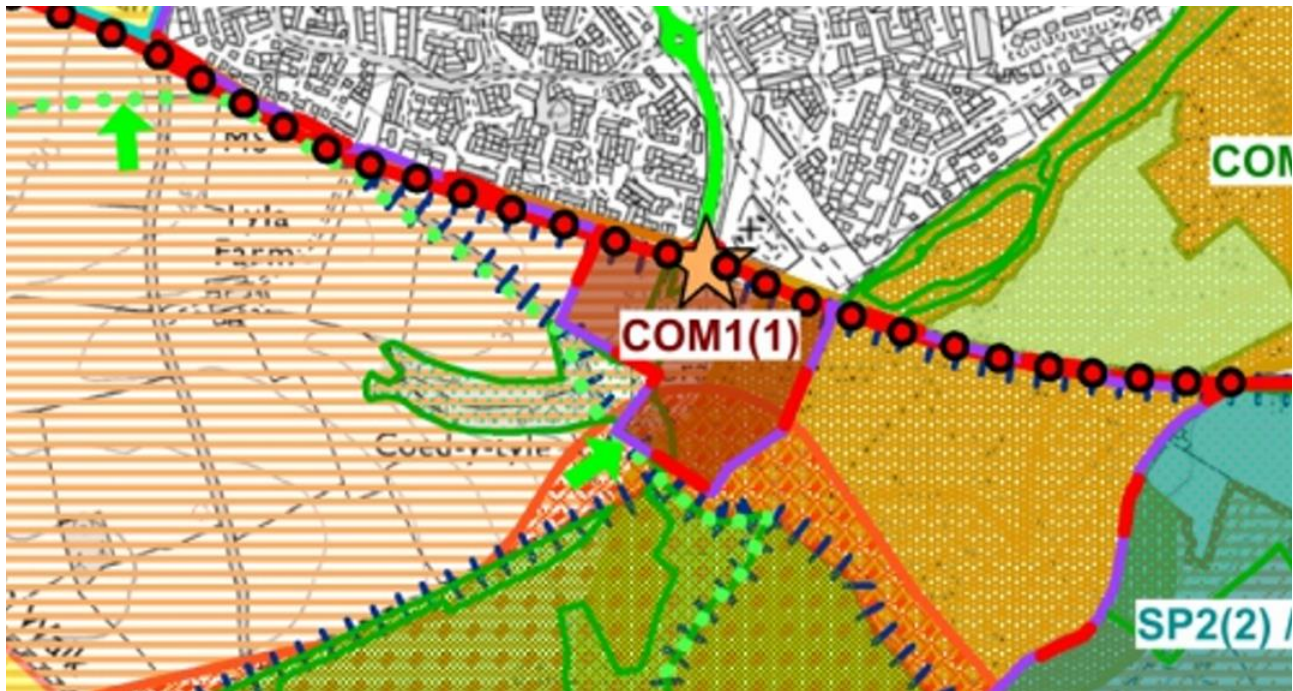
The western section of the housing allocation site consists of a grazed agricultural field and the eastern section incorporates agricultural land but also a central cluster of buildings and their curtilage. These buildings were formerly used as boys' residential homes and part of the associated grounds and outbuildings have, more recently, been utilised as a contractor's yard.

Vehicular access to the site is to be gained via a new junction into the western parcel of the site. The existing southern spur off the roundabout at the junction of the A48 and B4622 will be remodelled as an active travel route. The vehicular access will extend through the wooded corridor, which is part of the Coed y Tyle SINC, to access the eastern and larger parcel of the site.

Both sections of the site are enclosed by mature hedgerows and established trees. Beyond the natural border of the site, the development lies to the south of the A48 and Broadlands Estate, to the east and north of New Inn Road and open countryside (including the Registered Park and Garden at Merthyr Mawr House and the Chapel Hill Site of Importance for Nature Conservation) and to the west of the River Ogmore and a Public Right of Way (MER/11/1).

The site is allocated for 108 units (including 22 affordable housing units) under Policy COM1(1) – Craig y Parcau. The allocation in the RLDP and the indicative masterplan submitted in support of the candidate site are illustrated below.

Fig. 4 – RLDP Allocation and Masterplan



PRE-APPLICATION CONSULTATION

In accordance with the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016, statutory Pre-Application Consultation (PAC) was carried out by the developer.

The consultation exercise took place between 31 October 2025 and 28 November 2025. The consultation involved notifying local residents in the surrounding area, community

consultees such as the Local Ward members and local Community Councils, and specialist consultees.

EIA SCREENING

In September 2025, the Applicant submitted a formal request for a screening opinion under Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 based on the fact that the development of this land would fall within Section 10(b) (urban development projects) of Schedule 2 of the EIA regs., the threshold for which is development that includes more than 150 dwellinghouses or where the overall area of development exceeds 5 hectares.

In October 2025, the Local Planning Authority advised that whilst the proposal would constitute 'Major Development,' and it is a type of project listed under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment (Wales) Regulations 2017, the proposed scheme for 120 dwellinghouses would not give rise to significant environmental effects which would require EIA under Schedule 3 of the EIA Regulations and therefore does not constitute EIA development.

SUPPORTING DOCUMENTS

The planning Application is supported by detailed plans and the following documents:

- Planning Statement
- Design and Access Statement
- Ecology Note – Step Wise Approach
- Preliminary Ecological Appraisal
- Stage 2 Ecology Report
- Green Infrastructure Statement
- Landscape Strategy
- Air Quality Assessment
- Engineering Layout
- Drainage Strategy Report
- Flood Consequences Assessment
- Geotechnical & Geoenvironmental Assessment
- Cultural Heritage Statement
- Environmental Noise Assessment
- Transport Assessment and Transport Assessment Addendum
- Tree Survey Report & Constraints Plan
- Arboricultural Impact Assessment Rev. B
- Field Evaluation Report
- Geophysical Survey Report
- Energy Strategy
- Adoptable Lighting Strategy

RELEVANT HISTORY

P/07/1367/OUT 3 high quality residential homes – Refused 22/08/2008

P/06/1473/OUT 6 high quality houses and lake – Withdrawn 15/01/2007

P/97/997/BCB Replacement of existing drainage system including effluent tank –
Withdrawn 30/01/1998

85/0964 Change of use of former staff flat to office and educational use (students studying for social work qualifications) – No objection 07/11/1985

PUBLICITY

The Application has been advertised on site.

Neighbours were notified of the receipt of the original Application and upon the receipt of the amended plans.

The final period allowed for a response to formal consultation/publicity expired on 25/02/2026.

CONSULTATION RESPONSES

Public Rights of Way Officer – Thank you for confirming that the A48 crossing is still planned. We appreciate that Footpath 11 Merthyr Mawr is outside of the boundary of the development, however, they are proposing to create two new links onto the Footpath from the development. We support the integration of the development with the Rights of Way network, but due to the expected increase in the paths use, we are requesting that improvements to the surface of Footpath 11 be included in their section 106 agreement.

Dwr Cymru/Welsh Water - No objection, subject to the imposition of conditions/advisory notes regarding the drainage of the development. The proposed development site is located in the catchment of a public sewerage system which drains to Penybont Wastewater Treatment Works (WwTW). We have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

South Wales Police (Designing Out Crime Officer) – No objection, general observations provided that have been issued to the Applicant.

South Wales Fire & Rescue Service – No objection subject to informatives.

Highway Authority – No objection to the Application subject to conditions.

Merthyr Mawr Community Council – MMCC reserves the right to be invited to any site meeting and to speak at a subsequent DCC meeting. *“Merthyr Mawr Community Council has now had an opportunity to consider the amended planning Application P/25/731/FUL and have determined that as detailed below the observations made in relation to the original Application remain unchanged.*

First area of concern is around the impact of the development on New Inn Road and pedestrian and cycling access across, and east along, the A48.

Paragraph 3.25 of the Design and Access Statement states that: "pedestrian access is provided via A48 to the North and New Inn Road to the south." Both options seem very inadequate. There is a proposal to make a pedestrian access path onto New Inn Road from the south east corner, and another to access the PRow where it meets the A48. There is no proposal to include a pedestrian crossing to join up with the footpath on the other side of the A48. Impeding the traffic flow on such a busy road is not a simple equation but the Council would suggest, at the very least, that upgrading the path leading to the underpass on the south side of the A48, is essential to fulfil the active travel and accessibility requirements for the site. The same may go for the PRow to the east side of Broadlands. Council is unsure how accessible it is for cycling but it certainly should be a designated cycle route to create an effective active travel link with Bridgend town centre. The Council's wish list would also include a proper shared cycle and footpath along the A48 to Ewenny roundabout.

Re. New Inn Road and pedestrian access. In the Council's view, it is vital that BCBC take

measures to manage its use as a rat run as the speed and number of vehicles using it these days make its use by pedestrians and other road users difficult and indeed, dangerous. New Inn Road should mark a boundary whereby it is valued as a country lane, included in, and part and parcel of, the valuable historic and recreational area around Merthyr Mawr. In line with this, the Council believes that New Inn Bridge should have width restriction bollards. We understand the issue of lorries having to turn around, but there are many roads around the country that are restricted height wise or width wise and this is indicated by signs at the relevant junctions.

The frequency with which it floods, both by the Dipping Bridge, and the Ewenny Road junction in wintertime, and the recreational use of the dipping bridge in Summertime, along with the pinch points and variable width, make it highly unsuitable for carrying the amount of traffic it currently carries, This is without the impact of the developments along the A48 which will further degrade its use for pedestrians and other road users. 20mph and 30mph speed limits near the Dipping Bridge and the main walking routes from Bridgend into Merthyr Mawr should be employed. It is within the powers of the local council to set their own speed limits albeit within general parameters set by Welsh Government and in the process of being updated by them.

It is obviously not entirely the job of this development to ensure the safety and wellbeing of road users in the wider area but, taken with the developments in Laleston and Island Farm, the change in the nature of the A48 in that it is now within the urban boundary, requires strategy and forward thinking by BCBC and presumably some of the funding for adaptations will come from these housing developments. MMCC notes that the housing has gone up from 108 to 120 houses, and it is a fair bet that the same sort of percentage increase will go for Island Farm.

It is essential that the impact of these three major developments are seen and treated as an aggregate by BCBC. No matter how much the individual Applications downplay their individual effects on the wider road system and environment, the joint effect will be considerable and BCBC should be proactive in ensuring a safe and pleasant environment whilst fulfilling housing needs.

Secondly, the bat survey found that the corridor along the river was used by several different sorts of bats. Light has a big impact on bats and this is apparently factored into the street light design. With the use of LEDs these days though, individual houses can have many lights on the outside. This Council would therefore suggest the planning authority specify high fences between property boundaries and known bat routes.

Thirdly, the Application site forms part of the unofficial green belt on the southern boundary of greater Bridgend. Therefore, every effort should be made to ensure that the development sits within its green setting and not create an extension of the Broadlands development to the north.

The accompanying landscaping strategy should seek to help screen to the north and retains a lot of the woodland. In the landscaping scheme it appears to show trees/vegetation up to the entrance into the proposed site. However, we don't consider this wouldn't be feasible from a highways perspective and will in all probability result in tree and vegetation loss.

With regards to the loss of trees. The tree report identifies a large amount of tree removal, albeit on ash die back grounds. The loss of large amounts of trees will undermine screening the development. Therefore, and in line with 6.4.4.2 of planning Policy Wales 2024, there should be a ratio of 3:1 replacement of trees of equivalent size to those removed, where practicable.

Such a measure would contribute to satisfying Section 6 of the Environment Act (2016). This section of the act places a duty on public authorities in Wales must seek to maintain and enhance biodiversity and promote the resilience of ecosystems in the exercise of their functions. This statutory duty requires integrating biodiversity into daily operations, policies, and decision-making, ensuring actions are proportional and sustainable.

Similarly, given the habitat mosaic and species this site contains, it is recommended that a costed management plan is drawn up covering a period of a minimum of 5 years and attached to a dedicated sum of money to deliver the management plan outputs. The ecological features of the site being based on the ecological assessment. If possible, a procured agent to deliver the outputs should also be identified for a local point of reference and if any issues arose that could be brought to their attention. This would also help in delivering the management prescriptions associated with the Coed y Tyle Site of Importance for Nature Conservation which is included within the Application site.

The ecological assessment concludes that there be habitat loss as a result of this scheme if permitted. Therefore, what is left needs to be protected and enhanced. besides having a dedicated and funded management plan.

To this end, the programme of enhancements identified in the ecological assessment Green Infrastructure statement and Landscape Strategy should be phased prior to the planning implementation being implemented.

This phasing would help demonstrate the developer's commitment to retaining and enhancing the remaining natural assets and commitment to the above Section 6. Furthermore, this type of phased approach has been adopted in the neighbouring Island Farm development. This has created a precedent and should be included in the conditions of approval."

Laleston Community Council – *"The Council raised concerns about the Broadlands junction on the A48 and how traffic flow would be managed. Issues of public safety in relation to safe crossings, particularly as the Broadlands district centre would be the main shopping and amenity space, and safe routes to schools."*

Shared Regulatory Services (Noise) – No objection subject to noise conditions to comply with the requirements of the acoustic report.

Shared Regulatory Services (Air Quality) – No objection subject to the mitigation measures as stated within the construction dust assessment being included within a site specific Construction Environmental Management Plan.

Shared Regulatory Services (Contaminated Land Section) – No objection subject to conditions.

Natural Resources Wales –satisfied that their concerns can be overcome by attaching conditions to any planning permission granted and by including documents to the approved plans and documents condition.

Biodiversity Policy Manager (Ecology) – No objections subject to conditions.

Heneb Archaeological Trust – No objections subject to conditions.

REPRESENTATIONS RECEIVED

Cllr. I. Spiller – (prior to the receipt of amendments in February 2026) - *"I am very concerned regarding the increased traffic in terms of the construction and housing on the A48 following*

construction of the homes. The impact in terms of crossing facilities on the A48, lack of active travel connections and safe walking route to schools, along with the impact on Broadlands exits need to be properly considered. I would object to this Application in its current format based on the above, and would like to speak at committee.”

A total of 14 separate neighbour representations have been received since the Application was lodged in December 2025. The objections/concerns (some of which were received before the scheme was amended) are summarised below:

- Increased traffic, particularly during the rush hour/peak times on a congested network
- Increased pressure on schools and health services
- Lack of shops
- Overdevelopment of the site – too many houses
- Noise/disruption from construction activities
- Lack of safe crossing for pedestrians from the proposed site to cross the A48
- Pollution – Light, air and noise
- Insufficient walking routes to Schools
- Loss of green/agricultural land and trees having a detrimental impact on biodiversity
- Priority should be given to developing brownfield land or land that has already been developed
- Increased risk of flooding of adjoining land
- Close to Merthyr Mawr Heritage Area
- The roundabout to access Broadlands is not fit for purpose
- No public transport available from Broadlands
- The proposal is part of permitted development and is likely to be approved without issue
- Proximity of the proposed development to the adjacent Registered Historic Park and Garden
- The visual impact of the development
- The increased use of New Inn Road as a “rat run”
- Too much parking provided on site
- Too little parking provided on site
- Livestock on surrounding fields being worried by dogs and faecal contamination
- Increased risk of anti-social behaviour and trespass
- No other development on this side of A48 – the development is unnecessary
- Unsafe turning manoeuvres to and from the site
- All retained trees to be protect by a Tree Preservation Order

There were also 2 letters of support for the scheme.

COMMENTS ON REPRESENTATIONS RECEIVED

The vast majority of the concerns raised by residents (and the Community Councils and Ward Member) align with the main considerations in the determination of the Application and are addressed in the appraisal section below.

However, the following comments are offered in response to the other matters raised:

- **Lack of shops** – the scheme is an allocated housing site but is not large enough to warrant its own Local Retail Centre and the future residents will be able to access the Broadlands Local Retail Centre to the north.
- **Overdevelopment of the site – too many houses** – the site is allocated for 108 residential units (including 22 affordable units). The submitted scheme has an overall density of 18dph. Whilst this is below the 50dph as set out in national planning policy

and Policy COM6, the proposed development seeks a higher number of units (including more AH units) than proposed in the RLDP. Therefore, the proposed density is considered to be appropriate.

- **Noise/disruption from construction activities** – any disruption caused to local residents during the construction period is transient and is a necessary bi-product of development but will be managed through a Construction Method Statement and the programme of construction for this scheme of 120 dwellings will not be comparable to the phased development of Broadlands in terms of scale and time.
- **Priority should be given to developing brownfield land or land that has already been developed** – The previous Local Development Plan (2013) had a strategy of developing brownfield sites (with a number of sites being developed) and the latest Replacement Local Development (2024) aims to satisfy the demand for housing with a sustainable growth strategy and this site is allocated for housing as part of that strategy.
- **The proposal is part of permitted development and is likely to be approved without issue** – whilst the site is allocated for housing in the Replacement Local Development Plan (2024), a scheme of 120 houses does not benefit from permitted development rights and therefore requires planning permission.
- **The increased use of New Inn Road as a “rat run”** – there is no vehicular access into the site via New Inn Road.
- **Too much parking provided on site** – the level of parking provision on-site complies with Policy PLA11 and SPG17: Parking Standards. The Highway Authority is satisfied that the parking provision is acceptable, subject to conditions securing a plot-by-plot parking schedule, electric vehicle charging provision, garage internal dimensions and secure cycle parking.
- **Too little parking provided on site** – the level of parking provision on-site complies with Policy PLA11 and SPG17: Parking Standards. The Highway Authority is satisfied that the parking provision is acceptable, subject to conditions securing a plot-by-plot parking schedule, electric vehicle charging provision, garage internal dimensions and secure cycle parking.
- **Livestock on surrounding fields being worried by dogs and faecal contamination** – the site is enclosed by boundary treatments and natural screening and the scheme includes open space provision and access to an established Public Right of Way which are more likely to be used by future residents of this scheme than private land.
- **Increased risk of anti-social behaviour and trespass** – there is no reason to expect this to happen with the development of a relatively small housing site compared to the nearby Broadlands Estate and any instances of trespass or anti-social behaviour in the area will be a matter for the Police and cannot be controlled by the Planning system.
- **No other development on this side of A48 – the development is unnecessary** – the site has been through the candidate site and Replacement Local Development Plan processes and is an allocated housing site as part of the wider Sustainable Housing Strategy for the Borough in the Primary Key Settlement of Bridgend and the Bridgend Sustainable Growth Area. It is also close to the Strategic Development site at Land South of Bridgend (Island Farm).
- **All retained trees should be protect by a Tree Preservation Order** – the retained trees will be protected during the construction of the site with a root protection plan and post development through the making of tree protection orders.

PLANNING POLICY

National Planning Policy and Guidance

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (**PPW**) are of relevance to the

determination of this Application.

Paragraph 1.30 of PPW confirms that: *‘Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications.’*

“All development decisions...should seek to contribute towards the making of sustainable places and improved well-being.” (Paragraph 2.2 of PPW refers) Para 2.3 states: *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.”*

Para 2.7, PPW states: *“Placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people.”*

PPW states at paragraphs 2.22 and 2.23 that the Planning system should *“ensure that a post-Covid world has people’s well-being at its heart”* and that Planners play *“a pivotal role...in shaping our society for the future, prioritising placemaking, decarbonisation and well-being.”*

Technical Advice Notes:

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note (TAN) 5 Nature Conservation and Planning
- Technical Advice Note (TAN) 11 Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 15 Development, Flooding and Coastal Erosion
- Technical Advice Note (TAN) 18 Transport

Well-being of Future Generations (Wales) Act 2015

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

The well-being goals identified in the Act are:

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

The duty has been considered in the assessment of this Application.

The Socio Economic Duty

The Socio Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

The Biodiversity and Resilience of Ecosystems Duty

Section 6 of the Environment (Wales) Act 2016 requires 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.*” The assessment of this Application has been carried out in accordance with this duty.

Local Policies

The Development Plan for the area comprises of the Bridgend Replacement Local Development Plan 2018-2033 which was formally adopted by the Council in March 2024 and within which the following policies are of relevance:

- Policy SF1 - Settlement Hierarchy and Urban Management
- Policy SP1 - Regeneration and Sustainable Growth Strategy
- Policy SP3 - Good Design and Sustainable Place Making
- Policy SP4 - Mitigating the Impact of Climate Change
- Policy SP5 - Sustainable Transport and Accessibility
- Policy SP6 - Sustainable Housing Strategy
- Policy SP8 - Health and Well-being
- Policy SP10 - Infrastructure
- Policy SP15 - Sustainable Waste Management
- Policy SP17 - Conservation and Enhancement of the Natural Environment
- Policy SP18 - Conservation of the Historic Environment
- Policy PLA8(8) - Transportation Proposals (Broadlands Roundabout)
- Policy PLA9 – Development Affecting Public Rights of Way
- Policy PLA11 - Parking Standards
- Policy PLA12 - Active Travel
- Policy COM1(1) – Housing Allocations (Craig y Parcau)
- Policy COM2 - Affordable Housing
- Policy COM3 - On-Site Provision of Affordable Housing
- Policy COM6 - Residential Density
- Policy COM10 - Provision of Outdoor Recreation Facilities
- Policy ENT10 - Low Carbon Heating Technologies for New Development
- Policy ENT12 – Development in Mineral Safeguarding Zones
- Policy ENT15 - Waste Movement in New Development
- Policy DNP5(2) – Local and Regional Nature Conservation Sites (SINC)
- Policy DNP6 - Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7 - Trees, Hedgerows and Development
- Policy DNP8 – Green Infrastructure
- Policy DNP9 - Natural Resource Protection and Public Health

Supplementary Planning Guidance

SPG02: Householder Development

SPG05: Outdoor Recreation Facilities and New Housing Development

SPG08: Residential Development

SPG13: Affordable Housing

SPG16: Educational Facilities & Residential Development

SPG17: Parking Standards

SPG19: Biodiversity and Development

APPRAISAL

The Application is referred to the Council’s Development Control Committee at the request

of a Local Ward Member and as a result of material planning objections from Merthyr Mawr Community Council, Laleston Community Council and neighbouring occupiers.

A full Development Control Committee site visit was undertaken on 9 April 2026.

The main issues to consider in this Application relate to the principle of development, design and visual amenity impacts, the impact on the amenities of neighbouring and future residents and the potential impact of the development on the surrounding highway network, highway/pedestrian safety and parking provision, biodiversity/habitats and trees, drainage, flood risk, rights of way and any archaeological resource.

Principle of Development

The site is located within the Primary Key Settlement of Bridgend as defined by *Policy SF1 Settlement Hierarchy and Urban Management* of the Replacement Local Development Plan (RLDP) adopted in 2024.

Policy SF1 states that Development will be permitted within settlement boundaries at a scale commensurate with the role and function of the settlement.

It is also located within the Bridgend Sustainable Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP. Policy SP6 Sustainable Housing Strategy of the RLDP supports Edge of Settlement Sites within, and on the edge of, established settlements. The proposed site would constitute an Edge of Settlement Site under Policy SP6 and could contribute towards the delivery of the overall housing requirement. However, more importantly, the site is specifically allocated for housing under Policy COM1(1) – Housing Allocations - Craig Y Parcau.

The proposal is for 120 dwellings including 24 affordable units associated works including sustainable drainage, landscaping, cycle and car parking.

Policy COM6: Residential Density of the RLDP requires that development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density.

In the first instance, residential development should seek to reflect a density of 50 dwellings per hectare. A lower density of development will only be permitted where:

- 1) Design, physical or infrastructure constraints prevent the minimum density from being achieved; or
- 2) The minimum density would harm the character and appearance of the site's surroundings; or
- 3) Where it can be demonstrated there is a particular lack of choice of housing types within a local community.

The site consists of an overall density of 18dph. Whilst this is below the 50dph as set out in national planning policy and Policy COM6, the proposed development seeks a higher number of units than proposed in the RLDP and the housebuilder's strategy does not include for blocks of flats. Therefore, the proposed density is considered to be appropriate in this instance and in this sensitive location to avoid overdevelopment.

The proposal is therefore deemed to comply with policies SP1, SP6, COM1, COM2 and COM6 of the RLDP, and it is considered that, in principle, and subject to satisfying the requirements of other RLDP policies (particularly Policy SP3), the proposed development is acceptable and is deemed to be suitable for this site.

Design/Visual Impact

Planning Policy Wales (Edition 12) 2024 at paragraph 4.11.9 stipulates that: *“The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.”*

Advice in paragraph 2.1 of TAN 12 is that *“The design of our villages, towns, cities and the urban and rural landscape is important in articulating our nation and our culture. Design is important to our quality of life, and the quality of Wales’ varied landscape and townscapes...”* Paragraph 2.8 introduces the objectives of Good Design, which include *“Sustaining or enhancing local character”* and *“Promoting a successful relationship between public and private space”*.

Strategic Policy SP3 - Good Design and Sustainable Place Making seeks to conserve and enhance the built environment and 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.”*

Local Planning Authorities should ensure that proposed developments do not have an unacceptable impact upon the character and amenity of an area.

The site lies at the rural edge of Bridgend but is within the settlement boundary and opposite Broadlands. It is effectively enclosed by a dense band of trees and has pockets of previously developed land within the larger east parcel of the site although these areas have been mainly reclaimed by nature.

Therefore, whilst it is accepted that the proposed housing development would permanently alter its character and appearance, the visual impact of the scheme from outside the site is mitigated by the retention of the dense, established boundary trees, the landscaping scheme for the site, the narrowing and conversion of the existing roundabout access into the site to an organic active travel route and the provision of a new signalised junction at the western extreme of the site.

The submitted Design and Access Statement states: *“The architectural identity of the proposed development has taken into consideration the local vernacular through a character analysis of the area. 3 character areas are proposed to identify areas within the scheme. Since the proposed number of dwellings are not too significantly large, these 3 character areas will feature subtler changes to identify areas within the development which includes key buildings, aiding in creating a sense of place and wayfinding.”*

The three character areas are CA 1 – Green Street, CA 2 – Core and CA 3 – Landscape Edge.

The **Green Street Character Area** is the main spine road and the ancient woodland. It is the Primary route through the site with rain gardens on either side and shared cycle/pedestrian paths, detached dwellings evenly set back from the road with on-plot side parking with or without garages utilising a palette of red brick with grey roof tiles and reconstituted stone used to define key buildings/areas. This area also introduces low level reconstituted stone walls to define key areas and frontages.

The **Core Character Area** is defined by a more varied mix of house types including detached, semi-detached and shorter runs of terraces, reinforced by a more informal approach to the materials palette. Subtle shifts in material treatment are used at locations such as end-of-vista points to aid legibility and wayfinding. The area has secondary streets with rain gardens and footpaths on one side and shared surfaces. A palette of red brick and red and grey roof tiles is proposed for this area reinforcing the variety. Reconstituted stone

is to be used to define key corners/areas and the plots will be defined by soft landscaping or low hedges and low stone walls to key gateway area.

The **Landscape Character Area** fronts onto the public open space in the east, and aims to establish a softer, more open edge to overlook the landscaped area. Larger detached homes and tile-front detailing will emphasise the spacious transition from the denser Core Character Area. They will be detached dwellings of a single main red brick finish with red roof tiles and tile front detailing to some key dwellings. Metal estate deer park rails are used here to define private frontages from the adjacent public open space.

Fig. 5 – Illustrative Street Scenes and Character Area Plan



STREET SCENE C-C - CORE CA



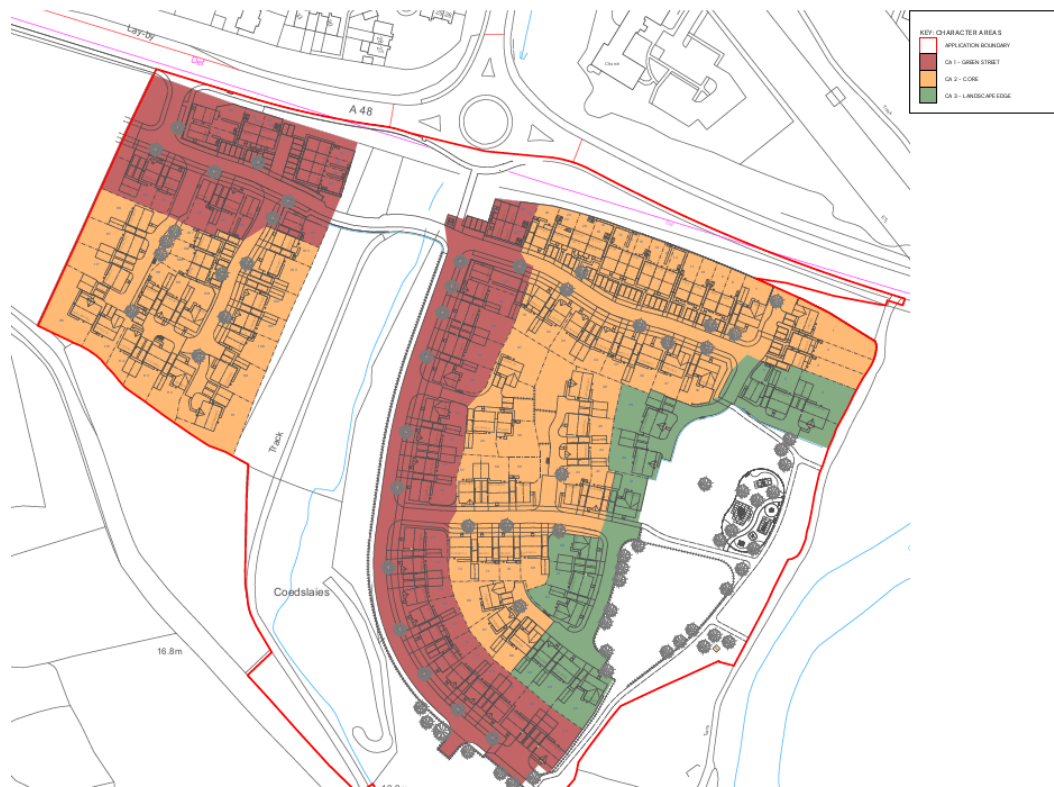
LAYOUT EXTRACT - NTS



STREET SCENE B-B - LANDSCAPE EDGE CA



STREET SCENE A-A - GREEN STREET CA



A detailed analysis of the site and its surroundings have informed a cohesive but distinctive design that embraces good placemaking principles as well as environmental sensitivity. This is particularly important having regard to the Ancient Woodland and the Site of Importance for Nature Conservation, both generally located in the central woodland corridor that divides the development.

The development has been designed to respect and protect these designations, ensuring that any potential impacts are minimised through sensitive layout planning and the integration of robust green infrastructure.

For example, the access link road between the two parcels has been deliberately sited and narrowed to one lane to minimise the level of disruption to this Ancient Woodland corridor, SINC and watercourse.

Fig. 6 – Sensitive Link between the West and East Parcels



The design and layout of the housing scheme respond to the context and constraints of the site and, as such, it is considered that the proposal has a positive impact on the area.

Overall, it is considered that the proposed development would not have any unacceptable impacts in relation to the visual amenities of the area and complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (2024).

Residential Amenity – Neighbouring and Future Occupiers

Planning Policy Wales (Edition 12, February 2024) states at paragraph 2.7 that *“placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people”*.

Criterion (k) of Policy SP3 of the Replacement Local Development Plan (2024) seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected and in addition, seeks to ensure that an appropriate level of amenity is afforded to future occupiers of a development.

The development will not have any detrimental effects on the residential amenities of existing residential properties by way of overlooking, overshadowing or overbearing impacts due to the distance from the nearest properties and the enclosed/screened nature of the site.

The development has been designed to allow a suitable distance between units to safeguard the residential amenities of future occupiers. The units do not directly front or back onto one another and there is sufficient space between the rear elevations of the dwellings and adjoining gardens.

Garden sizes are considered to be appropriately sized to ensure that future occupiers have sufficient private outdoor amenity space.

The scheme has been designed to allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

Whilst the demolition and construction works will inevitably result in a level of disturbance and disruption to residential occupiers to the north of the A48 at Broadlands, this is not considered to be a sufficient reason to refuse the planning Application with the construction works being of a transient nature as part of the Council's housing strategy.

Accordingly, the proposal complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and guidance contained within Supplementary Planning Guidance Note 02 *Householder Development* which relates specifically to residential amenity (the proposal also satisfying Policy ENT15 of the RLDP in terms of waste management).

Access, Highway Safety and Parking

Strategic Policy SP3 of the Replacement Local Development Plan (2024) states that *“Applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to o). All development must (amongst others):*

b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;

d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods; and,

e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all.”

Strategic Policy SP5 of the RLDP advises that *“Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and ... must also be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:*

- 1) Accord with the sustainable transport hierarchy for planning (as set out in PPW);*
- 2) Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;*
- 3) Safeguard, enhance and expand the active travel networks identified in the Council’s Existing Routes Map and ATNM, including links to those networks as a means of improving connectivity;*
- 6) Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;*
- 7) Provide new transport infrastructure and improvement measures to mitigate the impact of the development and demonstrate the level and acceptability of impacts on the surrounding road network;*
- 8) Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing the demand for travel by car; and*
- 9) Ensure that developments are served by appropriate parking provision, in accordance with the Council’s parking guidance, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles.*

Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted.”

Policy PLA11 of the RLDP stipulates that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards.

Policy PLA12 of the RLDP requires development maximise walking and cycling access by prioritising the provision within the site and providing or making financial contributions towards the delivery offsite.

The main Highway related issue around this development relates to the capacity of the A48 around the Broadlands roundabout and the need to improve the junction in line with the Strategic Transport Assessment undertaken as part of the Replacement Local Development Plan process. This site will be affected by future improvements to the roundabout that are to be carried out by the developer of the Strategic Development site at Land West of Bridgend near Laleston (App. No. P/25/507/HYB refers).

Policy PLA8 Transportation Proposals allocates and safeguards a number of transportation proposals from development that would otherwise prevent their implementation. Policy PLA8(8) is relevant to this application as it is allocated and safeguarded for improvements at Ewenny and Broadlands roundabouts, A48, Bridgend. Any proposed access scheme for the development of Craig y Parcau must not prejudice the development of the allocated improvements at Ewenny and Broadlands roundabouts which are critical on a strategic level to enable Strategic Allocations PLA2/SP2(2) Land South of Bridgend, Island Farm and PLA3/SP2(3) Land West of Bridgend respectively to be suitably accommodated by the highway network.

The Strategic Transport Assessment (**STA**) identified a number of strategic junctions in need of essential improvements including the Broadlands Roundabout. The STA required Strategic Allocation PLA3: Land West of Bridgend to deliver the S278 strategic junction

intervention at Broadlands Roundabout. The site promoter subsequently undertook further assessment to confirm that appropriate mitigation could be achieved, consistent with the STA's capacity conclusions and within a viable cost range. The results of the Broadlands Roundabout assessment demonstrated that the junction could be reconfigured to a staggered, traffic signal-controlled arrangement, while retaining all queuing on the A48. The submitted preliminary design further confirmed that this upgrade would not prejudice vehicular access to the Craig y Parcau housing allocation. At the time, discussions with the Craig y Parcau site promoters confirmed that they had no objection in principle to the proposed staggered arrangement.

The STA was submitted to Welsh Government and PEDW as part of the full evidence base supporting the RLDP at Examination. The STA was considered in site specific hearing sessions for each strategic development site and Craig y Parcau. The Inspector concluded in her report that the policy framework for the development sites is clear and underpinned by robust and credible evidence.

It is noted that the supporting addendum Transport Assessment (**TA**) now proposes an access into the site 130m west of the Broadlands Roundabout and this should not prejudice development of the allocated improvements at Ewenny and Broadlands roundabouts which are critical to enable Strategic Allocations PLA2/SP2(2) Land South of Bridgend, Island Farm and PLA3/SP2(3) Land West of Bridgend respectively.

The Council's Highway Authority (**HA**) has been heavily involved throughout the process, was consulted on the scheme, including the latest proposals for a comprehensive signalised junction into the site, and has even reviewed the highway related concerns raised by adjoining stakeholders. The HA has commented as follows:

"We have considered the above Application and provide the following comments on behalf of the Highway Authority. For clarity we have considered the submitted Application, accompanying Transport Assessment material, Transport Assessment Addendum, Stage 1 Road Safety Audit, Designer's Response, active travel proposals, internal estate layout, parking strategy, visibility drawings, swept path analysis and adoptable highway details.

It is noted the Application seeks full planning permission for residential development at Craig Y Parcau, which is noted as a site allocated for residential development within the adopted Replacement Local Development Plan. As such the principle of development at this location has already been established through the statutory development plan process. The role of the Highway Authority is not to revisit the principle of the allocation, but to ensure that the detailed access strategy, internal layout, active travel provision, road safety arrangements, and mitigation package are acceptable and do not prejudice delivery of the wider strategic highway improvements identified through the RLDP.

The Highway Authority has maintained a clear and consistent position throughout the planning process, including meetings and correspondence with the developer, that the development should not be served from the existing A48/B4622 Broadlands roundabout. The reason for this position is not a matter of preference but is necessary to ensure that the existing roundabout can be removed and replaced in due course by the wider strategic signal-controlled junction arrangement associated with the Land West of Bridgend / Parc Llangewydd strategic highway improvements, clearly identified in the RLDP. It would therefore be inappropriate to approve a permanent access strategy that relies upon the continued operation of the existing roundabout, when the wider highway network has been strategically planned on the basis of its replacement.

The Highway Authority understands that retention of the roundabout would be preferable in the short term, however that approach would create a number of practical, planning and

highway difficulties. It would require the Applicant to design the internal layout around an access arrangement that is not expected to form part of the long-term highway network. It would also risk sterilising land within the site, requiring abortive infrastructure, reducing development capacity and potentially prejudicing the delivery of housing on an allocated site. That would not be a sound planning or highway outcome, particularly where the adopted development plan has already established the site's contribution to the housing trajectory.

As a result of the above, the HA has required the Applicant to bring forward a permanent access strategy in the form of a three-arm signal-controlled junction on the A48, positioned so that it aligns with, and does not prejudice, the final staggered signal-controlled junction arrangement associated with the Land West of Bridgend strategic highway improvement. The submitted Transport Assessment Addendum now reflects that requirement and assesses the proposed access as a three-arm signal-controlled junction located to the west of the existing Broadlands roundabout. It should also be noted that a number of alternative access arrangements on the westernmost boundary of the site have been considered, tested and discounted on the grounds of highway safety. The current solution before the Local Planning Authority is accepted in principle and is considered to represent the correct strategic response to the allocated status of the site, the planned future removal of the Broadlands roundabout, and the need to secure a highway arrangement that is capable of being integrated with the future staggered signal-controlled junction.

Given the strategic importance of the A48 corridor and its relationship with the wider RLDP delivery and future highway infrastructure, the HA has been assisted by Link Transport Planning as an independent consultant to undertake a detailed technical review of the submitted Transport Assessment and subsequent Transport Assessment Addendum, testing the proposed signal-controlled access against a range of future-year scenarios, including Craig Y Parcau, Parc Llangewydd and Island Farm traffic, ensuring that the HA's position is informed by robust, independent and proportionate technical advice.

The proposed signal-controlled junction has been assessed for the AM and PM peak periods using LinSig. For clarity, the Addendum adopts a 2033 assessment year to align with the Local Development Plan horizon, updated from the 2035 design year used in the original Transport Assessment, and tests a robust worst-case in which the site access and pedestrian stages are called every cycle. The Highway Authority accepts that the revised signal-controlled junction is acceptable in principle, subject to detailed design, technical approval and the delivery of all associated works through the appropriate highway agreement process.

The Highway Authority has given particular attention to the risk of queuing extending from the proposed signal-controlled access back to the existing Broadlands roundabout. Having reviewed the Addendum modelling, the Highway Authority is satisfied that this risk is low and is overstated by the submitted LinSig results, for the following reasons.

First, the junction operates within capacity throughout. Across every modelled year from 2026 to 2035, and on a cumulative basis that includes the full build-out of Craig Y Parcau, Parc Llangewydd and Island Farm, the maximum degree of saturation reaches only 78.20% (2035 PM peak), comfortably below the 85% level at which a signalised approach is regarded as approaching practical capacity. The network retains a positive practical reserve capacity in every assessment year, confirming material spare capacity.

Second, the modelled queue is a worst-case artefact rather than a realistic forecast. The LinSig assessment adopts a fixed 90-second cycle time and calls both the site access stage and the all-red pedestrian stage during every single cycle. In reality, with vehicle and pedestrian actuated MOVA control, those stages will be called only on demand and will not

arise on every cycle. Even under these highly robust assumptions, the modelled queue on the A48 eastern approach is shown only just to reach the roundabout, which lies approximately 95 metres to the east of the signals (equivalent to around 16 passenger car units at 5.75 metres per unit). In reality, the signals will reallocate green time to clear this queue at the expense of the site access or the A48 western arm, both of which retain substantial spare capacity. Further mitigation, such as additional signage and road markings to maintain safety, will be considered at the detailed design stage.

Third, MOVA and the detailed signal strategy will actively reduce queuing. The Applicant's own technical material and the Designers' Response to the Stage 1 Road Safety Audit confirm that MOVA control will give priority to ahead traffic on the A48 and reduce queuing back towards the roundabout. The detailed signal design can extend the cycle time up to 120 seconds and run the pedestrian and development phases every other cycle rather than every cycle, returning additional green time to the A48 mainline and keeping queues low. In addition, queue-detection loops will be installed on the A48 eastern approach so that, when a queue builds towards the roundabout, the signals are given additional green to clear it before it blocks the circulatory carriageway. None of these measures is reflected in the worst-case LinSig run, so the real-world operation will improve on the modelled outcomes.

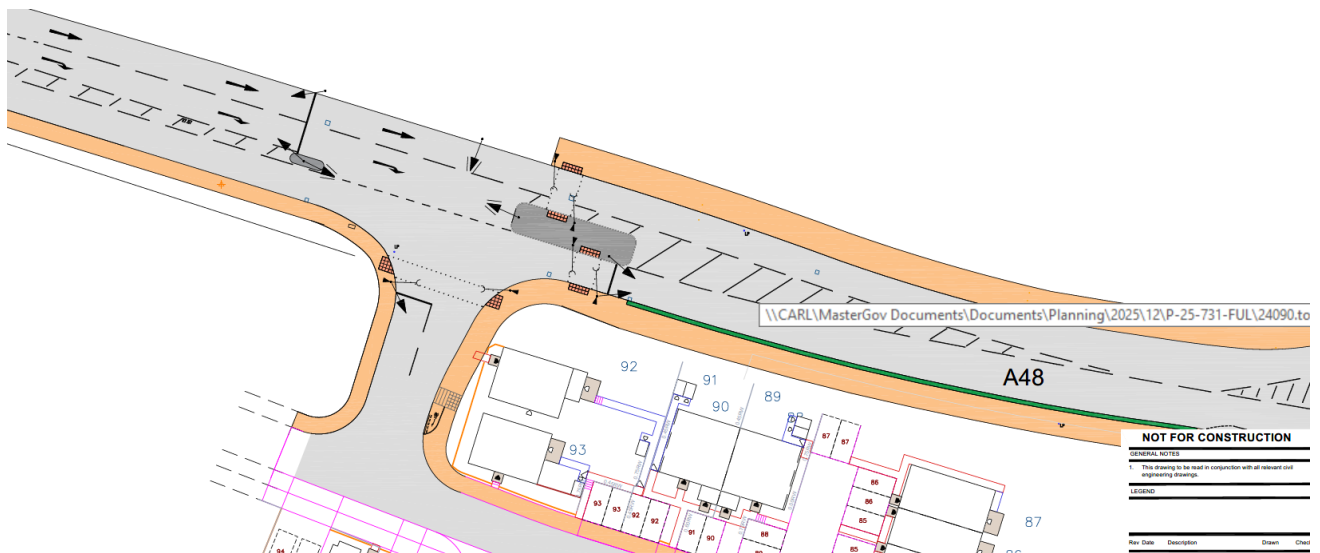
Fourth, the modelled arrangement is an interim worst case scenario. The Llanmoor strategic scheme is expected to replace the Broadlands roundabout with the staggered signal-controlled junction before 2035, which will further alleviate any residual queuing.

The detailed signal design, including the MOVA control strategy and queue-management measures, will be finalised through the Section 278 technical approval process. The residual risk of queuing to the roundabout is low and acceptable.

The A48 speed limit through the site access is to be designed on the basis of a 40mph environment. The existing speed limit on this section of the A48 is 50mph; it is proposed to reduce this to 40mph across the site access frontage by Traffic Regulation Order. A 30mph speed limit is not considered appropriate in this location as the A48 is an important distributor route and performs a relief-road function, including during periods when the M4 is unavailable or closed. The frontage characteristics and current function of the road do not support a reduction below 40mph. The detailed design shall therefore be undertaken on the basis of a 40mph design environment, with signal visibility and high-speed vehicle detection designed for the prevailing approach speeds, and with the necessary Traffic Regulation Order, signage, road markings, high-friction surfacing where required, signal visibility and associated safety measures secured prior to occupation.

A Stage 1 Road Safety Audit has been undertaken for the proposed signal-controlled junction and the audit identified matters relating to speed compliance, queueing back towards the existing roundabout, and the need for improved cycle transition facilities. The Highway Authority accepts the Designer's Response and considers that the RSA matters are capable of being resolved through detailed design and technical approval. The final design will need to include, where required, high-friction surfacing on the approaches to the signal stop lines, queue detection/loops, appropriate queue-warning/signing measures, keep-clear markings where necessary, MOVA signal control, ramped cycle access and egress points and advanced cycle stop lines or boxes or equivalent cycle provision to the satisfaction of the Highway Authority.

Fig. 7 – Revised Signalised junction with ghost island right turn lane and staggered crossing



With regards to Active Travel, the development will also deliver a package of active travel improvements which include controlled crossing facilities associated with the new A48 signal-controlled access, a controlled crossing on the eastern side of the A48, links into the proposed shared-use infrastructure, and a wider suite of active travel improvements connecting towards the B4622 and associated crossing points into Broadlands. The proposed access arrangement and active travel works support the delivery of the Council's active travel network aspiration INM-BR-48, and contribute towards INM-BR-128, as identified in the Local Development Plan Infrastructure Delivery Plan. The shared-use provision is to be designed to the widths and standards required by the Active Travel (Wales) Act Guidance (ATAG). This package is considered important and necessary because the majority of local facilities, services, schools, public transport links and the wider active travel network lie to the north of the A48. The Highway Authority therefore requires the active travel package to be secured as part of the off-site highway works and delivered prior to first beneficial occupation.

The internal estate road layout has also been through a number of iterations and the latest proposal is considered acceptable in principle. The submitted layout, visibility splay drawing, swept path analysis and adoptable highway details demonstrate that the site can be laid out to provide an adoptable road network with appropriate connections, footways, visibility, turning and access arrangements. The submitted refuse vehicle swept path analysis demonstrates that refuse vehicles can enter, manoeuvre through the site and turn within the development without relying on inappropriate reversing movements onto the A48.

The detailed design will nevertheless need to be secured through condition and through the highway technical approval process. This shall include final carriageway widths, footway provision, gradients, vertical alignment, drainage, street lighting, service margins, visibility splays, refuse collection arrangements, emergency access, turning heads, tactile paving, dropped kerbs, cycle links and any necessary adoption details.

The parking requirement is set out in the BCBC Parking Standards (SPG17). The site falls within Zone 4 (Suburban), where the standard is one space per dwelling up to a maximum of three, giving a maximum requirement of 327 residential spaces plus 24 visitor spaces (351 in total). The latest parking strategy provides 299 residential spaces plus 24 on-street visitor spaces. This is within the SPG17 maximum. As SPG17 sets a maximum rather than a minimum standard, and as Planning Policy Wales (Edition 12) requires parking standards to be applied flexibly in support of lower levels of provision, the level proposed is acceptable

in policy terms. The reduction from the 302 residential spaces assessed in the original Transport Assessment is not material, and the provision equates to 2.49 residential spaces per dwelling, which remains appropriate for a suburban location of this character. The Highway Authority is satisfied that the parking provision is acceptable, subject to conditions securing a plot-by-plot parking schedule, electric vehicle charging provision, garage internal dimensions and secure cycle parking.

The Highway Authority will require, by condition, that any garages relied upon as parking spaces meet the Council's minimum internal dimensions. Cycle parking shall also be provided in secure, convenient and accessible locations, particularly for units without garages. No public transport contribution is sought, with the principal sustainable transport mitigation being the active travel and crossing package.

Response to third party representations

The Highway Authority has had regard to the representations submitted on behalf of Merthyr Mawr Estate. The matters raised concerning ecology, the adjacent Registered Historic Park and Garden, landscaping and visual impact are not highway matters and are addressed by the Council's relevant specialist consultees. The comments below are confined to the highway and transport matters raised. At the outset, it is reiterated that Craig Y Parcau is a site allocated for residential development in the adopted Replacement Local Development Plan. The principle and quantum of development have been established through the statutory development plan process, and the role of the Highway Authority is to ensure that the detailed access, highway and mitigation arrangements are acceptable, not to revisit the principle of an adopted allocation.

A48 capacity and the request for a Grampian condition

The representation requests that no occupation take place until improvements to the Broadlands and Ewenny roundabouts are delivered. Condition 3 already secures the A48 signal-controlled junction and all associated off-site highway works prior to first beneficial occupation. That junction is the permanent strategic arrangement that will ultimately replace the Broadlands roundabout and has been designed and tested to accommodate cumulative growth, which directly meets the objector's concern that mitigation be long term rather than short term. In respect of the A48/B4625 Ewenny roundabout, the submitted assessment indicates that development traffic does not exceed the materiality threshold at that junction. A condition requiring works to the Ewenny roundabout would not meet the statutory tests for planning conditions, being neither necessary nor reasonably related in scale to this development and could not be justified.

Cumulative impact

The objector is correct that cumulative impact must be considered, and it has been. The Transport Assessment Addendum assesses future-year scenarios that explicitly include Craig Y Parcau, Parc Llangewydd and Island Farm traffic, and the RLDP Strategic Transport Assessment prepared by Mott MacDonald assessed cumulative Local Development Plan traffic across the A48 corridor. The development has therefore not been assessed in isolation. The strategic signal-controlled junction required by the Highway Authority is the agreed long-term solution for the corridor, secured precisely so that mitigation reflects the ultimate planned volume of traffic and not solely the traffic generated by this site. The access design complements the future upgrade of the Broadlands roundabout to a fully signal-controlled junction.

Parking provision

The representation states that the site provides approximately 340 spaces and contends that provision should be little more than 200. The figure of 340 is not correct. The latest parking strategy provides 299 residential spaces plus 24 on-street visitor spaces. This is within the SPG17 maximum and has already been reduced from the 326 spaces originally

proposed. As SPG17 sets a maximum standard and Planning Policy Wales (Edition 12) supports lower levels of provision, the scheme is consistent with the objector's wish to restrain parking. However, a reduction to around 200 spaces, equivalent to approximately 1.67 spaces per dwelling, would fall below the existing local car ownership of 1.77 vehicles per dwelling and would risk displaced and indiscriminate on-street parking, which would itself give rise to highway safety and obstruction concerns. The provision of 299 residential spaces represents an appropriate balance between restraint and realistic demand and is supported.

New Inn Road

The Highway Authority shares the objector's interest in the safety and active travel function of New Inn Road. Condition 1 will expressly prohibit any vehicular access to the development from New Inn Road; the site is served solely from the A48 signal-controlled junction, and the development does not introduce any new access onto New Inn Road. No material impact on New Inn Road from development traffic has been identified in the submitted transport evidence. With regard to the concern that congestion on the A48 may encourage rat-running, the strategic signal junction with MOVA control is intended to manage mainline A48 flows and is the long-term arrangement designed to accommodate cumulative growth. The Highway Authority will keep the operation of New Inn Road under review through its network management function, and the potential for a speed limit review or further active travel measures along New Inn Road can be considered separately. Any such measures must, however, be proportionate and reasonably related to the development if they are to be secured through this Application.

As a result of the above, the Highway Authority raises No Objection, subject to conditions and the completion of the necessary s106 and highway agreement mechanisms to secure the full package of off-site highway, active travel, signal, TRO and related works.

On the basis of the above comments, the proposed development is considered to be compliant with Policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from an access, highway and pedestrian safety perspective.

Biodiversity and Trees

In assessing a planning Application, the Local Planning 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, under the Environment (Wales) Act 2016.

Planning Policy Wales 12 (**PPW12**) states in Section 6.4.4: *"It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals."* PPW12 states that *"All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse planning permission."*

Technical Advice Note 5: Nature Conservation and Planning states that: *"Biodiversity, conservation and enhancement is an integral part of planning for sustainable development. The planning system has an important part to play in nature conservation. The use and development of land can pose threats to the conservation of natural features and wildlife."*

Policy SP3 of the adopted Replacement Local Development Plan (2024) requires development to safeguard and enhance biodiversity and integrated multi-functional green

infrastructure networks.

Policy DNP6 states: *“All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species”*

Policy DNP7 states: *“development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted”*.

Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network.

The site is located within a SINC – Coed-y-Tyle (DNP5(2)). Policy DNP5 states that development ‘must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role. Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.’

The site is adjacent to existing trees which are protected by Tree Preservation Orders (**TPOs**). Policy DNP7 states that development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted. Furthermore, development proposals on sites containing or adjacent to, trees will be required to assess the trees in line with BS 5837:2012 Trees in relation to design, demolition and construction.

As well as the documents submitted with the original submission, the Applicant provided the following additional reports and information:

- Preliminary Ecological Appraisal, Craig Y Parcau, Bridgend, Issue 7, Document Ref: E24129101/Doc 01, prepared by Soltys Brewster Ecology, dated 30th January 2026.
- Stage 2 Ecology Report, Craig Y Parcau, Bridgend, Issue 4, Document Ref: E24129101/Doc 03, prepared by Soltys Brewster Ecology, dated 30th January 2026.
- Drawing: Indicative Bat Roost Plan, Craig Y Parcau, Dwg: DRWG: P24-1590_DE_09_A_01, prepared by Pegasus Group, dated 18/03/2026.
- Drawing: Site Layout – Craig Y Parcau, Dwg: P24-1590-DE_03_AT_1, prepared by Pegasus Group, dated 29/01/2026.
- Drawing: Landscape Planting Strategy, Craig Y Parcau, Sheets 1 and 2, Drwg: TC25340 V9, prepared by Tir Collective, dated 20/03/2026.
- Drawing: Proposed Adoptable Lighting Strategy, Craig Y Parcau, 10104-MCP-ZZ-XX-DR-E-9000 Revision: P04, dated November 2025.

Natural Resources Wales and the Council’s Biodiversity Policy Manager have reviewed the submitted reports and recommend that conditions and obligations be attached to any recommendation for approval.

More specifically, NRW raised no objections to the scheme on the proviso that the proposed enhancements are ensured through appropriate conditions relating to European Protected

Species, Land potentially affected by contamination, Surface Water Drainage, Pollution Prevention, Water Quality and Flood Risk/Flood Risk Activity Permit (FRAP).

NRW welcome the revised bat mitigation which sets out the proposal for a bat house on the southern boundary of the site, away from residential properties and lighting. However, whilst the overall space being provided in the bat house is welcomed, taller roof spaces and steeper pitched roofs are advised for horseshoe bats and are most successfully taken up as roosts. Therefore, the bat mitigation should be amended to provide a taller roof space, with internal roof height of 2.8m and this can be addressed via condition.

They have also requested amendments to the Landscaping Scheme by condition to address the specific location and surroundings of the bat house.

The Stage 2 Ecology Report sets out inclusion of bat boxes within trees on site and this report, alongside the latest Bat Roost Plan, gives an outline of overall site mitigation for bats. A Bat Conservation and Management Plan should be secured by condition to incorporate further detail regarding the bat mitigation proposals for the site. This document should include the phasing and timing of delivery of mitigation and how this ties into the timings for planned construction works. It should also include the proposals for long term management and maintenance of bat mitigation (including habitat areas associated with the mitigation), and monitoring of bats on the site.

The updated Adoptable Lighting Strategy clarifies that the location for the bat house will remain dark, but a condition is required to secure full details of the proposed lighting to demonstrate that dark zones for bats in key sensitive areas identified in the Proposed Adoptable Lighting Strategy will remain unlit.

In terms of the long-term maintenance and monitoring of the bat mitigation proposals, NRW consider that these matters should be set out alongside how long-term maintenance of the buildings and ecology areas will be funded. This will be included in the S106 Agreement.

Measures to avoid or minimise impacts on otter shall be incorporated into the Construction Environmental Management Plan (CEMP).

The Council's Biodiversity Policy Manager commented that the documents provide a generally positive and well-structured framework for the integration of green infrastructure, landscape and ecological mitigation within the proposed development.

The documents demonstrate an understanding of site constraints, including the presence of ancient woodland and other priority habitats, SINC's and the River Omore, and set out a range of mitigation and enhancement measures.

It is also acknowledged that further details (such as a detailed lighting plan, long-term management, invasive species control and species-specific mitigation) can be appropriately secured via planning conditions. The Biodiversity Policy Manager concurs with NRW on the need for conditions and a planning obligation.

In addition to NRW's comments, it is acknowledged that the location of the proposed site access through the ancient woodland is influenced by highway requirements and the need to physically link the two parcels of land, which may constrain opportunities to fully avoid impacts on the priority habitat. However, the information provided does not clearly demonstrate how impacts to the ancient woodland have been minimised to the greatest extent possible.

The Arboricultural Impact Assessment identifies a substantial number of trees for removal,

both due to ash dieback and to facilitate the development. While many of these are classified as lower quality, the removal of a number of moderate (Category B) and at least one high-quality (Category A) tree is also proposed. It is important to note that arboricultural quality does not directly correlate with ecological value, particularly in the context of ancient woodland, where soil integrity, continuity, and woodland structure are of primary importance.

Whilst the submitted Ecology Note highlights limited direct tree loss associated with the access route, this does not fully reflect the potential for indirect impacts including disturbance to soils, root protection areas, and the wider woodland structure and ecological function.

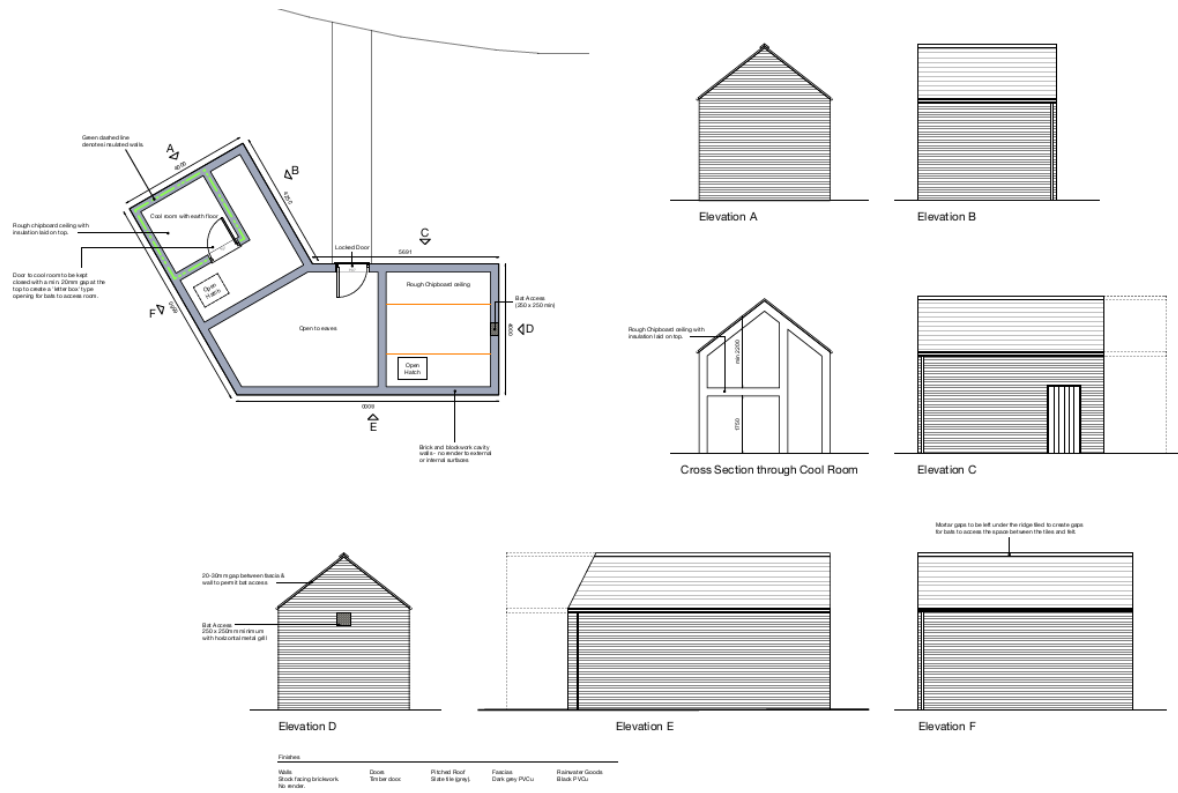
Additional detail is therefore required regarding the extent of ground disturbance, construction methods, and measures to protect retained trees and the surrounding woodland. The full extent of habitat loss and fragmentation also needs to be clearly quantified.

The Ecology reports and Green Infrastructure Statement identify a range of ecological constraints and opportunities, such as priority habitats and species such as bats, otter, dormice, reptiles, and breeding birds. A number of mitigation and enhancement measures are proposed, including habitat creation, bat roost compensation, species-rich grassland and SuDS features. These measures are welcomed and are likely to provide localised biodiversity benefits. However, they are presented at a relatively high level and further detail would be beneficial to demonstrate how they relate to specific impacts and will secure meaningful and appropriate mitigation/biodiversity net benefit.

It is also noted that the landscaping proposals include a number of non-native species, particularly within the proposed hedgerow planting. These species should be replaced with locally appropriate native species to maximise biodiversity value and to ensure alignment with best practice and the objectives of the step-wise approach. NRW have also raised some specific landscaping requirements around the bat house and these should be included in an updated landscaping plan.

Fig. 8 – Detailed Landscape Scheme and Indicative Bat House detail for the site





On the basis of the comments received by the Council’s Countryside Biodiversity Policy Officer (Ecologist) and from Natural Resources Wales, subject to necessary conditions and obligations (and a separate EPS Licence from NRW), on balance, the proposal complies with Policies SP3, SP17, DNP6, DNP7 and DNP8 of the Replacement Local Development Plan (2024) and wider National Planning Policy requirements in terms of Biodiversity and trees.

Drainage and Flooding

The development proposes to discharge foul and surface water flows to the sewer and an onsite sustainable drainage system respectively.

DC/WW note that the proposed development site is located in the catchment of a public sewerage system which drains to Penybont Wastewater Treatment Works (**WwTW**) and they have considered the impact of foul flows generated by the proposed development and conclude that flows can be sufficiently accommodated within the existing public sewerage system. Current proposals are for a point of connection into an existing TW sewer located within the footway on the northern side of the A48, to the north of the development.

Sustainable Drainage Systems (**SuDS**) have been considered from an early stage in the process with design input from consultant drainage engineers informing the site layout. There is sufficient space for SuDS at ground level integrated into the landscape proposals. It is proposed to convey surface water runoff to the ditch network sited along the bottom of the valley flowing between the west and eastern parcels. Due to the constraints of the SINC, Ancient woodland and tree root protection zones there are limited locations available for overland features such as Swales. Where possible, to increase SuDS and provide additional levels of treatment to improve water quality, other SuDS features are proposed such as Water Butts, SuDS Planters and Bio-retention areas. The final details will be the subject of a separate Application to the Council’s SuDS Approving Body.

NRW comment that they have reviewed the fourth version of the Drainage Strategy and are unable to determine if the SUDS features will be lined to prevent infiltration into the ground.

They also note that all surface water runoff on site will be collected and conveyed via a discharge point to a ditch in the southwest corner of the site. As such, a condition is requested to prevent infiltration.

Subject to conditions, the proposed development is considered to be acceptable in terms of foul and surface water drainage.

In terms of flood risk, Natural Resources Wales (NRW) Development Advice Map (DAM) and Flood Map for Planning (FMfP), indicate that the majority of the site is within Flood Zone 1, however, a small part of the extreme southern corner of the site is identified as being within Flood Zone C2 (DAM) and Flood Zone 3 (FMfP). There are no proposals for built development within this increased flood risk zone or within the Valley situated at a much lower level than the development.

The FMfP also identifies a small area of the site as being at risk of flooding from surface water/small watercourse, however, the proposed Finished Floor Level (FFL) of the development is a minimum of 20.300m or above, while the watercourse in question outfalls at the culvert beneath 'New Inn Road' at approximately 11.22m. The level difference between these features will ensure that no flooding will occur.

The Application has been supported by a Drainage Strategy and a Flood Consequence Assessment. NRW consider that the small portion of the site at risk of flooding is in accordance with the plans submitted and lies within the retained woodland corridor. Therefore, they have no further concerns regarding flood risk.

Fig. 9 – Extract from the Flood Map for Planning



The FCA demonstrates that the proposed development site is at negligible risk of flooding from all sewers and water courses within close proximity of the site and no mitigation measures are required, with no impact on flood risk to third party land. Access and egress through the development can be provided safely with no significant residual flood risk to the site or surrounding areas.

Consequently, it is concluded that, on flood risk grounds, the proposed development meets the requirements as set out in TAN 15 and Planning Policy Wales 12.

Other Matters

Contaminated Land

Shared Regulatory Services (SRS) Environment Team have advised that the Application is supported by a Tier 2 Geotechnical and Geoenvironmental Assessment report which includes a contamination assessment based on a desk study/Tier 1 assessment and a site investigation undertaken on accessible parts of the development site.

The Tier 2 assessment identified contaminants of concern that will require remediation measures to ensure that the site is developed on a “suitable for use” basis. However, it is unclear whether TFW have considered all potential contaminant sources, for example, Landfill Gas (there are historical quarries on and near to the site. The nature, extent and timing of any infilling of these quarries and whether there is a risk of ground gases affecting the development is not discussed in the report. Ground gas monitoring and assessment may be required in relation to this), Firefighting foams (the Applicant has stated that ‘Llanerch residential home... was demolished following extensive fire damage. The use of firefighting foams in response to this event may have introduced additional contaminants of potential risks to human health and the environment that do not appear to have been considered. Additional sampling and laboratory testing may be required in relation to this) and the use of part of the site as a civil engineering contractor’s storage yard.

In addition to the above, TFW acknowledged that parts of the site were inaccessible or restricted during the investigation and these will need to be assessed as part of additional site investigations and assessments.

These additional assessments will be needed to inform any remediation strategy. It is anticipated that the site investigations will need to be post demolition/clearance and conditions and informatives are requested to reflect this in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with Policy DNP9 of the Replacement Local Development Plan (2024). NRW also recommend similar conditions relating to pollution prevention.

Noise

The submitted Noise Report has been reviewed by SRS Officers who have identified that mitigation measures are required for some of the properties due to the noise emanating from road traffic on the A48. Therefore, it is recommended that conditions be attached to any permission.

Air Quality

The SRS Officer has reviewed the submitted Air Quality Assessment which predicts a negligible air quality impact from traffic generated by the development at receptors distributed on the road network.

For exposure to future residents of the proposed development, the results indicate that concentrations at the site boundary are well within the relevant pollutant objective and the residual effect of air quality on future residents of the proposed development is judged to be ‘*not significant*’. Therefore, Shared Regulatory Services have no objections to the development with regard to operational air quality.

During the construction phase, the proposed development has been identified as low risk for all dust soiling and human health impact. To ensure a low risk, the developer should implement appropriate dust and pollution control measures. A summary of these measures is set out in Chapter 6 of the assessment report. As a condition, SRS recommend mitigation measures stated within the construction dust assessment be included within a site-specific Construction Environmental Management Plan.

Public Rights of Way

The Application site is not crossed by any Public Rights of Way, but it lies adjacent to PRow 11 at the eastern end of the site. The Application site does not include the PRow but the plans indicate that the scheme can link into the right of way (two connection points). The Council's PRow Officer has advised that the two new links onto the Footpath from the development is supported in principle in order to integrate the development with the Rights of Way network. However, this is reasonably expected to increase the level of usage of the footpath, and the developer is willing to contribute £10,000 to the Rights of Way team in order to carry out improvements to the surface of Footpath MER/11/1 and this will be secured through the wider Section 106 legal agreement.

Archaeology

The site is located within the Archaeologically Sensitive Area of Island Farm Bovium as defined by Policy SP18(3) - Conservation of the Historic Environment of the RLDP.

Policy SP18 states that development proposals must protect, conserve, and, where appropriate, preserve and enhance the significance of historic assets, including their settings. Development proposals will only be permitted if it preserves or enhances the character of the area.

Heneb Archaeological Trust were consulted on the Application and they recommended that an archaeological evaluation be conducted prior to any determination of the Application and that a Level 3 historic building survey of the existing structures be also undertaken prior to any demolition works.

They note the submission of a Field Evaluation Report undertaken by Archaeology Wales. The evaluation was comprised of seven trenches in which three of the trenches (Area 1; trenches 3 and 7, and Area 2; trench 4) contained evidence of archaeological features and remains. These features were comprised of undated ditches (likely field boundaries), a possible modern burnt deposit and a large prehistoric pit.

The ditch features encountered correspond with anomalies evident in the geophysical survey report undertaken by Sumo GeoSurveys. However, the pit encountered in trench 7, containing remains of prehistoric pottery, worked flint and charred hazelnut remains, was not evident from the geophysical survey data. Furthermore, additional linear anomalies that were indicated in the geophysical survey were not encountered during the evaluation works, and, due to the proximity of services, trenches originally placed in Area 2 to investigate the anomaly for a potential building had to be relocated, so these potential features were unable to be investigated during the evaluation works.

The evaluation report also notes that there were no features or material of Roman date encountered, indicating "*...that the proposed development site does not lie within the area of the Roman fort of Bomium*" (Section 10.1.2). Despite the lack of evidence for Roman remains, the evaluation works do indicate that there is the potential for encountering archaeological material during the course of the proposed development, especially in relation to the ditches encountered and the potential for further prehistoric remains.

Therefore, Heneb recommend that two conditions are attached to any recommendation for approval.

Mineral Safeguarding

The site is located within various Mineral Safeguarding Zones (Cat 1 – Limestone, Cat 2 – Limestone, Sand & Gravel) as defined by Policy ENT12 of the RLDP. Development proposals within mineral safeguarding zones, either permanent or temporary, will need to demonstrate that:

- 1) If permanent development, the mineral can be extracted prior to the development, and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource; and
- 2) In the case of residential development, the scale and location of the development e.g. limited infill/house extensions, would have no significant impact on the possible working of the resource; and
- 3) In the case of temporary development, it can be implemented, and the site restored within the timescale the mineral is likely to be required.

The loss of this safeguarded sandstone was justified as part of the RLDP's evidence base (Background Paper 12: Aggregate Safeguarding Assessment of Site Allocations). The loss is appropriately justified based on there being an overriding need to meet housing need, that the site is logically located to the south of Bridgend and there are no appropriate alternative sites adjacent to the strategic settlement of Bridgend that would avoid safeguarded resource. The site is also already constrained by being within 200m of residential properties to the north. Therefore, it is not considered to be a suitable or acceptable location for mineral working and development of the site would not hinder the potential development of the remainder of the resource.

Section 106 Legal Requirements/planning obligations

Policy SP10 Infrastructure of the Bridgend Replacement Local Development Plan (2024) states that all development proposals must be supported by sufficient existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure must be provided by developers where necessary.

This will be secured by means of planning agreements/obligations where appropriate (and, where deemed necessary, related and proportionate, amongst others).

Affordable Housing

Policy COM3 specifies a site-specific affordable housing policy of 20% for this site, with an anticipated quantum of 24 affordable homes based on the proposed number of dwellings. The proposed quantum accords with Policy COM3. The site's affordable housing mix should respond to the prevailing housing need identified in the Local Housing Market Assessment for Bridgend.

The proposed affordable housing mix for the development is considered to be broadly acceptable in terms of tenure split. The Section 106 Agreement should be worded to require delivery of the affordable tenure and unit mix outlined in the below unless otherwise agreed in writing by the Local Planning Authority.

- 12 x 1 bed walk up social rented flats
- 2 x 1 bed walk up intermediate flats
- 5 x 2 bed intermediate houses
- 4 x 3 bed intermediate houses
- 1 x 4 bed intermediate house

Planning Policy Wales (Edition 12) requires that "all affordable housing, including that provided through planning obligations and planning conditions, must meet the Welsh Government's development quality standards". Supporting paragraph 5.3.27 to Policy COM3 equally states, "where affordable housing is provided, it should be constructed to Development Quality Requirement Standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing should not be obviously segregated through layout, location or design".

Paragraph 5.4 of the latest adopted Affordable Housing SPG (SPG13), states that Applicants must demonstrate that proposals for all new affordable housing (including social rented and intermediate dwellings) meet these WDQR standards. The onus will be on the Applicant to demonstrate compliance by clearly annotating the plans and confirming in writing that the proposal complies with these requirements. Such information is required to demonstrate compliance. It is recommended that the Applicant confirms design compliance with a Registered Social Landlord (RSL) to assess the WDQR standards.

Social rented units will be transferred to a Council nominated RSL to the Transfer Values (which are 42% of uplifted ACGs) detailed within Appendix A (Table 2) of the latest adopted Affordable Housing SPG (SPG 13). Intermediate dwellings will be transferred to a Council nominated RSL at a transfer price equivalent to 70% of market value.

Education

With regards to Education, the size of the site meets the threshold of 5 or more residential units identified in SPG16 Educational Facilities & Residential Development (**SPG16**) as being large enough to place increased pressure on educational facilities within the catchment area. The Sustainable Communities for Learning Team have confirmed that there is insufficient capacity in the local primary (Trelales) and secondary (Bryntirion) schools to accommodate the likely number of children generated by the proposed development. Therefore, a total financial contribution of £921,140 (consisting of Primary - £185,990, Secondary - £617,526, and Post 16 - £117,624) will be secured through the Section 106 Agreement (including timing and phasing thereof).

Public Open Space

Policy COM10 of the RLDP requires the provision of satisfactory standards of open space from all residential development which is defined as 2.4ha per 1,000 people. BCBC's Outdoor Sports & Children's Play Space Audit (2021) shows a deficit of Equipped Play Areas and Outdoor Sport provision in this location, and the following amount of open space is required to ensure compliance with COM10 of the RLDP and SPG 5 – Outdoor Recreation Facilities and New Housing Development (Adopted January 2026).

- Playing Pitches: 3,312m²
- Other Outdoor Sports (non-pitch): 4,416m²
- Equipped/Designated Play Areas: 684m²
- Other Outdoor Provision: 828m²
- Allotments: 552m²

Recognising that not all the above outdoor recreation provision can be provided on a development of this size; the LPA would require a Local Area for Play (LAP) and a Local Equipped Area for Play (LEAP) on-site to achieve policy compliance. The illustrative masterplan incorporates a LEAP.

For a development of this size, Policy COM10 requires the site to provide 684m² of on-site equipped/designated play area provision, split between a LAP (136.8m²) and a LEAP (547.2m²). Recognising on-site constraints, one large LEAP (consisting of 684m²) is considered acceptable in this instance. A condition will be required for the LEAP design to be submitted and approved by the Council prior to the commencement of development.

The LPA acknowledges the developer's preference to transfer such areas to a management company. Details of the requirements should be conditioned or included in the s106 agreement to provide details of the management company arrangements (Landscape Management and Maintenance Plan), including bin emptying, regular RoSPA inspections and tree inspections for H&S. Such details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Furthermore, an additional inspection/certification fee of £360 should be provided to cover the cost for an officer to check that play areas being built conform with the plans before providing a written confirmation letter.

To achieve full compliance with Policy COM10, a commuted sum to upgrade facilities off site is required for playing pitches and other outdoor provision.

For playing pitches, this would require a capital contribution of £39,876.48 and 25-year maintenance contribution of £60,212.16 (Total: £100,088.64).

For other outdoor provision, this would equate to a capital contribution of £53,099.64 and 25-year maintenance of £50,532.84 (Total: £103,632.48). This would be spent on upgrading recreation facilities within the vicinity of the site.

Highway Contributions/Traffic Orders

The scheme involves a permanent access strategy in the form of a three-arm signal-controlled junction on the A48, positioned so that it aligns with, and does not prejudice, the final staggered signal-controlled junction arrangement associated with the Land West of Bridgend strategic highway improvement.

The speed limit will reduce from 50mph to 40mph and there is a requirement to install a pedestrian crossing of the A48 at the eastern end of the site frontage where it links up into PRow MER/11/1. A financial contribution of £9,500 is required to fund a traffic regulation for these off-site elements of the scheme.

Rights of Way Contribution

As referred to above, the Council's PRow Officer has advised that the two new pedestrian links onto Footpath MER/11/1 is welcomed in order to integrate the development with the Rights of Way network. However, this will increase usage of the public footpath and the developer is willing to contribute £10,000 to the Rights of Way team in order to maintain/carry out improvements to the surface of Footpath MER/11/1.

Biodiversity

NRW require detailed and appropriate long term management, maintenance and monitoring and they recommend that the ownership/occupancy of all ecological areas be transferred to a body that accords with the definition of a responsible body under Part 7 of the Environment Act 2021. A Planning Obligation (as opposed to a Unilateral Undertaking) will be required.

NRW advise that in respect of any such agreement, provisions relating to ecology include:

- defined commuted sum and/or requirement for index linked ground rent service charges to include ecological management, maintenance of dedicated bat roost, surveillance and wardening in perpetuity (a costed management plan will be required);
- identification of relevant land to be subject to the planning obligation and be managed for biodiversity;
- delivery of management and maintenance;
- inclusion of a mechanism for the management and maintenance plan to be reviewed periodically (5 years is advised);
- Tenure and any proposed changes to tenure shall be carried to the satisfaction of the LPA in consultation with NRW.

Details and assurances should be provided by the Applicant that an appropriately skilled body will be employed to implement the management provisions.

CONCLUSION

The Application is recommended for approval subject to entering into a section 106 agreement to secure the planning obligations required under Recommendation (A) and the planning conditions required under Recommendation (B) because the development complies with Council RLDP policy and guidelines.

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan (“RLDP” 2024)

Notwithstanding the detailed objections received, it is considered that the 120 unit residential scheme represents an appropriate housing development on this allocated site within the settlement boundary of Bridgend.

The scheme will provide much needed open market and affordable housing in the Borough and will improve active travel links in the area. It will also have a positive impact on the highway network (A48) by introducing safe crossing points and a signalised junction.

The scheme will provide an on-site Local Equipped Area of Play and will enhance the biodiversity characteristics of the adjoining SINC and Ancient Woodland. The proposal would not adversely affect the residential amenities of neighbouring and future occupiers of the site to warrant refusal on those grounds. The scheme also raises no adverse land drainage or archaeological concerns.

Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP15, SP17, PLA8(8), PLA9, PLA11, PLA12, COM1(1), COM2, COM3, COM6, COM10, ENT10, ENT12, ENT15, DNP4, DNP5(2), DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (adopted March 2024).

It is further considered that the decision complies with Future Wales - the National Plan 2040, and the Council’s well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

RECOMMENDATION

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

- i) Provide a minimum of 20% of the total number of residential units (which 30% equates to 24 AH units made up of 12 x 1 bed social rented walk-up flats, 2 x 1 bed intermediate walk-up flats, 5 x 2 bed intermediate houses, 4 x 3 bed intermediate houses and 1 x 4 bed intermediate house), to secure compliance with Policy COM3 and to ensure that the 24 affordable units are constructed to Welsh Development Quality Requirement Standards;
- ii) Provide a financial contribution of £921,140 to accommodate the likely number of children generated by the proposed development;
- iii) Provide a financial contribution of £203,721.12 (index linked) towards the provision of Outdoor Recreation Facilities to be used towards the upgrading/improvement and maintenance of off site playing pitches and other outdoor provision in the vicinity of the development;
- iv) Provide a financial contribution of £360 to fund an inspection/certification of the on-site play area to ensure that it is being built to conform with the agreed plans before providing a confirmation letter;

- v) Provide a financial contribution of £9,500 (index linked) to fund a traffic regulation order to facilitate and implement a scheme to reduce the speed limit on this part of the A48 from 50mph to 40mph and to implement a scheme to install a pedestrian crossing of the A48 at the eastern end of the site frontage;
- vi) Provide a financial contribution of £10,000 to the Council's Rights of Way team to maintain/carry out improvements to the surface of Footpath MER/11/1; and,
- vii) Provide a defined commuted sum and/or requirement for index linked ground rent service charges to include ecological management and maintenance of the dedicated bat roost, surveillance and wardening in perpetuity (a costed management plan will be required); identification of relevant land to be subject to the planning obligation and be managed for biodiversity, delivery of management and maintenance, a mechanism for the management and maintenance plan to be reviewed periodically (5 years is advised) and details of any proposed changes to tenure to be carried out to the satisfaction of the LPA in consultation with NRW.

(B) The Corporate Director - Communities issues a decision notice granting consent in respect of this proposal subject to and once the Applicant has entered into the Section 106 Agreement subject to the following planning conditions:

1. The development shall begin not later than five years from the date of this decision.

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990.

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

Site Location Plan - P24-1590_DE_03_G_2-1
 Proposed Site Layout Plan - P24-1590_DE_03_AT_1
 House Pack - P24-1590-DE-05C
 Affordable Housing Plan - P24-1590_DE_03_E_16
 Materials Plan - P24-1590_DE_03_C_10
 Building Heights - P24-1590_DE_03_C_11
 Character Areas Plan – P24-1590_DE_03_C_18
 Illustrative Streetscenes – P24-1590_DE_06_D_01
 Boundaries and Surfaces Plan – P24-1590_DE_03_C_14
 Parking Strategy Plan - P24-1590_DE_03_C_12
 Access and Movement Plan - P24-1590_DE_03_C_17
 Adoptable Areas - P24-1590_DE_03_C_15
 Refuse Strategy - P24-1590_DE_03_C_13
 Landscape Strategy L100
 Planting Strategy 1 of 2 L201
 Planting Strategy 2 of 2 L202
 Tree Pit Details L400
 Tree Constraints Plan by Treescene Ltd.
 Bat Roost Plan - P24-1590_DE_09_A_01
 Engineering Layout - Sheet 1 of 3 - 3954-110-1 Rev. H
 Engineering Layout - Sheet 2 of 3 - 3954-110-2 Rev. J
 Engineering Layout - Sheet 3 of 3 - 3954-110-3 Rev. H
 LEAP Details - 59298 V3
 Signalised junction with ghost island right turn lane and staggered crossing – 24090.topo.121.01
 Proposed crossing points - 24090.topo.121.02
 Swept path analysis - 11.2m refuse vehicle - 24090.topo.121.03

Swept path analysis - 11.2m refuse vehicle – 24090.topo.121.04
Vehicle Swept Path Analysis - Fire Appliance – 3954.103.1 Rev. D
Vehicle Swept Path Analysis - Refuse Vehicle - 3954.103.2 Rev. D
Visibility Splays - 3954-102 Rev. D

Design and Access Statement

Ecology Note – Step Wise Approach Jan 2026 by Soltys Brewster
Preliminary Ecological Appraisal Issue 7 Jan 2026 by Soltys Brewster
Stage 2 Ecology Report Issue 4 Jan 2026 by Soltys Brewster
Green Infrastructure Statement Version 4 Jan 2026 by Tir Collective
Air Quality Assessment 2025 by Air Dust Odour
Drainage Strategy Report 5th Issue by Healers
Flood Consequences Assessment Octo 2025 by Healers
Geotechnical & Geoenvironmental Assessment 2024 by Terra Firma
Cultural Heritage Statement V1 by RPS
Environmental Noise Assessment Jan 2026 by Hunter Acoustics
Updated Transport Assessment Jan 2026 by Lime Transport
Transport Assessment Addendum by Lime Transport
Tree Survey Report & Constraints Plan Jan 2025 by Treescene Ltd.
Arboricultural Impact Assessment Rev. B by Treescene Ltd.
Arboricultural Impact Assessment Plans Rev. B by Treescene Ltd.
Field Evaluation Report April 2026 by Archaeology Wales
Geophysical Survey Report March 2026 by Sumo Geo Surveys
Energy Strategy Report P02 by McCann and Partners
Adoptable Lighting Strategy Rev P04 by McCann and Partners

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

3. The development shall be served from a three-arm signal-controlled junction on the A48, located to the west of the existing A48/B4622 Broadlands roundabout, designed so that it aligns with and does not prejudice delivery of the final staggered signal-controlled junction arrangement associated with the Land West of Bridgend strategic highway improvement identified through the Replacement Local Development Plan. No vehicular access serving the development shall be taken from the existing Broadlands roundabout or New Inn Road to the south. Notwithstanding the above, the existing Broadlands roundabout access may be used temporarily to serve construction traffic during the construction period, in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of highway safety, to ensure a suitable and permanent access arrangement, and to ensure that the development does not prejudice delivery of the strategic highway improvements identified through the Replacement Local Development Plan.

4. No development shall commence, other than site clearance and preliminary investigation works, until full engineering details of the off-site highway works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The details shall include:

- the A48 three-arm signal-controlled junction
- controlled pedestrian and cycle crossing facilities across the A48
- controlled crossing facilities across the site access

- the controlled crossing on the eastern side of the A48
- active travel links towards the B4622 and associated crossing points
- shared-use footway/cycleway connections
- traffic signal layout, staging, phasing and detection
- MOVA signal control
- visibility splays
- road markings and signage
- high-friction surfacing where required
- street lighting
- highway drainage
- earthworks, levels and retaining structures where required
- temporary traffic management arrangements
- integration with the future staggered signal-controlled junction

The approved works shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of highway safety, active travel, sustainable movement and proper planning of the wider highway network.

5. No dwelling shall be occupied until the A48 signal-controlled site access, associated pedestrian and cycle crossings, eastern A48 controlled crossing, active travel links, traffic signal equipment, MOVA detection, road markings, signage, street lighting, drainage, visibility works, speed limit/TRO works and all other approved off-site highway works have been completed, brought into operation and made available for public use in accordance with the approved details.

Reason: To ensure that the development is served by a safe and suitable access and that the necessary active travel and highway mitigation is delivered before occupation.

6. No development shall commence, other than site clearance and preliminary investigation works, until the developer has submitted the necessary technical plans, drawings and safety audits relating to the Section 278/Section 111 and Section 38 legal agreements to secure the delivery and future maintenance of the approved off-site highway works and adoptable internal roads.

Reason: To ensure the proper delivery, technical approval and future maintenance of works within the adopted highway.

7. No dwelling shall be occupied until all necessary Traffic Regulation Order, speed limit, signage and road marking works associated with the reduction from a 50mph to a 40mph speed environment on the A48 have been completed and brought into effect. The detailed design of the A48 access and associated crossing facilities shall be based on a 40mph design environment.

Reason: In the interests of highway safety and to ensure that the access is designed for the appropriate speed environment.

8. No dwelling shall be occupied until the approved active travel package, including controlled crossing facilities, shared-use links, cycle transition facilities, tactile paving, dropped kerbs, ramped cycle access/egress points and associated signage/markings, has been completed and made available for use.

Reason: To ensure that residents have safe, direct and convenient walking, cycling and wheeling connections to local facilities, public transport opportunities and the wider active travel network.

9. No development above slab level shall take place until full engineering details of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The details shall include:

- carriageway and footway widths;
- visibility splays;
- junction radii;
- turning heads;
- gradients of driveways and vertical alignment;
- surface materials;
- drainage;
- street lighting;
- traffic calming from the western parcel to the eastern parcel
- PROW connections
- pedestrian routes
- and coloured adoption plans

The internal estate roads shall be constructed in accordance with the approved details and made available for use prior to occupation of the dwellings they serve.

Reason: To ensure a safe and suitable internal highway layout.

10. No dwelling served by any internal junction, private drive or access shall be occupied until the associated visibility splays have been provided in accordance with the approved details.

The visibility splays shall thereafter be retained free of any obstruction exceeding 0.6 metres in height above the adjacent carriageway level.

Reason: In the interests of highway safety.

11. Any garages relied upon as parking spaces shall meet the Council's minimum internal dimensions and shall be retained for parking purposes in perpetuity.

Reason: To ensure adequate parking provision and to prevent highway obstruction.

12. No dwelling shall be occupied until secure, covered and convenient cycle parking serving that dwelling has been provided in accordance with detail shown on the submitted parking strategy drawing number P24-1590-DE-03-C-12. The cycle parking shall thereafter be retained for cycle parking purposes.

Reason: To support the Active Travel Act 2013 and promote sustainable transport choices.

13. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The CTMP shall include:

- construction access arrangements
- routing of construction traffic

- delivery hours
- contractor parking and compound location
- wheel washing
- loading and unloading arrangements
- temporary traffic management
- protection of pedestrians and cyclists
- management of works on the A48
- phasing of signal and crossing works
- measures to prevent mud and debris on the highway
- measures to control dust and pollution as per Chapter 6 of the AQA
- contact details for the site manager.

The approved plan shall be implemented throughout the construction period.

Reason: In the interests of highway safety and residential amenity.

14. No dwelling shall be occupied until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The Travel Plan shall include:

- objectives and targets
- measures to promote walking, cycling, wheeling and public transport use
- details of resident travel information packs
- appointment of a Travel Plan coordinator
- monitoring arrangements
- remedial measures if targets are not met
- and timescales for implementation.

The approved Travel Plan shall thereafter be implemented in accordance with the approved details.

Reason: To encourage sustainable travel behaviour and reduce reliance on private car use as per PPW12 and the ATA 2013.

15. No development shall take place 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. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

16. Notwithstanding the plans hereby approved, no development shall commence apart from demolition and site clearance until a scheme of boundary treatments has been submitted to and agreed in writing by the Local Planning Authority. Such a scheme shall be fully implemented in accordance with the agreed details prior to the development being brought into beneficial use and shall be retained and maintained in perpetuity thereafter.

Reason: In the interests of the visual amenities of the site and highway safety and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

17. No development or phase of development, including demolition or site clearance, shall

commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Measures for the protection of retained habitats and trees during construction, particularly in relation to the ancient woodland
- Risk avoidance strategy for vegetation clearance
- Pollution prevention measures (especially near River Ogmores/SINCs)
- Protection of watercourses
- Timing constraints and protection measures relating to nesting birds and other protected species
- Ecological clerk of work presence during construction
- Toolbox talks
- Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site demolition and construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Measures to monitor and control the emission of dust and dirt during any material removal and construction.
- Soil Management: details of topsoil strip, storage, and amelioration for re-use.
- CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- Measures to prevent contamination of the ditch should which runs through the woodland and is connected to the River Ogmores.
- Himalayan Balsam has been identified across the site, therefore, an INNS eradication strategy will need to be provided and integrated into the CEMP, to prevent any further spread both within the site and into the ditch and river.
- Measures to avoid or minimise impacts on EPS – Otter.

The CEMP shall be implemented as approved during the demolition, site preparation and construction phases of the development.

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during demolition and construction in accordance with Policy 9 of Future Wales, Planning Policy Wales (Edition 12, February 2024), and Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

18. No development or phase of development, including demolition or site clearance, shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP should include:

- Long-term management plan of retained and created habitats, particularly ancient woodland and SINC, and new grassland management
- Clarity on woodland / SINC buffers and appropriate management prescriptions
- Monitoring and remedial actions
- Management responsibilities and funding

The LEMP shall be implemented as approved.

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during demolition and construction in accordance with Policy 9 of Future Wales, Planning Policy Wales (Edition 12, February 2024), and Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

19. No development or phase of development, including demolition or site clearance, shall commence until an Invasive Species Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include:
- Site-wide INNS survey update
 - Method statement for control of any INNS identified, particularly Himalayan balsam
 - Biosecurity measures during construction
 - Post-treatment monitoring and subsequent treatment

The Invasive Species Management Plan shall be implemented as approved.

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during demolition and construction in accordance with Policy 9 of Future Wales, Planning Policy Wales (Edition 12, February 2024), and Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

20. Notwithstanding the requirements of condition 2, no development shall commence 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 prior to the building being occupied and maintained and retained in perpetuity.

Reason: To ensure effective drainage facilities are provided for the proposed development and to accord with Policies SP3 and DNP9 of the Replacement Local Development Plan 2024.

21. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of 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 controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To prevent pollution to the water environment.

22. No development or phase of development shall commence until a water quality monitoring plan for the protection of water quality in the watercourses has been

submitted to and approved in writing by the Local Planning Authority. The water quality monitoring plan should include:

- Details of the monitoring methods
- Timescales for construction
- Timescales for submission of monitoring and interpretative reports to the LPA during construction
- Details of triggers for specific action and any necessary contingency actions, for example the need to stop work, introduction of drip trays, make use of spill kits and shut-off valves

The water quality monitoring plan shall be carried out in accordance with the approved details during the site preparation and construction phases of the development.

Reason: A construction water quality monitoring plan should be submitted to ensure necessary monitoring measures are approved prior to commencement of development or phase of development and implemented to manage any potential adverse impacts of construction on water quality in local waterbodies.

23. No development shall commence until an amended site wide landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The Landscaping Scheme should include:

- Only low growing trees and shrubs to be planted to the south of the bat house location.
- Wide dense buffer of thorny trees and shrubs to be planted all the way around the bat house.
- Palisade fencing to be installed around the bat house.
- Updated proposed species, ensuring native UK provenance
- Bat boxes / roost features
- Bird boxes
- Habitat piles / hibernacula
- Timing of installation
- Maintenance responsibilities

Reason: To ensure that bats are protected by the development and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

24. All planting, seeding or turfing comprised in the approved details of landscape plan (condition one) shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development are removed, uprooted, or destroyed or die or become, in the opinion of the Local Planning Authority, seriously damaged or defected shall be replaced in the next planting season with others of similar size and species as that originally planted.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

25. No development, including site clearance, shall commence until a Bat Conservation Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan should include:

- Further details of the bat mitigation proposals set out in the Stage 2 Ecology Report and Bat Roost Plan, to include the bat house and bat boxes, including to scale architectural plans.
- Habitat to be retained / created (including flight lines etc.).
- Fencing to protect avoid unauthorised access to the bat house.
- Phasing and timing of mitigation relative to construction
- Details of protective measures to be taken to minimise impacts during construction.
- Details of timing, phasing and duration of construction activities and conservation measures. We advise the bat licence is obtained prior to commencing construction of the bat house.
- Persons responsible for implementing the works.
- Post-construction monitoring and record dissemination for a period of no less than 6 years.
- Information on how long-term site security and maintenance (including licencing requirements) of bat mitigation will be delivered.

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure that bats are protected by the development and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

26. No development, including site clearance, shall commence until a Bat Management and Maintenance Plan has been submitted to and approved in writing by the Local Planning Authority. The Management and Maintenance plan should build upon the principles outlined in the ecology report and include, but not necessarily be limited to:
- details of habitats and ecological features present or to be created, both in written form and shown on appropriate drawings, including planting plans.
 - defined aims and objectives for the bat compensation roost (including defined key performance indicators for long term monitoring of the building and individual species).
 - details of the desired condition for each bat habitat area and criteria to determine when habitats have achieved this.
 - details of short and long-term habitat management prescriptions to both achieve and maintain the desired condition.
 - details of monitoring methodologies and record dissemination for a period of not less than 25 years.
 - scheduling and timings of monitoring, management and maintenance activities.
 - current and any proposed changes to the freehold tenure of the compensation area (tenure of the ecology area to be approved by the Local Planning Authority).
 - persons or bodies responsible for undertaking management and surveillance together with required skills and competencies.
 - licencing requirements.
 - details of reporting, review and update of the plan (informed by monitoring) at specific intervals as agreed.
 - the management and maintenance plan to be reviewed periodically (5 years is advised).

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure that bats are protected by the development and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

27. Prior to its installation full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:
- Details of the siting and type of all external lighting to be used.
 - Drawings to include lux levels, to a maintenance factor of 1, which demonstrate dark zones for bats in key sensitive areas identified in the Proposed Adoptable Lighting Strategy will remain unlit.
 - Details of lighting to be used both during construction and operation.
 - Measures to monitor light spillage once development is operational.
 - Lux contour diagrams demonstrating ≤ 1 lux at woodland edge / key ecological areas
 - Demonstration of dark corridors retained for bat movement, particularly around and connected to bat house
 - Details of lighting during both construction and operation
 - Measures to monitor and control light spill post-installation

The lighting shall be installed and retained as approved during construction and operation.

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of bats, and their habitats and commuting corridors to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

28. The glazing to the windows of the properties highlighted in blue, green and magenta on figure 5.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic Consultancy Practice 7783/ENS1 dated 18th November 2025 shall meet the requirements of details provided in section of 5.3 of the said noise report.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

29. The ventilation requirements in all habitable rooms at first floor level on critical façades highlighted MAGENTA and all floor levels on critical facades highlighted BLUE and GREEN as shown in figure 5.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic Consultancy Practice 7783/ENS1 dated 18th November 2025, shall be implemented as detailed in table 5.4 – Acoustic Trickle Ventilator Specifications of the said noise report.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

30. External Walls shall be constructed to meet the specified noise reduction levels specified in table 5.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic Consultancy Practice 7783/ENS1 dated 18th November 2025.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

31. Solid closed board fences shall be erected around the garden boundaries, in height to 2.5m along all garden boundaries as highlighted in MAGENTA and to 2.2m along all garden boundaries as highlighted in BLUE in Figure 6.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic

Consultancy Practice 7783/ENS1 dated 18th November 2025. The fence shall be a minimum of mass per unit area of 10kg/m², be imperforate, rot proof and vermin proof.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

32. No development, of land known to be / suspected of contamination, shall commence until the following components of a scheme to deal with the risks associated with contamination at the site, has been submitted to and approved in writing by the Local Planning Authority.
1. A preliminary risk assessment which has identified:
 - i. all previous uses
 - ii. potential contaminants associated with those uses
 - iii. a conceptual model of the site indicating sources, pathways and receptors
 - iv. potentially unacceptable risks arising from contamination at the site
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action.
- The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Reason: To ensure the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

33. Prior to the occupation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Reason: To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

34. Prior to the occupation of the development, a long term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long term monitoring plan should include:
- Details of the methods and triggers for action to be undertaken

- Timescales for the long term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required (for x years)
 - Timescales for submission of monitoring reports to the LPA e.g. annually
 - Details of any necessary contingency and remedial actions and timescales for actions
 - Details confirming that the contingency and remedial actions have been carried out.
- The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

Reason: A long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters.

35. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

Reason: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

36. GROUND GAS PROTECTION

Prior to the commencement of any development works, except demolition/clearance, a scheme to investigate and monitor the site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the application site shall be submitted to and approved in writing to the LPA. If no protection measures are required then no further actions will be required.

All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

- 'Gases' include landfill gases, vapours from contaminated land sites, and naturally occurring methane and carbon dioxide, but does not include radon gas. Gas Monitoring programmes should be designed in line with current best practice as detailed in CIRIA 665 and BS 8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

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

37. CONTAMINATED LAND MEASURES – ASSESSMENT

Prior to the commencement of the development, except demolition/clearance, an assessment of the nature and extent of contamination shall be submitted to and

approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person * in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
 - human health,
 - groundwaters and surface waters
 - adjoining land,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - ecological systems,
 - archaeological sites and ancient monuments; and
 - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) unless the Local Planning Authority agrees to any variation.

* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

38. **CONTAMINATED LAND MEASURES – REMEDIATION & VERIFICATION PLAN**
Prior to the commencement of the development, except demolition/clearance, 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 the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) 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 in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

39. CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION

The remediation scheme approved by condition x (3 above) must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, 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 the Environment Agency's 'Land contamination: risk management (LCRM)' (October 2020) and the WLGA / WG / NRW guidance document 'Land Contamination: A guide for Developers' (2023) 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 in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

40. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

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 LPA 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 in

accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

41. IMPORTED SOIL

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 LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

42. IMPORTED AGGREGATES

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 LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

43. USE OF SITE WON MATERIALS

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 in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

44. No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

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

45. Notwithstanding the plans hereby approved under condition 2, prior to the implementation of the Local Equipped Area of Play (LEAP), a final LEAP design shall be submitted to and agreed in writing by the Local Planning Authority in line with the Consultant's advice shared with the applicant on 19 May 2026. Such a scheme shall be fully implemented in

accordance with the agreed details prior to the development being brought into beneficial use and shall be retained and maintained in perpetuity thereafter.

Reason: In the interests of the future occupiers of the site and the visual and residential amenities of the area and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a. The Application is recommended for approval subject to entering into a section 106 agreement to secure the planning obligations required under Recommendation (A) and the planning conditions required under Recommendation (B) because the development complies with Council RLDP policy and guidelines.

The decision to recommend planning permission has been taken in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning Application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales - the National Plan 2040 and the Bridgend Replacement Local Development Plan ("RLDP" 2024)

Notwithstanding the detailed objections received, it is considered that the 120 unit residential scheme represents an appropriate housing development on this allocated site within the settlement boundary of Bridgend.

The scheme will provide much needed open market and affordable housing in the Borough and will improve active travel links in the area. It will also have a positive impact on the highway network (A48) by introducing safe crossing points and a signalised junction.

The scheme will provide an on-site Local Equipped Area of Play and will enhance the biodiversity characteristics of the adjoining SINC and Ancient Woodland. The proposal would not adversely affect the residential amenities of neighbouring and future occupiers of the site to warrant refusal on those grounds. The scheme also raises no adverse land drainage or archaeological concerns.

Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP15, SP17, PLA8(8), PLA9, PLA11, PLA12, COM1(1), COM2, COM3, COM6, COM10, ENT10, ENT12, ENT15, DNP4, DNP5(2), DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (adopted March 2024).

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

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

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

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the Application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

c. The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption.

We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. The development therefore requires approval of Sustainable Drainage Systems (SuDS) features, in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It is therefore recommended that the developer engage in consultation with Bridgend County Borough Council, as the determining SuDS Approval Body (SAB), in relation to their proposals for SuDS features. Please note, Dwr Cymru Welsh Water is a statutory consultee to the SAB application process and will provide comments to any SuDS proposals by response to SAB consultation.

Dwr Cymru Welsh Water is not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document

on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.

d. Upon examination of the submitted site plan, the South Wales Fire and Rescue Authority provides the following standard advice to assist the developer. It is important that these considerations are addressed in the development:

- The Fire Authority has no objection to the proposal and refers the Local Planning Authority to current standing advice issued by the Authority.

The developer should also consider the need for the provision of: -

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances

Should the Applicant require further information in relation to these matters they should contact the fire safety officer.

e. European Protected Species – Legislation and policy

Warning: A European Protected Species (EPS) licence is required for this development. This planning permission does not provide consent to undertake works that require an EPS licence. It is an offence to deliberately capture, kill or disturb EPS or to damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/ or receive an unlimited fine.

Development should not be commenced until the Applicant has been granted a licence by Natural Resources Wales pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) authorising the specified activity/ development to go ahead. To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000, or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>.

Bats and otter, as well as their breeding sites and resting places, are protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Where these species are present and where a development proposal is considered likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i. The proposed works to be authorised satisfy an appropriate derogation purpose, which in the case of development are for the purposes of preserving public health or safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment;
- ii. There is no satisfactory alternative; and
- iii. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

These requirements are translated into planning policy through Planning Policy Wales (PPW) Edition 12 dated February 2024, sections 6.4.35 and 6.4.36 and Technical Advice

Note (TAN) 5, Nature Conservation and Planning (September 2009). To avoid developments with planning permission subsequently not being granted a licence, the planning authority should take them into account when considering development proposals where a European Protected Species is present.

f. Natural Resources Wales recommends that developers should:

1. Follow the risk management framework provided in Land contamination risk management (LCRM)
2. Refer to 'Land Contamination: a guide for developers (WLGA, 2017) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.

3. Refer to our groundwater protection advice on www.gov.uk

Informative/advice to applicant

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit.

Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.

g. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), CIfA regulations, standards and guidance | CIfA and it is recommended that it is carried out either by a CIfA Registered Organisation or a MCIfA level accredited Member | CIfA.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None

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REFERENCE: P/26/219/NMA

APPLICANT: Cenin Renewables Ltd.

LOCATION: Land to the North of The M4 and West of Heol Y Cyw, Bridgend

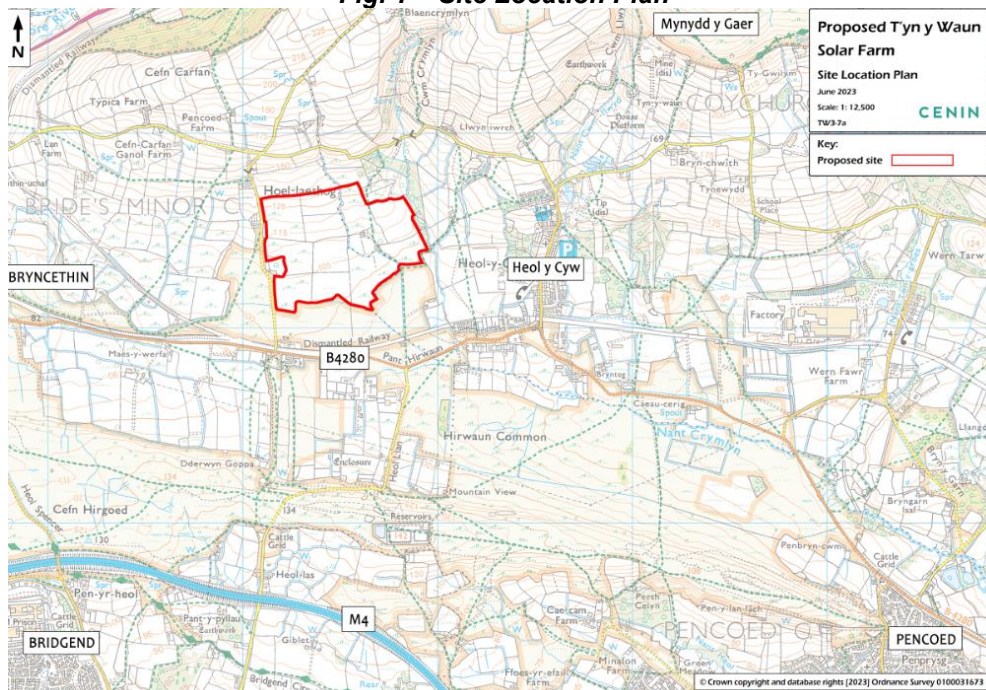
PROPOSAL: Non-material amendment to Condition 1 of DNS/3279521 to extend the time to commence the development from 5 years from the date of the permission to 10 years.

RECEIVED: 27 April 2026

BACKGROUND

On 11 October 2024, Planning and Environment Decisions Wales, on behalf of the Welsh Ministers, granted planning permission under the Development of National Significance (DNS) procedures for a proposed solar farm and ancillary development (Ty'n Y Waun solar) (DNS/3279521) (“**Permission**”) on Land between Heol Laethog and Heol Y Cyw, Bridgend. The original DNS Permission is attached as Appendix 1 to this report.

Fig. 1 – Site Location Plan



The Applicant has confirmed that, subsequent to grant of the permission, programme and *buildability* considerations have necessitated a secondary application to the Local Planning Authority to extend the life of the Permission.

The original planning Permission is subject to a standard time limit condition (Condition 1) which requires the development to be commenced within 5 years of the date of the consent as below:

‘The development to which this permission relates shall begin no later than the expiration of five years beginning with the date of this permission.’

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.’

Even though the DNS Permission will not expire until 11 October 2029, since the Permission was issued by the Welsh Government, two factors have resulted in the need to extend the timeframe in which to implement the Permission.

This *Non-Material Minor Amendment (NMA)* Application requires a re-wording of approved

Condition 1 to require the development to be implemented no later than 10 years from the date of the original Permission date (i.e. by 11 October 2034, which is approximately 8 years ahead).

The supporting statement that accompanied this Application confirms that the UK's energy system is undergoing a fundamental transformation and, to achieve the Government's *Clean Power 2030* ambition and to support the transition to net zero, a process of reform to the way projects connect to the electricity network has been introduced.

The National Energy System Operator (**NESO**), working closely with the Government, Ofgem, *Transmission Owners (TOs)*, *Distribution Network Operators (DNOs)*, and Transmission connected *Independent Distribution Network Operators (iDNOs)*, has introduced '*Connections Reform*' to address these challenges.

The Connections Reform, as approved by Ofgem in April 2025, introduces significant changes to the codes and methodologies that govern how projects enter and progress through the connections process. These reforms aim to remove unviable projects from the queue and prioritise those critical to delivering clean power and wider industrial decarbonisation.

A key component of this reform is the introduction of the new *Gate 2 to Whole Queue (G2TWQ)* process which ensures that only projects meeting specific readiness, and *Strategic alignment criteria*, progress through the reformed queue.

In early December 2025, NESO confirmed the latest stage of connections reform with the outcome of the first G2TWQ (Gate 2) criteria. A new grid connection 'queue' has now been formed.

In specific respect of the Ty'n Y Waun Solar development, the Applicant holds a firm grid connection back to Pyle on a 132 line. The scheme has successfully passed Gate 2, but, due to the reform, the Applicant is waiting on a confirmed date of connection. From the Applicant's experience, this can be extremely variable as it is in the hands of NGED as to when that connection date is.

There is a reasonable concern that the connection date could easily be pushed back to a date that would be beyond the five year lifetime of the Permission.

This has, however, meant that there is an opportunity to dovetail the construction of this development (Ty'n y Waun Solar) with the neighbouring *Mynydd y Gaer* Windfarm development which is at a post-submission stage in the Development of National Significance consenting process.

On the Applicant's presumption that the *Mynydd y Gaer* Windfarm will be consented in 2026, the Applicant wishes to avail themselves of the potential for "*buildability*" economies, as well as being able to realise the wider benefits of reducing the impact and disturbance of the construction period.

A 10-year lifetime would give the Applicant the option to co-ordinate the two windfarm builds together and not be timed out by the grid.

This would be in line with some other renewable energy projects due to the uncertainty of these grid reforms. Examples include *Garn Fach* (Ref: DNS/3244499), in Newtown, Powys and *Cil-lonydd Solar* (DNS CAS-02446-R8X8W2), south of Hafodyrynys, Caerphilly.

APPRAISAL

The Application is referred to the Council's Development Control Committee as it has been 'called-in' by Cllr Tim Thomas on the basis that "there has been widespread public interest in this application, it is an unusual application and potentially could have widespread impact to the community."

Section 96a of the Town & Country Planning Act 1990 allows non-material amendments to be made to an existing planning permission.

Four tests are suggested as to whether a change is 'non-material' and these are assessed as follows in respect of this NMA Application:-

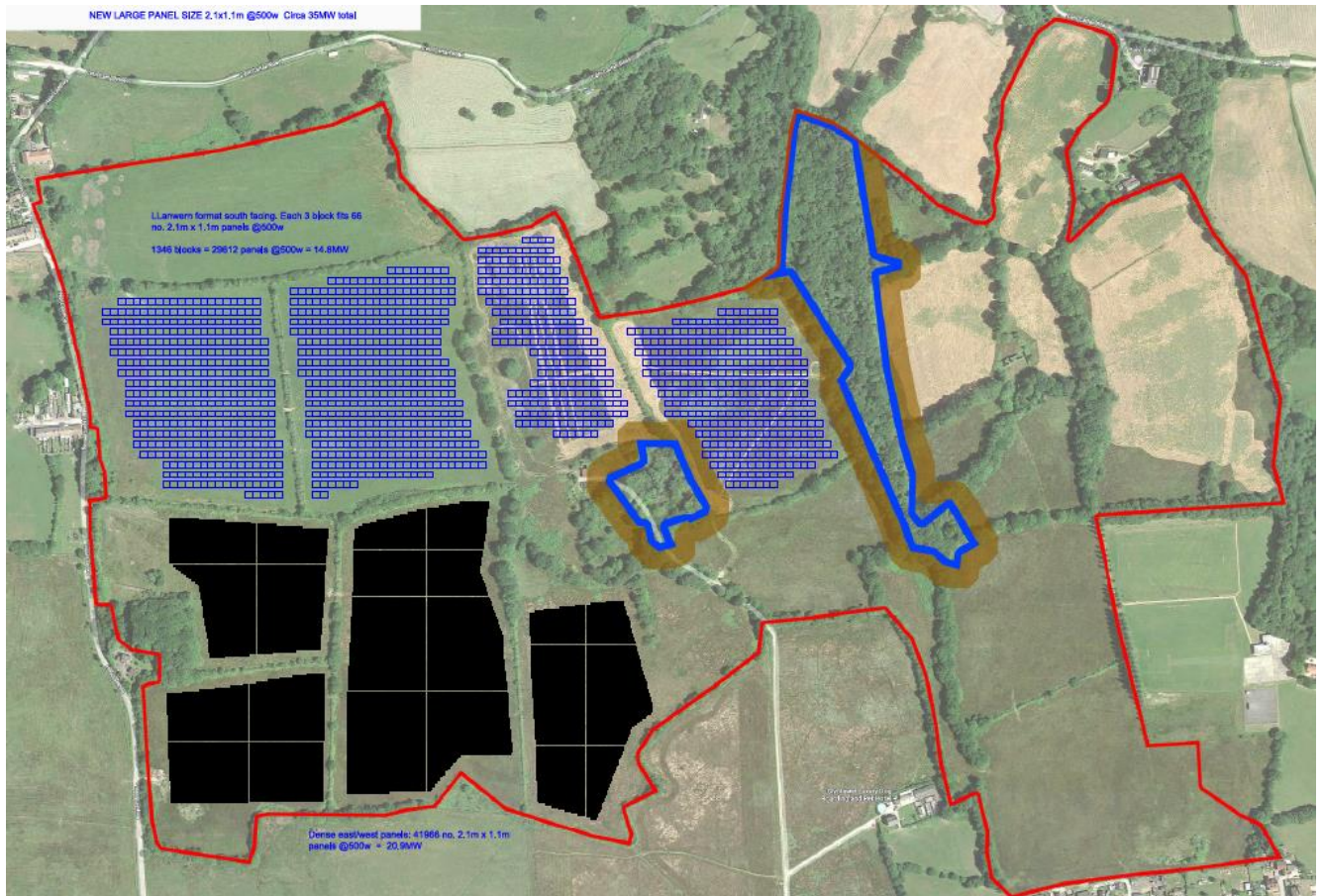
(a)(i) is the scale of the proposed change great enough to cause an impact different to that caused by the original approved development scheme?

No. The scheme itself is not going to change in any way. This Application relates solely to the period of time allowed to implement the already consented development. There is also the opportunity for betterment in terms of a shortened construction period impact, and subsequent disturbance, by dovetailing (co-ordinate) the project with the *Mynydd y Gaer Wind Farm* project.

(a)(ii) would the proposed change result in a detrimental impact either visually or in terms of local amenity?

There would be no detrimental impact either visually or in terms of local amenity as the scheme itself is not going to change in any way and the alignment of the construction periods will be to the benefit of local residents.

Fig. 2 – Site Layout Plan as approved under DNS/3279521



(b) would the interests of any third party or body be disadvantaged in Planning terms?

The proposed change to the implementation period would not disadvantage any third party/body in Planning terms as it does not go to the heart of the Permission.

(c) would the proposed change conflict with National or development plan policies?

The proposed change would not alter the development which remains compliant with National and development plan policies, including *Future Wales: The National Plan 2040*. There are other examples where renewable energy schemes have been granted the extended 10 year implementation timeframe.

CONCLUSION

This Application has been considered under Section 96A of the Town and Country Planning Act 1990, and, for the reasons as outlined above, including having assessed against the four tests, it is concluded that this Application should be approved as a non-material amendment, solely to condition 1 of the original Permission. All other conditions attached to the original Permission endure unchanged.

RECOMMENDATION

R83 – NMA Conditional Consent

a) That condition 1 of the original consent (ref: DNS/3279521) be re-worded as follows:

1. *'The development to which this permission relates shall begin no later than the expiration of **ten** years beginning with the date of this permission.*

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.'

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None.

Rebecca Evans AS/MS
Cabinet Secretary for Economy, Energy and Planning
Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: DNS/3279521 - qA1986560

Mr Damian Barry
RPS Consulting Services
2 Sgwâr Callaghan
Caerdydd
CF10 5AZ
E-bost: [REDACTED]

11 o Hydref 2024

Annwyl Mr Barry,

**DEDDF CYNLLUNIO GWLAD A THREF 1990 – ADRAN 62D
RHEOLIADAU DATBLYGIADAU O ARWYDDOCÂD CENEDLAETHOL (CYMRU) 2016
CAIS GAN CENIN RENEWABLES CYFYNGEDIG AR GYFER DATBLYGIAD
ARFAETHEDIG FFERM SOLAR GYDA CHYFLEUSTER BATRIS STORIO, LLAWR
CALED CYSYLLTIEDIG A DATBLYGIAD ATODOL AR DIR I'R GOGLEDD O'R M4 AC
I'R GORLLEWIN O HEOL Y CYW, PEN-Y-BONT AR OGWR
CYFEIRNOD Y CAIS: DNS/3279521**

1. Rhoddwyd ystyriaeth i adroddiad yr Arolygydd a archwiliodd y cais cynllunio Datblygiad o Arwyddocâd Cenedlaethol (DNS).
2. Yn unol ag adran 62D Deddf Cynllunio Gwlad a Thref 1990 a Rheoliad 3 Rheoliadau Datblygiadau o Arwyddocâd Cenedlaethol (Meini Prawf Penodedig a Chydsyniadau Eilaidd Rhagnodedig) (Cymru) 2016, cyflwynwyd y cais i Weinidogion Cymru ar gyfer penderfyniad.
3. Mae copi o adroddiad yr Arolygydd (IR) wedi'i amgáu. Mae'r holl gyfeiriadau at rifau paragraffau yn ymwneud ag adroddiad yr Arolygydd, oni nodir yn wahanol.

Y Prif Ystyriaethau

4. Cytunaf mai'r prif ystyriaethau yw'r rhai hynny a amlinellir yn IR 101:
 - effaith y cynnig ar ecoleg yr ardal a rhywogaethau a warchodir,
 - yr effaith ar gymeriad y dirwedd ac amwynder gweledol yr ardal,
 - yr effaith ar ddiogelwch cerddwyr a diogelwch ar y priffyrdd, a
 - ph'un a yw unrhyw niwed a amlygir o ran yr ystyriaethau uchod yn cael ei wrthbwysu gan fuddion y cynllun, ei gyfraniad at gynhyrchu ynni adnewyddadwy a mynd i'r afael ag effeithiau'r newid yn yr hinsawdd.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Ecoleg

Dynodiadau

5. Nid yw'r safle o fewn safle ecolegol a ddynodwyd yn genedlaethol nac yn rhyngwladol. Mae Cyfoeth Naturiol Cymru (CNC) wedi nodi bod y datblygiad arfaethedig yn annhebygol o gael unrhyw effeithiau ar safleoedd a warchodir. Mae'r Arolygydd yn fodlon na fyddai unrhyw effeithiau niweidiol ar safleoedd dynodedig. (IR 102 – 105)
6. Mae'r Arolygydd yn fodlon y byddai'r llain glustogi 15 metr arfaethedig yn sicrhau na fyddai unrhyw dresmasu ar gynefin Coetir Hynafol a Safle o Bwysigrwydd Cadwraeth Natur (SINC) Dre-Fach. Mae'r SINC yn cynnwys dwy lain o Goetir Hynafol. (IR 106, 109, 110)
7. Byddai mesurau lliniaru ar y safle ac oddi ar y safle yn cael eu sicrhau trwy gytundeb adran 106 (A106) ac amodau cynllunio. Mae'r cytundeb A106 yn ymwneud â rheoli ardaloedd lliniaru ar gyfer adar sy'n bridio. Byddai amodau cynllunio argymelledig cyn dechrau yn sicrhau Cynllun Rheoli Tirwedd ac Amgylcheddol (LEMP) a Chynllun Rheoli Amgylcheddol Adeiladu (CEMP) sy'n darparu mesurau lliniaru manwl. (IR 107)

Defnyddio'r ymagwedd fesul cam

8. Mae'r Arolygydd wedi ystyried yr angen i gydymffurfio â'r ymagwedd fesul cam at ddethol safle a amlinellir ym Mholisi Cynllunio Cymru (PPW), y ddyletswydd adran 6 ar fioamrywiaeth a chadernid ecosystemau yn Neddf yr Amgylchedd (Cymru) 2016 (y ddyletswydd adran 6) a'r fframwaith DECCA.
9. Mae'r Arolygydd yn fodlon bod yr ymagwedd fesul cam wedi cael ei harddangos ac y gellir sicrhau mesurau lliniaru a gwella trwy'r cytundeb A106 ac amodau argymelledig.
10. Gan fod y Datganiad Amgylcheddol wedi amlygu effaith arwyddocaol niweidiol fach a ragfynegir ar ehedyddion a chornchwiglod, darperir ar gyfer digolledu oddi ar y safle. Mae'r Arolygydd yn nodi bod CNC yn fodlon ar yr ardal ddigolledu mewn egwyddor, yn ogystal â'r mesurau rheoli arfaethedig. Mae'r Arolygydd yn fodlon bod yr ardaloedd lliniaru/digolledu yn bodloni'r ddyletswydd adran 6 a'r fframwaith DECCA. Mae'r awdurdod cynllunio lleol yn cytuno â'r darpariaethau, hefyd. (IR 112 – 128)

Rhywogaethau a Warchodir

11. Mae'r Arolygydd yn fodlon bod effaith y cynllun ar adar sy'n bridio wedi cael ei hystyried ac mae'n fodlon y byddai'r ardaloedd digolledu a ddarperir trwy'r cytundeb A106 ac amodau cynllunio yn sicrhau mesurau lliniaru a gwella priodol. (IR 129 – 131)
12. Er y byddai cam gweithredol y datblygiad yn lleihau ardaloedd bwydo ar gyfer adar sy'n gaeafu, mae'r Arolygydd o'r farn pan fydd mesurau lliniaru wedi'u sefydlu, y byddai'r ardaloedd lliniaru oddi ar y safle yn darparu buddion net cyffredinol i rywogaethau adar sy'n gaeafu. (IR 132 – 133)
13. Mae'r Arolygydd yn nodi bod CNC yn fodlon ar yr arolygon a gynhaliwyd ar gyfer Madfallod. (IR 134-136)
14. O ran ystlumod a phathewod, mae'r Arolygydd yn nodi bod CNC yn fodlon ar y mesurau ychwanegol i warchod y rhywogaethau hyn. Mae CNC hefyd yn nodi yr ystyrir bod lleiniau clustogi a llystyfiant a gedwir ar y safle'n addas i chwilota am fwyd, pe byddai'r safle'n cael ei ddefnyddio gan Dylluanod Gwynion. (IR 137 – 138)

15. Mae'r Arolygydd yn datgan, o ran y rhywogaethau a aseswyd, nad yw'r Datganiad Amgylcheddol yn canfod y byddai unrhyw effaith niweidiol arwyddocaol. (IR 140)
16. O ran cornchwiglod ac ehedyddion, mae'r Arolygydd yn fodlon y byddai'r tir lliniaru/digolledu yn gwella cyfleoedd i chwilota am fwyd a fyddai, yn ei dro, yn fuddiol i adar sy'n bridio ac yn gaeafu. (IR 141-142)
17. O ran y mater hwn, mae'r Arolygydd o'r farn na fyddai'r effeithiau a amlygwyd yn annerbyniol o niweidiol. (IR 143)

Materion ecolegol eraill

18. Mae'r Arolygydd o'r farn y byddai'r datblygiad arfaethedig yn cael effaith gadarnhaol ar fuddiannau ecolegol a'i fod yn cyd-fynd â PPW a pholisïau perthnasol yng Nghymru'r Dyfodol a Chynllun Datblygu Lleol (CDLI) Bwrdeistref Sirol Pen-y-bont ar Ogwr. (IR 144 – 151)

Cymeriad y dirwedd ac amwynder gweledol

Y dirwedd

19. Mae'r Arolygydd wedi cynnal ei asesiad ei hun o'r effaith ar y dirwedd a'r effaith weledol, a lywiwyd gan ei arsylwadau ar y safle ac ystyried y cynlluniau a'r Asesiad o'r Effaith ar y Dirwedd a'r Effaith Weledol (LVIA) a gyflwynwyd. Mae'r Arolygydd yn nodi barn gyffredinol gadarnhaol y Cyngor am y datblygiad arfaethedig o safbwynt tirwedd a gweledol. (IR 152-153)
20. Gan y byddai'r datblygiad arfaethedig i'w weld yn glir ac yn amlwg o ochr ddeheuol y dyffryn ac o rai Hawliau Tramwy Cyhoeddus (PRoWau), mae'r Arolygydd o'r farn y byddai'n cael effaith niweidiol gymedrol ar gymeriad y dirwedd yn gyffredinol. Fodd bynnag, mae'n ystyried y byddai'r effaith yn lleihau'n sylweddol pan fydd y strategaeth dirweddu'n aeddfedu. (IR 154 – 167)

Amwynder gweledol

21. Mae'r Arolygydd yn cydnabod y byddai'r ardal yn edrych yn wahanol iawn o rai golygfannau. Byddai effaith arwyddocaol o'r PRoWau yng ngolygfannau 1 a 6, ond byddai'r effaith yn lleihau dros amser wrth i'r tirweddu aeddfedu. (IR 168)
22. Mae'r Arolygydd yn nodi y byddai effaith arwyddocaol pellter byr i'r de o is-ffordd Heol Llan i'r cronfeydd dŵr lle mae sawl PRoW yn croesi'r Tir Comin. Mae'r Arolygydd o'r farn na fyddai'r effaith yn lleihau yn ystod oes weithredol y datblygiad gan na ellid ei lliniaru gan dirweddu. (IR 169)
23. Mae'r Arolygydd yn cytuno â chanfyddiadau'r Datganiad Amgylcheddol y byddai'r effaith ar feicwyr a cheir sy'n mynd trwy'r ardal yn fach yn y flwyddyn gyntaf ac yn ddibwys ym mlwyddyn 15 wrth i'r tirweddu arfaethedig aeddfedu. (IR 170)
24. Mae'r Arolygydd hefyd yn cytuno na fyddai unrhyw effaith ar olygfeydd preifat o anheddau yn gwneud y cartrefi'n fannau annymunol i fyw. (IR 171)

Effaith gronnol

25. Nid yw'r Arolygydd o'r farn y byddai effaith gronnol niweidiol arwyddocaol ar y dirwedd nac yn weledol. (IR 172-175)

Casgliad cyffredinol ynglŷn â'r dirwedd ac amwynder gweledol a'r effaith gronnol

26. Mae'r Arolygydd yn fodlon na fyddai effeithiau'r datblygiad arfaethedig ar gymeriad ac amwynder gweledol y dirwedd yn arwain at effaith niweidiol annerbyniol ar y dirwedd amgylchynol. Fel y cyfryw, mae'r cynnig yn cyd-fynd â Pholisi 18 Cymru'r Dyfodol a pholisïau perthnasol y CDLI. (IR 176)

Diogelwch ar y Priffyrdd

27. Mae'r Arolygydd yn fodlon na fyddai'r cynnig, ar y cam adeiladu a gweithredol, yn arwain at unrhyw broblemau o ran diogelwch cerddwyr neu ddiogelwch ar y priffyrdd, ac felly ei fod yn cydymffurfio â pholisïau perthnasol y cynllun datblygu. (IR 177 – 181)

Buddion

28. Mae'r Arolygydd yn cydnabod bod Polisi 17 Cymru'r Dyfodol yn mynnu bod penderfynwyr yn rhoi pwys sylweddol i'r angen i fodloni targedau cynhyrchu ynni adnewyddadwy er mwyn mynd i'r afael â'r argyfwng newid yn yr hinsawdd.
29. Yn y cyd-destun hwn, mae'r Arolygydd o'r farn bod y cynllun yn cyd-fynd â pholisi'r cynllun datblygu a rhoddir pwys sylweddol i'r mater hwn. (IR 182 – 190)

Materion Eraill

Asedau Hanesyddol

30. Mae'r Arolygydd yn nodi bod y Datganiad Amgylcheddol yn amlygu bod effaith ddibwys/fach iawn ar leoliad heneb gofrestredig GM356 Gwersyll yng Nghwm Llwyd, ond nad oes effeithiau arwyddocaol ar unrhyw asedau hanesyddol dynodedig. Mae Cadw'n cytuno â'r casgliadau hyn. Mae'r Arolygydd yn fodlon bod y datblygiad arfaethedig yn cyd-fynd â pholisïau'r cynllun datblygu. (IR 191 – 193)

Sŵn

31. Mae'r Arolygydd yn fodlon ar ganfyddiadau Asesiad Sŵn yr ymgeisydd, na fyddai'r lefel sŵn ragfynedig o'r datblygiad yn achosi effaith niweidiol amlwg.
32. Yn ddarostyngedig i'r amodau cynllunio argymelledig, mae'r Arolygydd o'r farn na fyddai'r cynnig yn cael effaith arwyddocaol ar amodau byw meddianwyr cyfagos a bod y cynllun yn cydymffurfio â pholisi'r cynllun datblygu o ran y mater hwn. (IR 194 – 198)

Dosbarthiad tir amaethyddol

33. Nid yw safle'r cais yn cynnwys tir amaethyddol Gorau a Mwyaf Amlbwrpas (BMV). (IR 199)

Llifogydd

34. Mae'r Arolygydd yn fodlon bod y datblygiad arfaethedig yn cydymffurfio â pholisïau perthnasol y CDLI. (IR 200-203)

Adnodd Mwynau

35. Mae'r Arolygydd yn fodlon na fyddai gwrthdaro â pholisi'r CDLI yn ymwneud â pharthau diogelu mwynau. (IR 204)

Hawliau Tramwy Cyhoeddus

36. Bydd y cynnig i ddargyfeirio'r llwybr troed yn cael ei ystyried o dan ddeddfwriaeth ar wahân ac felly ni phenderfynir arno yn rhan o'r cais DNS. Fodd bynnag, mae'r Arolygydd yn fodlon y gellir cynnal darpariaeth addas ar gyfer llwybrau troed ar ffurf addas ar draws y safle o dan reolaethau deddfwriaethol ar wahân. (IR 205 – 207)

Llygredd golau o gerbydau ar gyfer meddianwyr Railway Terrace

37. Mae'r Arolygydd wedi ystyried y mater hwn ac mae'n fodlon y byddai llygredd golau o draffig yn nodwedd dros dro. (IR 208)

Diffyg budd cymunedol o'r cynnig

38. Mae'r Arolygydd yn nodi nad yw hyn yn ystyriaeth berthnasol wrth asesu ceisiadau cynllunio.

Amodau a rhwymedigaethau

39. Amlinellir ystyriaeth yr Arolygydd o'r amodau cynllunio argymelledig yn IR 210 – 218. Rwyf yn fodlon bod yr amodau argymelledig yn bodloni'r profion perthnasol a amlinellir yng Nghylchlythyr 016/2014 Llywodraeth Cymru "Defnyddio amodau cynllunio i reoli datblygu".
40. Mae'r ymgeisydd wedi cyflwyno cytundeb cynllunio o dan adran 106 Deddf 1990 (A106), a gytunwyd ac a lofnodwyd gan yr Awdurdod Cynllunio Lleol, y tiffeddiannwr a'r datblygwr. Byddai'r cytundeb A106 yn darparu ardaloedd lliniaru oddi ar y safle ar gyfer ehedyddion a chornchwiglod, rheolaeth ecolegol coetir oddi ar y safle ac ar y safle a lleiniau clustogi a ddarperir trwy amod cynllunio trwy'r cynllun rheoli tirwedd ac amgylcheddol (LEMP). Mae'r Arolygydd yn fodlon bod y cytundeb A106 yn bodloni'r profion perthnasol yn Adran 122(2) Rheoliadau Ardoll Seilwaith Cymunedol 2010 a Chylchlythyr 13/97: Rhwymedigaethau Cynllunio; mae'r Arolygydd yn rhoi pwys sylweddol i'r rhwymedigaeth wrth benderfynu ar y cais. Nid oes gennyf reswm i anghytuno â'r Arolygydd ac rwyf wedi ystyried y cytundeb A106 wrth bwysu a mesur y cais.

Casgliadau

41. Mae'r Arolygydd yn rhoi pwys sylweddol i fuddion y cynnig yn y cydbwysedd cynllunio o ystyried cydymffurfedd y datblygiad â Pholisi 17 Cymru'r Dyfodol. Mae'r cynnig yn

cyd-fynd â'r angen i gynhyrchu mwy o ynni adnewyddadwy mewn ffordd sy'n taro cydbwysedd â gwarchod buddiannau eraill perthnasol.

42. Mae'r Arolygydd wedi rhoi sylw i'r holl ystyriaethau perthnasol ac mae'n dod i'r casgliad fod y cynnig yn cyd-fynd â'r cynllun datblygu. (IR 220-223)

Argymhelliad

43. Mae'r Arolygydd yn argymhell bod caniatâd cynllunio'n cael ei roi, yn ddarostyngedig i amodau. (IR 224-225)

Penderfyniad

44. Cytunaf ag arfarniad yr Arolygydd o'r prif ystyriaethau, casgliadau'r IR a'r rhesymeg sy'n sail iddynt, a derbynaf yr argymhelliad. Felly, rhoddaf ganiatâd cynllunio drwy hyn ar gyfer DNS/3279521, yn ddarostyngedig i'r amodau yn yr Atodiad i'r llythyr penderfyniad hwn.

Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 (y Ddeddf WFG)

45. Mae'n rhaid i Weinidogion Cymru, yn unol â'r Ddeddf WFG, gynnal datblygu cynaliadwy. Mae hyn yn cynnwys cymryd pob cam rhesymol i fodloni eu hamcanion llesiant.
46. Rwyf wedi ystyried i ba raddau y mae rhoi caniatâd cynllunio yn bodloni amcanion llesiant Llywodraeth Cymru. Cydnabyddaf y bydd rhai effeithiau negyddol dros dro ar yr amgylchedd yn ystod y camau adeiladu a datgomisiynu. Er y byddai'r effeithiau hyn yn cael eu lliniaru trwy'r Cynllun Rheoli Amgylchedd Adeiladu (CEMP), byddent yn cael effaith negyddol gyfyngedig ar yr amcan o wneud ein dinasoedd, ein trefi a'n pentrefi yn lleoedd gwell fyth i fyw a gweithio ynddynt.
47. At ei gilydd, byddai'r penderfyniad yn cael effaith gadarnhaol ar yr amcanion i "Adeiladu economi ar sail egwyddorion gwaith teg, cynaliadwyedd a diwydiannau a gwasanaethau'r dyfodol", "Adeiladu economi gryfach a gwyrddach wrth i ni ddatgarboneiddio cymaint â phosibl" ac "Ymgorffori ein hymateb i'r argyfwng hinsawdd a natur ym mhopeth a wnawn". Mae effaith y penderfyniad hwn ar yr amcanion eraill yn niwtral.
48. Wrth wneud fy mhenderfyniad ar y cais, rwyf wedi ystyried y ffyrdd o weithio a amlinellir yn adran 5(2) y Ddeddf WFG ac 'SPSF1: Canllawiau Craidd, Rhannu Pwrpas: Rhannu Dyfodol – Canllawiau Statudol ar y Ddeddf WFG'.

Edrych tuag at yr hirdymor

49. Mae'r penderfyniad yn ystyried amcan ac ymrwymiad tymor hir targed Llywodraeth Cymru o gynhyrchu 70% o'r trydan a ddefnyddir trwy ddulliau adnewyddadwy erbyn 2030 er mwyn mynd i'r afael â'r argyfwng hinsawdd.

Cynnwys pobl/Cydweithio ag eraill

50. O fewn fframwaith proses benderfynu statudol, a lywodraethir gan weithdrefnau rhagnodedig, roedd y cais yn destun cyhoeddusrwydd ac ymgynghori, a roddodd gyfle i ymgysylltu â'r cyhoedd a rhanddeiliaid. Mae sylwadau a dderbyniwyd trwy'r gweithdrefnau hyn wedi cael eu hystyried wrth benderfynu ar y cais hwn.

Defnyddio ymagwedd integredig

51. Mae'r penderfyniad wedi ystyried y cynllun datblygu a'r ffordd y mae'n integreiddio meysydd economaidd, cymdeithasol ac amgylcheddol ar draws graddfeydd gofodol. Mae hefyd wedi ystyried amcanion y sefydliadau sector cyhoeddus hynny a fu'n ymwneud â'r broses ymgynghori sy'n dilyn eu hamcanion llesiant eu hunain o dan y Ddeddf WFG, fel Cyfoeth Naturiol Cymru (CNC).

Atal

52. Mae'r penderfyniad yn ystyried yr angen i gynhyrchu mwy o ynni adnewyddadwy a mynd i'r afael â'r argyfwng hinsawdd, yn ogystal â chynyddu diogeledd ynni.

Camau rhesymol

53. Rwyf wedi ystyried p'un a fyddai'n rhesymol gwneud penderfyniad gwahanol, o ystyried dyletswydd llesiant Gweinidogion Cymru. Nodaf mai'r penderfyniad arall fyddai gwrthod rhoi caniatâd cynllunio i'r datblygiad. Byddai hyn yn cael effaith negyddol ar yr amcanion i "Adeiladu economi ar sail egwyddorion gwaith teg, cynaliadwyedd a diwydiannau a gwasanaethau'r dyfodol", "Adeiladu economi gryfach a gwyrddach wrth i ni ddatgarboneiddio cymaint â phosibl" ac "Ymgorffori ein hymateb i'r argyfwng hinsawdd a natur ym mhopeth a wnawn". Byddai effaith y penderfyniad arall hwn ar yr amcanion eraill yn niwtral. O ganlyniad, ystyriaf fod y penderfyniad i roi caniatâd cynllunio yn ddarostyngedig i amodau yn gam rhesymol tuag at gyflawni amcanion llesiant Gweinidogion Cymru.

Gwybodaeth Amgylcheddol

54. Rwyf wedi ystyried y Datganiad Amgylcheddol a'r holl wybodaeth amgylcheddol arall a ddarparwyd wrth bwysu a mesur y cais hwn, fel sy'n ofynnol gan Reoliadau Cynllunio Gwlad a Thref (Asesu Effeithiau Amgylcheddol) (Cymru a Lloegr) 2017.

Yn gywir,



Rebecca Evans AS/MS

Cabinet Secretary for Economy, Energy and Planning
Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio

Atodiad – Amodau ynghlwm wrth DNS/3279521

1. Bydd y datblygiad y mae'r caniatâd hwn yn berthnasol iddo yn dechrau cyn pen pum mlynedd yn dechrau ar ddyddiad y caniatâd hwn.

Rheswm: I gydymffurfio ag Adran 91 Deddf Cynllunio Gwlad a Thref 1990.

2. Yn ddarostyngedig i ofynion amodau eraill sydd ynghlwm wrth y caniatâd hwn, bydd y datblygiad arfaethedig yn cael ei gynnal yn unol â'r cynlluniau canlynol:
 - (a) ES Ffigur 1.1 Cynllun Lleoliad Safle
 - (b) ES Ffigur 2.1 Cynllun Gosodiad Safle
 - (c) 2023-06-29 - APP - JSL3757_700A-703A Cynllun Cyfyngiadau Coed ac Atodlen Arolwg Coed

Rheswm: I sicrhau bod y datblygiad yn cael ei gynnal yn unol â'r manylion a gyflwynwyd ac yn unol â Pholisïau 17 a 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisi SP3 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

3. Bydd y caniatâd a roddir drwy hyn yn parhau am gyfnod o 50 mlynedd o'r dyddiad pan fydd pŵer trydanol yn cael ei allforio gyntaf (y dyddiad allforio cyntaf) o'r fferm solar i'r rhwydwaith grid trydan. Bydd cadarnhad ysgrifenedig o'r dyddiad allforio cyntaf yn cael ei anfon at yr awdurdod cynllunio lleol o fewn 28 niwrnod o'r dyddiad allforio cyntaf.

Rheswm: I ddiogelu cymeriad a golwg yr ardal yn unol â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3 ac SP13 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

4. O fewn 6 mis o'r dyddiad dod i ben 50 mlynedd, neu ar ôl i gynhyrchu trydan o'r fferm ynni solar a ganiateir drwy hyn ddod i ben am gyfnod parhaus o 6 mis (pa un bynnag sy'n digwydd gyntaf), bydd yr holl adeiladau, cyfarpar/ offer/ peiriannau yn cael eu symud ymaith a bydd y tir yn cael ei adfer i ddefnydd amaethyddol yn unol â chynllun adfer ac ôl-ofal, a fydd yn cynnwys mesurau diogelu coed, a gyflwynwyd i'r awdurdod cynllunio lleol ac a gymeradwywyd ganddo'n ysgrifenedig. Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy. Bydd unrhyw goed, gwrychoedd neu blanhigion a blennir yn rhan o'r cynllun adfer ac ôl-ofal cymeradwy sy'n marw, yn cael eu symud ymaith neu'n cael eu difrodi'n ddifrifol neu'n mynd yn ddifrifol afiach o fewn 5 mlynedd o gwblhau'r cynllun cymeradwy yn cael eu hamnewid â rhai eraill o faint tebyg a rhywogaeth debyg yn ystod y tymor plannu nesaf, oni chytunir fel arall gyda'r awdurdod cynllunio lleol.

Rheswm: I ddiogelu cymeriad a golwg yr ardal yn unol â Pholisïau SP3 ac SP13 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

5. Er gwaethaf Amod 2, ni cheir codi unrhyw ran o'r araeau solar, yr is-orsaf, y ffens a'r seilwaith cysylltiedig ar y safle hyd nes bod manylion uchderau a lleoliad pob arâe solar, manylion a gorffeniadau deunydd yr is-orsaf, y ffens a'r seilwaith atodol/cysylltiedig wedi cael eu cyflwyno i'r awdurdod cynllunio lleol a'u cymeradwyo ganddo'n ysgrifenedig. Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn amwynder gweledol ac i gydymffurfio â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisi SP3 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

6. Er gwaethaf Amod 2, ni cheir codi unrhyw ran o'r strwythurau batris storio ynni hyd nes bod manylion a gorffeniadau deunydd y system batris storio ynni wedi cael eu cyflwyno i'r awdurdod cynllunio lleol a'u cymeradwyo ganddo'n ysgrifenedig. Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn amwynder gweledol ac i gydymffurfio â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisi SP3 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

7. Ni chaiff gwaith adeiladu a datgomisiynu ddigwydd y tu allan i 08:00 o'r gloch tan 19:00 o'r gloch o ddydd Llun i ddydd Gwener a 08:00 o'r gloch tan 13:00 o'r gloch ddydd Sadwrn, a dim o gwbl ar ddydd Sul a Gwyliau Cyhoeddus.

Rheswm: Er mwyn amwynder preswyl ac i gydymffurfio â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3 a DNP9 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2023.

8. Ni chaiff unrhyw waith clirio safle nac adeiladu ddigwydd hyd nes bod Cynllun Rheoli Amgylcheddol Adeiladu (CEMP) wedi cael ei gyflwyno i'r awdurdod cynllunio lleol a'i gymeradwyo ganddo'n ysgrifenedig. Bydd y CEMP yn cynnwys:
- (a) Cynllun gosodiad safle adeiladu/datgomisiynu sy'n dangos lleoliad cyfadeiladau adeiladu/dymchwel y safle, ardaloedd storio, trefniadau ar gyfer parcio cerbydau gweithwyr y safle ac ymwelwyr, lleoliad ardaloedd a ddynodwyd ar gyfer llwytho, dadlwytho, a storio offer a deunyddiau, manylion swyddfa/unedau lles y safle a gwaredu dŵr budr cysylltiedig.
 - (b) Manylion unrhyw balisau neu ffensys diogelwch o amgylch y safle.
 - (c) Mesurau atal a rheoli llygredd, gan gynnwys mesurau i reoli allyriadau llwch a baw, ac i atal llygru cyrsiau dŵr.
 - (ch) Cyfleusterau golchi olwynion a mesurau i osgoi dyddodi mwd, llwch, neu falurion eraill ar y briffordd.
 - (d) Cynllun ar gyfer ailgylchu/gwaredu gwastraff sy'n deillio o gloddio, gwaith adeiladu a datgomisiynu.
 - (dd) Manylion mesurau gwarchod rhywogaethau sydd i'w defnyddio yn ystod camau adeiladu a datgomisiynu'r datblygiad, rheoli rhywogaethau goresgynnol, manylion rheoli pridd ar gyfer tynnu uwchbridd, ei storio a'i wella er mwyn ei aildefnyddio.
 - (e) Manylion goleuadau arfaethedig sydd i'w defnyddio yn ystod y camau adeiladu, gweithredol a datgomisiynu, gan gynnwys mesurau lliniaru, a fydd yn sicrhau bod cynefin pathewod newydd ac a gedwir yn cael ei warchod rhag gollyngiad golau.
 - (f) Manylion cynllun ymchwilio ysgrifenedig, sy'n amlinellu strategaeth samplu, adrodd ac archifo paleo-amgylcheddol, dulliau ac amseriad gwaith yn unol â'r Safonau a'r Canllawiau perthnasol a osodwyd gan Sefydliad Siartredig yr Archaeolegwyr, ac anfon copi o'r adroddiad canlyniadol at yr awdurdod cynllunio lleol ac Ymddiriedolaeth Archaeolegol Morgannwg Gwent.
 - (ff) Manylion offer sydd i'w defnyddio, gweithrediadau sydd i'w cyflawni, lefelau sŵn a dirgryniad rhagfynedig wrth y derbynyddion agosaf sy'n sensitif i sŵn, yn unol â BS5228 (Cod Ymarfer ar gyfer rheoli sŵn a dirgryniad ar safleoedd adeiladu ac agored) ac unrhyw fesurau lliniaru sy'n ofynnol i leihau sŵn wrth dderbynyddion cyfagos sy'n sensitif i sŵn.

Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn bioamrywiaeth ac amwynder preswyl yn unol â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3, SP13, SP17, DNP6 a DNP8 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018- 2033.

9. Ni chaiff unrhyw waith clirio safle nac adeiladu ddigwydd hyd nes bod Cynllun Rheoli Traffig Adeiladu wedi cael ei gyflwyno i'r awdurdod cynllunio lleol a'i gymeradwyo ganddo'n ysgrifenedig. Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn diogelwch ar y priffyrdd ac yn unol â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3 ac SP5 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

10. Ni chaiff unrhyw ddatblygiad ddigwydd hyd nes bod Cynllun Rheoli Tirwedd ac Ecoleg (LEMP) wedi cael ei gyflwyno i'r awdurdod cynllunio lleol a'i gymeradwyo ganddo'n ysgrifenedig. Bydd yr LEMP yn cynnwys:
- (a) Cynllun sy'n dangos yr holl ardaloedd lliniaru a gwella ecolegol, gan gynnwys cynefin pathewod sydd i'w gollu, ei gadw, a'i greu, ac ardaloedd lliniaru oddi ar y safle ar gyfer cornchwiglod ac ehedyddion. Bydd y cynllun yn amlygu'r maint a'r lleoliad wrth raddfa briodol.
 - (b) Manylion amseriad, cyfnodau, a hyd mesurau cadwraeth rhywogaethau (gan gynnwys pathewod, cornchwiglod, ac ehedyddion) a chynefinoedd.
 - (c) Manylion cynigion i wella cynefinoedd a gedwir, gan gynnwys cymysgeddau a manylebau plannu, cynllun gofal pridd, adfer (ar gyfer ardaloedd lliniaru oddi ar y safle a strategaeth bori a lefelau stocio).
 - (ch) Manylion ôl-ofal cychwynnol a rheoli a chynnal a chadw tymor hir.
 - (d) Archwiliad Cydymffurfedd Ecolegol, gan gynnwys dangosyddion perfformiad allweddol.
 - (dd) Unigolion sy'n gyfrifol am wneud y gwaith.
 - (e) Manylion mesurau i atal neu leihau dal neu ladd yn ddamweiniol.
 - (f) Cynigion ar gyfer monitro cyflwr cynefin a gedwir ac unrhyw gynefin newydd, i lywio'r broses o reoli cynefin yn barhaus.
 - (ff) Monitro ac adolygu mesurau rheoli cynefin yn barhaus sydd i'w cynnal yn unol ag adroddiad sydd i'w gyflwyno i'r awdurdod cynllunio lleol bob 5 mlynedd.

Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn lliniaru a gwella ecolegol ac i gyd-fynd â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3, SP4, SP13 a DNP6 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

11. Ni chaiff unrhyw ddatblygiad ddigwydd hyd nes bod manylion cynllun ar gyfer mynedfa adeiladu dros dro oddi ar Heol Laethog, sy'n cynnwys lleiniau gwelededd, amseriad gwaith, ac adfer y fynedfa ar ôl adeiladu, wedi cael eu cyflwyno i'r awdurdod cynllunio lleol a'i gymeradwyo ganddo'n ysgrifenedig. Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn diogelwch ar y priffyrdd ac i gydymffurfio â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3 ac SP5 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

12. Er gwaethaf Amod 2, ni chaiff unrhyw waith clirio safle nac adeiladu ddigwydd hyd nes bod Strategaeth Dirwedd wedi cael ei chyflwyno i'r awdurdod cynllunio lleol a'i chymeradwyo ganddo'n ysgrifenedig. Bydd y Strategaeth Dirwedd yn cynnwys:

- (a) Amserlen plannu coed a gwrychoedd newydd sy'n rhoi manylion ynglŷn â maint a nifer y rhywogaethau.
- (b) Manylion coed a gwrychoedd presennol sydd i'w cadw.
- (c) Manylion ac amseriad mesurau gwarchod coed a lleoliad rhwystrau gwarchod coed yn ystod adeiladu'r datblygiad.

Bydd y Strategaeth Dirwedd gymeradwy yn cael ei chynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn amwynder gweledol ac i gydymffurfio â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3, SP17 a DNP8 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

13. Bydd yr holl blannu sydd wedi'i gynnwys yn y Strategaeth Dirwedd gymeradwy yn cael ei wneud yn ystod y tymor plannu a hau cyntaf ar ôl i'r datblygiad gael ei gwblhau fan bellaf, a bydd unrhyw goed neu blanhigion sy'n marw, yn cael eu symud ymaith neu'n cael eu difrodi'n ddifrifol neu'n mynd yn ddifrifol afiach o fewn 5 mlynedd o gwblhau'r datblygiad yn cael eu hamnewid â rhai eraill o faint tebyg a rhywogaeth debyg yn ystod y tymor plannu nesaf.

Rheswm: Er mwyn amwynder gweledol ac i gydymffurfio â Pholisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3, SP13, SP17 a DNP8 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

14. Ni chaiff unrhyw ddatblygiad ddigwydd hyd nes bod manylion gweithgarwch mwyngloddio blaenorol ar y safle, dyluniad a lleoliad unrhyw orsafoedd/strwythurau arâe solar yr effeithir arnynt gan fynedfeydd mwynglawdd, a'r mesurau unioni sy'n angenrheidiol i sicrhau sefydlogrwydd ac amseriad y gwaith, wedi cael eu cyflwyno i'r awdurdod cynllunio lleol a'u cymeradwyo ganddo'n ysgrifenedig. Bydd y datblygiad yn cael ei gynnal yn unol â'r manylion cymeradwy.

Rheswm: Er mwyn iechyd a diogelwch ac i gydymffurfio â Pholisïau SP3 a DNP9 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

15. Ni chaiff lefelau sŵn y safle wrth yr eiddo preswyl agosaf nad yw'n gysylltiedig yn ariannol (mewn amodau maes rhydd) sy'n bodoli'n gyfreithlon ar adeg y caniatâd cynllunio hwn fynd yn fwy na 4dB yn uwch na'r lefel sŵn cefndir gynrychioliadol (sŵn cefndir a fesurir yn nhermau LA90). Bydd yr ymgeisydd yn cyflwyno cadarnhad i'r awdurdod cynllunio lleol bod y terfyn sŵn uchod yn cael ei gyflawni o fewn 2 fis yn dilyn amodau gweithredu arferol y safle. Os bydd y wybodaeth yn cadarnhau bod y terfyn sŵn yn cael ei dorri, bydd y gweithredwr yn cynnig ac yn gweithredu mesurau i liniaru'r sŵn er mwyn sicrhau y cydymffurfir â'r terfyn lefel sŵn uchod. Bydd mesuriadau ac asesiadau'n cael eu gwneud yn unol â BS 4142: 2014 +A1: 2019 'Dulliau ar gyfer graddio ac asesu sŵn diwydiannol a masnachol'. Bydd lefel sŵn y safle'n cael ei mynegi fel LAeq 1 awr yn ystod y dydd (h.y. rhwng 0700 a 2300 o'r gloch) ac fel LAeq 15 munud yn ystod y nos (h.y. rhwng 2300 a 0700 o'r gloch).

Rheswm: Er mwyn amwynder yr ardal, yn unol â gofynion perthnasol Polisi 18 Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040 a Pholisïau SP3 a DNP9 Cynllun Datblygu Lleol Bwrdeistref Sirol Pen-y-bont ar Ogwr 2018-2033.

Hysbysiad am ddechrau datblygiad ac arddangos hysbysiad

Mae'n rhaid i chi gydymffurfio â'ch dyletswyddau yn adran 71ZB (hysbysiad am ddechrau datblygiad ac arddangos hysbysiad: Cymru) Deddf Cynllunio Gwlad a Thref 1990. Mae'r dyletswyddau'n cynnwys y canlynol:

Hysbysiad am ddechrau datblygiad

Cyn dechrau unrhyw ddatblygiad y mae'r caniatâd cynllunio hwn yn ymwneud ag ef, mae'n rhaid hysbysu'r awdurdod cynllunio lleol ar y ffurf a amlinellir yn Atodlen 5A Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012 neu ar ffurf sylweddol debyg. Mae'r ffurf yn amlinellu'r manylion y mae'n rhaid eu rhoi i'r awdurdod cynllunio lleol er mwyn cydymffurfio â'r ddyletswydd hon.

Arddangos hysbysiad

Mae'n rhaid i'r sawl sy'n cynnal datblygiad y mae'r caniatâd cynllunio hwn yn ymwneud ag ef arddangos, yn y man lle mae'r datblygiad yn cael ei gynnal neu'n agos iddo, bob amser tra'i fod yn cael ei gynnal, hysbysiad o'r caniatâd cynllunio hwn ar y ffurf a amlinellir yn Atodlen 5B Gorchymyn Cynllunio Gwlad a Thref (Gweithdrefn Rheoli Datblygu) (Cymru) 2012 neu ar ffurf sylweddol debyg. Mae'r ffurf yn amlinellu'r manylion y mae'n rhaid i'r sawl sy'n cynnal y datblygiad eu harddangos i gydymffurfio â'r ddyletswydd hon.

Mae'n rhaid i'r sawl sy'n cynnal y datblygiad sicrhau bod yr hysbysiad:

- a) yn cael ei osod yn sownd a'i arddangos mewn man amlwg yn y man lle mae'r datblygiad yn cael ei gynnal neu'n agos iddo;
- b) yn ddarllenadwy ac yn hawdd i'r cyhoedd ei weld heb orfod mynd i mewn i'r safle; ac
- c) yn cael ei argraffu ar ddeunydd gwydn. Dylai'r sawl sy'n cynnal y datblygiad gymryd camau rhesymol i ddiogelu'r hysbysiad (rhag cael ei symud ymaith, ei guddio neu ei ddifwyno) ac, os bydd angen, ei amnewid.



Ein cyf/Our ref: DNS/3279521 - qA1986560

Mr Damian Barry
RPS Consulting Services
2 Callaghan Square
Cardiff
CF10 5AZ

E-mail: [REDACTED]

11 October 2024

Dear Mr Barry,

**TOWN AND COUNTRY PLANNING ACT 1990 - SECTION 62D
THE DEVELOPMENTS OF NATIONAL SIGNIFICANCE (WALES) REGULATIONS 2016
APPLICATION BY CENIN RENEWABLES LIMITED FOR A PROPOSED DEVELOPMENT
OF A SOLAR FARM WITH BATTERY STORAGE FACILITY AND ASSOCIATED
HARDSTANDING AND ANCILLARY DEVELOPMENT AT LAND TO THE NORTH OF
THE M4 AND WEST OF HEOL Y CYW, BRIDGEND
APPLICATION REF: DNS/3279521**

1. Consideration has been given to the report of the Inspector who examined the Developments of National Significance (DNS) planning application.
2. In accordance with section 62D of the Town and Country Planning Act 1990 and Regulation 3 of The Developments of National Significance (Specified Criteria and Prescribed Secondary Consents) (Wales) Regulations 2016, the application was made to the Welsh Ministers for determination.
3. A copy of the Inspector's report (IR) is enclosed. All references to paragraph numbers, unless otherwise stated, relate to the IR.

Main Considerations

4. I agree the main considerations are those set out in IR 101:
 - the impact of the proposal on the ecology of the area and protected species,
 - the effect on the landscape character and visual amenity of the area,
 - the effect on pedestrian and highway safety, and
 - whether any harm identified in relation to the foregoing considerations is outweighed by the benefits of the scheme, its contribution to renewable energy generation and combating the effects of climate change.

Ecology

Designations

5. The application site is not within a national or internationally designated ecological site. NRW has indicated the proposed development is unlikely to have any effects on protected sites. The Inspector is satisfied there would be no adverse effects on designated sites. (IR 102 – 105)
6. The Inspector is satisfied the proposed 15 metre buffer zone would ensure no infringement of Ancient Woodland habitat and the Dre-Fach Site of Importance for Nature Conservation (SINC). The SINC comprises two parcels of Ancient Woodland. (IR 106, 109, 110)
7. The delivery of on-site and off-site mitigation would be secured by a section 106 agreement (S106) and planning conditions. The S106 relates to the management of mitigation areas for breeding birds. Recommended pre-commencement planning conditions would secure a Landscape and Environmental Management Plan (LEMP) and a Construction Environmental Management Plan (CEMP) which provide detailed mitigation measures. (IR 107)

Applying the step-wise approach

8. The Inspector has considered the need for compliance with the step wise approach to site selection set out in Planning Policy Wales (PPW), the section 6 biodiversity and resilience of ecosystems duty in the Environment (Wales) Act 2016 (section 6 duty) and the DECCA framework.
9. The Inspector is satisfied the step wise approach has been demonstrated and that mitigation and enhancement measures can be secured through the S106 and recommended conditions.
10. As the ES identified a predicted minor adverse significant effect on skylark and lapwing, off-site compensation is provided for. The Inspector notes NRW is content with the compensation area in principle and with the proposed management measures. The Inspector is content the mitigation/compensation areas meet the section 6 duty and the DECCA framework. The local planning authority also agrees with the provisions. (IR 112 – 128)

Protected Species

11. The Inspector is satisfied the impact and effect of the scheme on breeding birds has been considered and is content the compensation areas delivered through the S106 and planning conditions would secure appropriate mitigation and enhancement. (IR 129 – 131)
12. Whilst the operational phase of the development would reduce feeding areas for wintering birds, the Inspector considers that once mitigation measures have been established, the off-site mitigation areas would provide overall net benefits to wintering bird species. (IR 132 – 133)
13. The Inspector notes NRW is satisfied with the surveys undertaken for Great Crested Newts, otters and water vole and the assessment of effects on Marsh Fritillary butterflies. (IR 134-136)

14. Regarding bats and dormice, the Inspector notes NRW is satisfied with the additional measures to protect these species. NRW also note the retention of buffer zones and vegetation on site are considered suitable for foraging, should the site be used by Barn Owls. (IR 137 – 138)
15. The Inspector states in relation to the species that have been assessed, the ES does not find that there would be any significant adverse effect. (IR 140)
16. In relation to lapwing and skylark the Inspector is satisfied the mitigation/compensation land would enhance foraging opportunities which in turn would have benefits for breeding and wintering birds. (IR 141-142)
17. On this matter the Inspector finds the identified effects would not be unacceptably harmful. (IR 143)

Other ecological matters

18. The Inspector finds the proposed development would have a positive effect on ecological interests and aligns with PPW and relevant policies in Future Wales (FW) and the Bridgend County Borough Local Development Plan (LDP). (IR 144 – 151)

Landscape Character and visual amenity

Landscape

19. The Inspector has made their own assessment of the landscape and visual impact, informed by their observations on site and taking account of the submitted plans and Landscape and Visual Impact Assessment (LVIA). The Inspector notes the Council's overall positive view of the proposed development from a landscape and visual perspective. (IR 152-153)
20. The Inspector considers, as the proposed development would be clearly noticeable and obvious from the south side of the valley and from certain Public Rights of Way (PRoWs), it would have a moderate adverse effect overall on landscape character. However, they consider the effect would reduce significantly once the landscape strategy mature. (IR 154 – 167)

Visual amenity

21. The Inspector recognises there would be a marked change on the visual appearance of the area from certain viewpoints. There would be significant effect from the PRoWs at viewpoints 1 and 6, however the impact would diminish over time as landscaping matures. (IR 168)
22. The Inspector notes there would be a significant effect a short distance south of Heol Llan minor road to the reservoirs where several PRoWs cross the Common. The Inspector considers the effect would not diminish during the operational life of the development as it could not be mitigated by landscaping. (IR 169)
23. The Inspector agrees with the findings of the ES that the effect on cyclists and cars passing through the area would be small in the first year and negligible in year 15 due to the proposed landscaping maturing. (IR 170)
24. The Inspector also agrees that any impact on private views from dwellings would not make the homes unpleasant places to live. (IR 171)

Cumulative impact

25. The Inspector does not consider there would be a significant adverse cumulative landscape or visual impact. (IR 172-175)

Overall conclusion on landscape and visual amenity and cumulative impact

26. The Inspector is satisfied the effects of the proposed development on the character and visual amenity of the landscape would not result in an unacceptable adverse impact on the surrounding landscape. As such the proposal aligns with FW Policy 18 and relevant LDP policies. (IR 176)

Highway Safety

27. The Inspector is content the proposal, at both construction and operational stage, would not result in any pedestrian or highway safety issues and, therefore, complies with relevant development plan policies. (IR 177 – 181)

Benefits

28. The Inspector recognises that FW Policy 17 requires decision makers to give significant weight to the need to meet renewable energy generation targets in order to combat the climate change emergency.
29. In this context the Inspector considers the scheme aligns with development plan policy and this matter is afforded considerable weight. (IR 182 – 190)

Other Matters

Historic Assets

30. The Inspector notes the ES identifies a negligible/very slight impact on the setting of scheduled monument GM356 Camp at Cwm Llwyd but no significant impacts on any designated historic assets, Cadw agrees with these conclusions. The Inspector is satisfied the proposed development accords with development plan policies. (IR 191 – 193)

Noise

31. The Inspector is satisfied with the findings of the applicant's Noise Assessment, that the predicted noise level from the development would cause no observed adverse effect.
32. Subject to recommended planning conditions, the Inspector considers the proposal would not have a significant impact on living conditions of neighbouring occupiers and, on this matter, the scheme complies with development plan policy. (IR 194 – 198)

Agricultural land classification

33. The application site does not contain Best and Most Versatile (BMV) agricultural land. (IR 199)

Flooding

34. The Inspector is satisfied the proposed development complies with relevant LDP policies. (IR 200-203)

Mineral Resource

35. The Inspector is content there would be no conflict with LDP policy relating to mineral safeguarding zones. (IR 204)

Public Rights of Way

36. The proposed diversion of the footpath will be considered under separate legislation and is therefore not to be determined as part of the DNS application. However, the Inspector is satisfied that suitable provision for footpaths can be maintained in a suitable form across the site under the separate legislative controls. (IR 205 – 207)

Light pollution from vehicles for occupiers of Railway Terrace

37. This matter has been considered by the Inspector and they are satisfied that light pollution from traffic would be a temporary feature. (IR 208)

Lack of community benefit from the proposal

38. The Inspector notes this is not a material consideration in the assessment of planning applications.

Conditions and obligations

39. The Inspector's consideration of the recommended planning conditions is set out in IR 210 – 218. I am satisfied the recommended conditions meet the relevant tests set out in Welsh Government Circular 016/2014 "The use of planning conditions for development management.
40. The applicant has submitted a planning agreement under section 106 of the 1990 Act (S106), agreed and signed by the LPA, landowner and developer. The S106 would deliver off-site mitigation areas for skylark and lapwing, future off-site and on-site ecological management of woodland and buffer areas provided by planning condition through the landscape and environmental management plan (LEMP). The Inspector is satisfied the S106 meets the relevant tests in Section 122(2) of the Community Infrastructure Levy Regulations 2010 and Circular 13/97: Planning Obligations; the Inspector gives the obligation significant weight in the determination of the application. I have no reason to disagree with the Inspector and have taken the S106 into account in my consideration of the application.

Conclusions

41. The Inspector gives the benefits of the proposal considerable weight in the planning balance having regard to the development's compliance with FW Policy 17. The

proposal aligns with the need to increase production of renewable energy in a way that strikes a balance with the protection of other relevant interests.

42. The Inspector has considered all material considerations and concludes the proposal accords with the development plan. (IR 220-223)

Recommendation

43. The Inspector recommends planning permission is granted, subject to conditions. (IR 224-225)

Decision

44. I agree with the Inspector's appraisal of the main considerations, the conclusions of the IR and the reasoning behind them, and I accept the recommendation. Therefore, I hereby grant planning permission for DNS/3279521, subject to the conditions in the Annex to this decision letter.

Well-being of Future Generations (Wales) Act 2015 (WFG Act)

45. The Welsh Ministers must, in accordance with the WFG Act, carry out sustainable development. This includes taking all reasonable steps to meet their well-being objectives.
46. I have considered the extent to which granting planning permission meets the Welsh Government's well-being objectives. I recognise there will be some temporary negative environmental effects during construction and decommissioning phases. Although these impacts would be mitigated through the Construction Environment Management Plan (CEMP) they would have a limited negative effect on the objective of making our cities, towns and villages even better places in which to live and work.
47. Overall the decision would have a positive effect on the objectives to "Build an economy based on the principles of fair work, sustainability and the industries and services of the future", "Build a stronger, greener economy as we make maximum progress towards decarbonisation" and "Embed our response to the climate and nature emergency in everything we do". The effect of this decision on the other objectives is neutral.
48. In reaching my decision on the application, I have taken into account the ways of working set out in section 5(2) of the WFG Act and 'SPSF1: Core Guidance, Shared Purpose: Shared Future – Statutory Guidance on the WFG Act'.

Looking to the long-term

49. The decision takes account of the long-term objective and commitment of Welsh Government's target to generate 70% of consumed electricity by renewable means by 2030 to combat the climate emergency.

Involving people/Collaborating with others

50. Within the framework of a statutory decision-making process, which is governed by prescribed procedures, the application was subject to publicity and consultation, providing the opportunity for public and stakeholder engagement. Representations received through these procedures have been considered and taken into account in making a determination on this application.

Taking an integrated approach

51. The decision has taken account of the development plan and its integration of economic, social and environmental strands across spatial scales. It has also taken account of the objectives of those public sector organisations involved in the consultation process which are pursuing their own well-being objectives under the WFG Act such as NRW.

Prevention

52. The decision takes account of the need to increase renewable energy production and combat the climate emergency, as well as increasing energy security.

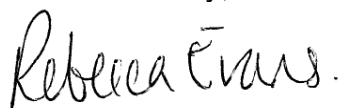
Reasonable steps

53. I have considered whether, having regard to the Welsh Ministers' wellbeing duty, it would be reasonable to take a different decision. I note the alternative decision would be to refuse planning permission for the development. This would negatively impact on the objective to "Build an economy based on the principles of fair work, sustainability and the industries and services of the future", "Build a stronger, greener economy as we make maximum progress towards decarbonisation" and "Embed our response to the climate and nature emergency in everything we do". The effect of this alternative decision on the other objectives would be neutral. Consequently, I consider the decision to grant planning permission subject to conditions is a reasonable step in meeting the Welsh Ministers' well-being objectives.

Environmental Information

54. I have taken the Environmental Statement and all other environmental information provided into account in the consideration of this application, as required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017.

Yours sincerely,



Rebecca Evans AS/MS

Cabinet Secretary for Economy, Energy and Planning
Ysgrifennydd y Cabinet dros yr Economi, Ynni a Chynllunio

Annex – Conditions attached to DNS/3279521

1. The development to which this permission relates shall begin no later than the expiration of five years beginning with the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. Subject to the requirements of other conditions attached to this permission, the proposed development shall be carried out in accordance with the following plans:

- (a) ES Figure 1.1 Site Location Plan
- (b) ES Figure 2.1 Site Layout Plan
- (c) 2023-06-29 - APP - JSL3757_700A-703A Tree Constraints Plan and Tree Survey Schedule

Reason: To ensure development is carried out within the submitted details and in compliance with Policies 17 and 18 of Future Wales: The National Plan 2040 and Policy SP3 of the Bridgend County Borough Local Development Plan 2018-2033.

3. This permission hereby granted shall endure for a period of 50 years from the date when electrical power is first exported (first export date) from the solar farm to the electricity grid network. Written confirmation of the first export date shall be sent to the local planning authority within 28 days of the first export date.

Reason: To safeguard the character and appearance of the area in accordance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3 and SP13 of the Bridgend County Borough Local Development Plan 2018-2033.

4. Within 6 months of the 50 year expiration date or following the cessation of the generation of electricity from the solar energy farm hereby permitted for a continuous period of 6 months (whichever is the sooner), all buildings, equipment/ plant/ machinery/ shall be removed and the land restored to agricultural use in accordance with a restoration and aftercare scheme, to include tree protection measures, that has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Any trees, hedges or plants planted as part of the approved restoration and aftercare scheme which within a period of 5 years from the date of the completion of the approved scheme die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed with the local planning authority.

Reason: To safeguard the character and appearance of the area in accordance with Policies SP3 and SP13 of the Bridgend County Borough Local Development Plan 2018-2033.

5. Notwithstanding Condition 2, no part of the solar arrays, substation, fencing and associated infrastructure shall be erected on the site until details of the heights and location of each solar array, the details and material finishes of the substation, fencing and ancillary/associated infrastructure have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and in compliance with Policy 18 of Future Wales: The National Plan 2040 and Policy SP3 of the Bridgend County Borough Local Development Plan 2018-2033.

6. Notwithstanding Condition 2 no part of the battery energy storage structures shall be erected until details and material finishes of the battery energy storage system have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and in compliance with Policy 18 of Future Wales: The National Plan 2040 and Policy SP3 of the Bridgend County Borough Local Development Plan 2018-2033.

7. Construction and decommissioning works shall not take place outside the hours of 08:00 hours to 19:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays, and at no time on Sundays or Public Holidays.

Reason: In the interests of residential amenity and to accord with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3 and DNP9 of the Bridgend County Borough Local Development Plan 2018-2023.

8. No site clearance or construction work shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The CEMP shall include:
 - (a) A construction/decommissioning site layout plan with the location of site construction/demolition compounds, storage areas, arrangements for parking of vehicles of site operatives and visitors, the location of areas designated for the loading, unloading, and storage of plant and materials, details of the site office/welfare units and associated foul water disposal.
 - (b) Details of any security fencing or hoardings around the site.
 - (c) Pollution prevention and control measures, including measures to control the emission of dust and dirt, and to prevent pollution of watercourses.
 - (d) Wheel washing facilities and measures to avoid depositing mud, dust, or other debris onto the highway.
 - (e) A scheme for recycling/disposing of waste resulting from excavation, construction works and decommissioning.
 - (f) Details of species protection measures to be employed during the construction and decommissioning phases of the development, invasive species management, soil management details of topsoil strip, storage and amelioration for re-use.
 - (g) Details of proposed lighting to be used during the construction, operational and decommissioning phases, including mitigation measures, which shall ensure that new and retained dormouse habitat is protected from light spill.
 - (h) Details of a written scheme of investigation, outlining a paleo-environmental sampling, reporting, archiving strategy, method and timing of implementation of works in accordance with the relevant Standards and Guidance laid down by the Chartered Institute for Archaeologists with a copy of the resulting report submitted to the local planning authority and the Glamorgan and Gwent Archaeological Trust.
 - (i) Details of equipment to be employed, operations to be carried out, predicted noise and vibration levels at the closest noise sensitive receptors, in accordance with BS5228 (Code of Practice for noise and vibration control on construction and open sites) and any required mitigation measures to reduce noise on nearby noise sensitive receptors.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity and residential amenity in accordance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, SP13, SP17, DNP6 and DNP8 of the Bridgend County Borough Local Development Plan 2018-2033.

9. No site clearance or construction work shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and in accordance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, and SP5 of the Bridgend County Borough Local Development Plan 2018-2033.

10. No development shall take place until a Landscape and Ecology Management Plan (LEMP) has been submitted to and approved in writing by, the local planning authority. The LEMP shall include:

- (a) A plan showing all ecological mitigation and enhancements areas, including dormouse habitat to be lost, retained, and created, and off-site lapwing and skylark mitigation areas. The plan shall identify the extent and location to an appropriate scale.
- (b) Details of timing, phasing, and duration of species (including dormouse, lapwing, and skylark) and habitat conservation measures.
- (c) Details of proposals to enhance retained habitats, including planting mixes and specifications, soil care plan restoration (for off-site mitigation areas and grazing strategy and stocking rates).
- (d) Details of initial aftercare and long-term management and maintenance.
- (e) Ecological Compliance Audit, including key performance indicators,
- (f) Persons responsible for implementing the works.
- (g) Details of measures to prevent or reduce incidental capture or killing,
- (h) Proposals for monitoring the condition of retained and any new habitat, to inform ongoing habitat management.
- (i) Monitoring and review measures of ongoing habitat management to be carried out in accordance with a report to be submitted in writing to the local planning authority every 5 years.

Development shall be carried out in accordance with the approved details.

Reason: In the interests of ecological mitigation and enhancement and to accord with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, SP4, SP13 and DNP6 of the Bridgend County Borough Local Development Plan 2018-2033.

11. No development shall take place until details of a scheme for a temporary construction access off Hoel Laethog with visibility splays, the timing of works, and restoration of the access post construction have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and in compliance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3 and SP5 of the Bridgend County Borough Local Development Plan 2018-2033.

12. Notwithstanding Condition 2, no site clearance or construction work shall take place until a Landscape Strategy has been submitted to and approved in writing by the local planning authority. The Landscape Strategy shall include:

- (a) A new tree and hedgerow planting schedule providing details of the size and number of species.
- (b) Details of existing trees and hedgerows to be retained.
- (c) Details and timing of tree protection measures and location of tree protection barriers during the construction of the development.

The approved Landscape Strategy shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and in compliance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, SP17 and DNP8 of the Bridgend County Borough Local Development Plan 2018-2033.

13. All planting comprised in the approved Landscaping Strategy shall be carried out no later than the first planting and seeding season following the completion of development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: In the interests of visual amenity and in compliance with Policy 18 of Future Wales: The National Plan 2040 and Policies SP3, SP13, SP17 and DNP8 of the Bridgend County Borough Local Development Plan 2018-2033.

14. No development shall take place until details of past coal mining activity on the site, the design and location of any solar array stations/structures affected by mine entries, and the remedial measures necessary to ensure stability and the timing of the works have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of health and safety and in compliance with Policies SP3 and DNP9 of the Bridgend County Borough Local Development Plan 2018-2033.

15. Site 'rating' noise levels at the nearest non-financially involved residential property (in free field conditions) lawfully existing at the time of this planning permission shall not exceed 4dB above the representative background sound level (background measured in terms of LA90). The applicant shall submit to the local planning authority confirmation that the above noise limit is being achieved within 2 months following normal site operating conditions. In the event that the information confirms that the noise limit is being exceeded the operator shall propose and implement measures to mitigate the noise to ensure compliance with the above noise level limit. Measurements and assessments shall be made in accordance with BS 4142: 2014 +A1: 2019 'Methods for rating and assessing industrial and commercial sound'. Where the site rating level shall be expressed as a LAeq 1hr during the daytime period (i.e. between 0700 to 2300 hours) and as a LAeq 15mins during the night-time period (i.e. 2300 to 0700 hours).

Reason: In the interests of the amenity of the area, in compliance with the relevant requirements of Policy 18 of Future Wales: The National Plan 2040 and Policies SP3 and DNP9 of the Bridgend County Borough Local Development Plan 2018-2033.

Notification of initiation of development and display of notice

You must comply with your duties in section 71ZB (notification of initiation of development and display of notice: Wales) of the Town and Country Planning Act 1990. The duties include the following:

Notice of initiation of development

Before beginning any development to which this planning permission relates, notice must be given to the local planning authority in the form set out in Schedule 5A to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 or in a form substantially to the like effect. The form sets out the details which must be given to the local planning authority to comply with this duty.

Display of notice

The person carrying out development to which this planning permission relates must display at or near the place where the development is being carried out, at all times when it is being carried out, a notice of this planning permission in the form set out in Schedule 5B to the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 or in a form substantially to the like effect. The form sets out the details the person carrying out development must display to comply with this duty.

The person carrying out development must ensure the notice is:

- (a) firmly affixed and displayed in a prominent place at or near the place where the development is being carried out;
- (b) legible and easily visible to the public without having to enter the site; and
- (c) printed on durable material. The person carrying out development should take reasonable steps to protect the notice (against it being removed, obscured or defaced) and, if need be, replace it.

Appeals

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

APPEAL NO.	2054
APPLICATION NO.	P/25/408/FUL
APPELLANT	HIKITALO LTD
SUBJECT OF APPEAL	RETROSPECTIVE PERMISSION FOR THE SITING OF A MOBILE WOOD-FIRED SAUNA CABIN UNIT
LOCATION OF APPEAL	LAND TO THE NORTH-WEST OF LIFEGUARD STATION REST BAY PORTHCAWL
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	DELEGATED OFFICER

The application was refused for the following reasons:

1. The unauthorised development, by reason of its type and form, does not fall into any of the predefined exceptions or criteria for appropriate development outside of defined settlement limits nor does it ensure that the integrity of the countryside is conserved and enhanced. The development is therefore unacceptable in principle and is contrary to Policy DNP1 of the Bridgend Replacement Local Development Plan (2024).

2. The unauthorised development, by reason of its siting, design and external finishes, is visually obtrusive and represents an incongruous and insensitive element in a protected coastal location of considerable landscape value and is out of character with the area, to the significant detriment of the visual amenities of the coastal zone and surrounding special landscape area contrary to Policies SP3 and DNP4 of the Bridgend Replacement Local Development Plan (2024), and guidance contained within Technical Advice Note 12: Design (2016) and Planning Policy Wales 12 (2024).

3. The unauthorised development fails to provide sufficient information regarding anticipated trip generation and associated vehicle movements. In the absence of this information, the Local Highway Authority is unable to fully assess the highway safety implications of the scheme. Based on the information available and the experienced effects of the facility, the development is likely to continue to result in additional illegal on-street parking and increased drop-off and pick-up activity, creating hazards for road users and adversely affecting the safety and free flow of traffic along Rest Bay Road. The development is therefore considered to be detrimental to highway safety and contrary to the Policies SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

APPEAL NO.	2061
APPLICATION NO.	ENF/179/25/ACK
APPELLANT	HIKITALO LTD
SUBJECT OF APPEAL	ALLEGED UNAUTHORISED SITING OF SAUNA
LOCATION OF APPEAL	LAND TO THE NORTH-WEST OF LIFEGUARD STATION REST BAY PORTHCAWL
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	ENFORCEMENT NOTICE

APPEAL NO. 2067
APPLICATION NO. P/25/767/FUL
APPELLANT VJ THOMAS & SON
SUBJECT OF APPEAL ERECT A CAR PORT THAT IS FINISHED IN WHITE POWDER COATED ALUMINIUM
LOCATION OF APPEAL 23 MARLPIT LANE PORTHCAWL
PROCEDURE HOUSEHOLDER
DECISION LEVEL DELEGATED OFFICER

The application was refused for the following reason:

1. The proposed carport, by reason of its design, materials, siting and scale, would result in an overly prominent and incongruous structure which would have a significant detrimental impact on the appearance and character of the existing property and the visual amenities of the surrounding street scene contrary to Policy SP3 of the Bridgend Replacement Local Development Plan (2024), Supplementary Planning Guidance Note 02: Householder Development (2008) and advice contained within Planning Policy Wales 12 (Feb. 2024).

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

APPEAL NO. 2051
APPLICATION NO. A/25/14/ADV
APPELLANT WILDSTONE ESTATES LTD
SUBJECT OF APPEAL PROPOSAL FOR THE ERECTION OF A FREESTANDING D48 DIGITAL 'BILLBOARD' ADVERTISING POSTER
LOCATION OF APPEAL GRASS VERGE BETWEEN CAR WASH AND KFC LAND SOUTH OF A48 HERNSTON BUSINESS PARK BRIDGEND
PROCEDURE COMMERCIAL APPEAL
DECISION LEVEL DELEGATED OFFICER
DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE ALLOWED SUBJECT TO CONDITIONS.

The Appeal decision is attached as **APPENDIX A.**

APPEAL NO. 2048
APPLICATION NO. P/25/545/FUL
APPELLANT MRS J ABSALOM
SUBJECT OF APPEAL RETENTION OF SUMMER HOUSE IN REAR GARDEN
LOCATION OF APPEAL 117 HEOL Y BARDD BRIDGEND
PROCEDURE HOUSEHOLDER
DECISION LEVEL DELEGATED OFFICER
DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE DISMISSED.

The Appeal decision is attached as **APPENDIX B.**

APPEAL NO. 2059
APPLICATION NO. P/25/494/FUL
APPELLANT MRS A DAVIES
SUBJECT OF APPEAL REMOVE EXISTING LAWNED AREA TO REPLACE WITH TWO PARKING SPACES
LOCATION OF APPEAL KING FISHER HOUSE MAESTEG ROAD LLANGYNWYD MAESTEG
PROCEDURE HOUSEHOLDER
DECISION LEVEL DELEGATED OFFICER
DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE DISMISSED.

The Appeal decision is attached as **APPENDIX C.**

APPEAL NO. 2037
APPLICATION NO P/24/645/FUL
APPELLANT MR H PRICE & FAMILY
SUBJECT OF APPEAL RETENTION OF EXISTING HARD STANDING AREA AND FENCING, THE PROVISION OF 2 STATIC RESIDENTIAL GYPSY CARAVANS & 2 TOURING CARAVANS, 2 UTILITY/DAY ROOMS, CAR PARKING, BOUNDARY FENCING, ECOLOGICAL ENHANCEMENTS WHICH INCLUDE THE REMOVAL OF SOME AREAS OF HARDSTANDING WITH PLANTING AREAS, AND THE INSTALLATION OF A PRIVATE TREATMENT PLANT: ROSE MEADOW YARD CROFT TOP FARM, LALESTON
PROCEDURE HEARING
DECISION LEVEL DELEGATED OFFICER
DECISION THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE ALLOWED SUBJECT TO CONDITIONS.

The Appeal decision is attached as **APPENDIX D.**

RECOMMENDATION

That the report of the Corporate Director Communities be noted.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers (see application reference number)



Appeal Decision

by Richard James Bsc (Hons) Msc MRTPI an Inspector appointed by the Welsh Ministers

Decision date: 01/05/2026

Appeal reference: CAS-04863-Y0C0S5

Site address: Grass verge between Car Wash and KFC, Land south of A48 Hernston Business Park, Bridgend, CF31 3XX

- The appeal is made under Regulation 15 of the Town and Country Planning (Control of Advertisements) Regulations 1992 against a refusal to grant express consent.
- The appeal is made by Wildstone Estates Limited against the decision of Bridgend County Borough Council.
- The application Ref A/25/14/ADV, dated 24 September 2025, was refused by notice dated 1 December 2025.
- The advertisement proposed is the erection of a freestanding D48 digital advertising poster.
- A site visit was made on 24 February 2026.

Decision

1. The appeal is allowed and express consent is granted for the erection of a freestanding D48 digital advertising poster as applied for. The consent is for five years from the date of this decision and is **subject to the five standard conditions set out in the Regulations** and the following additional conditions:
 - 1) Outside of daylight hours (before first light and after last light), the luminance level of the advertisements hereby approved shall not exceed 300 candela per square metre.
Reason: In the interests of amenity and public safety.
 - 2) The minimum display time for each advertisement shall be 10 seconds.
Reason: In the interests of public safety.
 - 3) The interval between successive displays shall be 1 second or less and there shall be no sequencing of messages relating to the same product.
Reason: In the interests of public safety.
 - 4) The display panels shall have a default mechanism to a blank screen in the event of any malfunction.
Reason: In the interests of amenity and public safety.
 - 5) No individual advertisement displayed on the panel shall contain moving images, animation, video, full motion images, or images that resemble road signs or traffic signals.

Reason: In the interests of amenity and public safety.

Procedural Matters

2. For accuracy, I have used the site address provided on the Council's decision notice and the appeal form.
3. The Council has referred to policies from the Bridgend County Borough Local Development Plan (2024) (LDP), Planning Policy Wales (Edition 12), Technical Advice Notes 7 (Outdoor Advertisement Control) and 12 (Design). However, the powers under the Regulations to control advertisements may be exercised only in the interests of amenity and public safety, taking account of any material factors. I have therefore taken these policies and guidance into account only insofar as they are a material consideration.

Main Issues

4. These are the effect of the proposed advertisements upon: a) amenity, with particular regard to visual impact; and: b) public safety.

Reasons

5. The appeal site is located next to a car wash station on an area of grassland that runs adjacent to the A48 Bypass Road near a roundabout within a retail park. Other commercial premises visible within the wider frontage include numerous fast-food outlets, a large household store, a vehicle repair garage and a filling station.
6. The proposal comprises a freestanding 48 sheet digital display poster, for static advertisements on rotation every 10 seconds. It would measure circa. 6 metres wide by 3 metres high, mounted 2 metres above ground level for a total height of circa. 5 metres. It would face towards the western entry and exit point of the roundabout.

Amenity

7. Within the retail park and along the A48's frontage there are numerous signs of varied sizes and forms. These include amongst others, illuminated and non-illuminated signs, gantry or totem pole style signs, other freestanding signs and those which are mounted on the area's varied commercial buildings. As such, there is little clear pattern of development or uniform advertisement style. This contributes to the A48's mixed commercial frontage appearance.
8. The proposal's display would be large but suitably set back from the highway to limit its visual prominence along the frontage. It would be located near other taller and illuminated signage in the area. It would also be viewed against the backdrop of the KFC restaurant behind it, which itself has illuminated signs at a high level. The proposed digital display would therefore comprise a new but contemporary example of signage provision within this heavily commercialised and mixed frontage character. Furthermore, having regard to its siting as described, the proposal's effect upon existing levels of visual clutter in the area would be minimal.
9. My findings are based on the specific circumstances of this case. As each case must be judged on its merits, I do not consider that my granting express consent would prevent the Council from resisting unacceptable development at other locations in the future.
10. As such, I find that the visual impact of the proposed digital display would be acceptable.

Public Safety

11. At the time of my site visit (mid-morning) I saw that the amount of traffic using the roundabout was busy but not congested, with vehicles consistently moving freely and

independent of the nearby roundabout to the north. The roundabout along the A48 is of minor size and complexity, with a straightforward layout of four similarly spaced entry and exit points. Good forward visibility of oncoming vehicles exists for drivers during their approach to it. I also saw that although the A48 has a 40mph speed limit, due to the minor nature of the roundabout, drivers were typically travelling at lower speeds, as they approach, circulate and exit it.

12. From the northern approach to the roundabout, drivers would see the proposal within the same field of view as oncoming traffic from the west. The proposal would, however, be set back behind this oncoming traffic, across the roundabout and A48. An unobstructed view of oncoming traffic and highway signage in the foreground would therefore likely remain the key point of focus for drivers. Given the lower speeds of vehicles circulating the roundabout, the proposal would not substantially compromise a driver's ability to process and conduct a safe entry onto it from the north.
13. From the eastern approach, good forward visibility and signage along a straight and level section of the A48 provides ample warning for drivers of the approaching roundabout, its lanes and of oncoming traffic circulating or approaching it. The proposal would be viewed across the roundabout and thus, would not obstruct these views. From the southern approach, the proposal to the west would have little effect on drivers as they would be concentrating views to oncoming traffic from the north and east. As such, although the proposal's location would draw attention to parts of the highway that are not required during eastern and southern approaches to the roundabout, the levels of distraction caused to drivers would be minimal.
14. For these reasons, the proposal's effects upon driver focus would be similar during more congested times of the day, where vehicle movements would likely be slower.
15. Pedestrian levels in this area were low during my site visit. Nonetheless, I saw a good level of footway and crossing provision along the A48 and at each entrance and exit of the roundabout. Pedestrians would likely have a heightened awareness of vehicles approaching and exiting the roundabout, with good visibility and anticipation of movements available between drivers, pedestrians and other highway users.
16. As such, with conditions to restrict the display of moving or flashing images, the proposal would not significantly detract drivers from their main priority of being aware of the movements of others or to assess the vehicle gaps to safely approach, circulate and exit the roundabout.
17. I conclude therefore that the proposal would not be harmful to the interests of amenity or public safety. Whilst not itself a determining factor, it is also material to note that the proposal would, for the same reasons, comply with LDP Policies SP3 and SP5 and the objectives of national policy and guidance.

Conditions

18. The Council and appellant have suggested two planning conditions that relate to timing (for the commencement of development) and the listing of approved plans. Such conditions are unnecessary as this decision grants express consent for the display of an advertisement, to which the five standard conditions set out in the Regulations apply.
19. Conditions to control the intensity of daytime illumination, or the visibility of illumination from any part of an adjacent highway would also be unnecessary, given the proposal's acceptable effects upon amenity and public safety.
20. The Council has referred to requirements for nighttime advertisement brightness and the duration of each advertisement. However, having regard to my findings above, no

compelling evidence is submitted to indicate that the appellant's suggested conditions to control these matters would be harmful to the interests of amenity or public safety.

21. The appellants suggested 'Standard Conditions' largely align with the requirements of the five standard conditions set out in the above-mentioned Regulations and as such, are unnecessary.
22. I have made minor amendments to the wording of the suggested conditions from the appellant and Council, to align with the advice in Circular WGC 016/2014 'The Use of Planning Conditions for Development Management'.

Conclusion

23. For the reasons given above and having regard to all matters raised, I conclude that the appeal should succeed.
24. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

Richard James

INSPECTOR



Appeal Decision

by C D Sweet MPlan MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 30.04.2026

Appeal reference: CAS-04762-J1G2G8

Site address: 117 Heol y Bardd, Bridgend, CF31 4TB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mrs Julie Absalom against the decision of Bridgend County Borough Council.
 - The application Ref P/25/545/FUL, dated 1 September 2025, was refused by notice dated 3 December 2025.
 - The development is described as 'Retention of summerhouse in rear garden. Dimension 2.4 metres to apex, 3 by 3 metres sq'.
 - A site visit was made on 27 April 2026.
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Decision

1. The appeal is dismissed.

Procedural Matters

2. The development is in place, and the appeal seeks retrospective planning permission. I have dealt with it on that basis.
3. The appellant refers to the Council's application of its scheme of delegation, but such matters are not before me, and I therefore make no comment on them.

Main Issue

4. The main issue is the effect of the development on the character and appearance of the area.

Reasons

5. The appeal property is a detached bungalow on a corner plot, with a garden which wraps around it, abutting the pavement to the south and west.
6. I note the appellant's view that the summerhouse is in the appeal property's rear rather than front garden. However, due to its positioning and the shape of the plot, it is nonetheless clearly visible within the street scene from multiple points and is viewed in context with the frontages of nearby properties.
7. Frontages along Heol y Bardd close to the appeal property are generally enclosed by walls of modest height, hedges or other permeable soft landscaping and are largely free from outbuildings or other sizable built form. These factors give the street scene a pleasing degree of openness which contributes positively to the character of the area.

8. The summerhouse does not overshadow neighbouring properties or increase overlooking and therefore accords with the Council's Supplementary Planning Guidance 2: Householder Development (SPG) in these respects. However, the SPG also advises that outbuildings should not detrimentally affect the space about the original house.
9. Whilst the Council may have found the principle of development acceptable, due to its size, proximity to the appeal property's western boundary and solid, almost impermeable appearance, the summerhouse appears as a prominent, overly large addition which notably reduces the openness of the street scene at this point.
10. Irrespective of the presence of taller soft landscaping at some nearby properties, these factors cause the summerhouse to appear discordant when viewed in context and result in unacceptable harm to the character and appearance of the area.
11. It is a well-established principle that applications should be considered on their own merits. However, given the lack of built form within frontages nearby, I consider it likely that if I allowed the development, it would be more difficult for the Council to resist other similar development, with cumulative adverse effects on the area's character.
12. Notwithstanding the support expressed by a number of local residents, I find that the summerhouse conflicts with policy SP3 of the Bridgend Local Development Plan 2018-2033 which applies to all development and, among other things, requires that development must be appropriate to its local context in terms of size, scale, height and massing, and with advice contained in the SPG.

Conclusion

13. The development would provide some benefit for biodiversity as set out in the submitted Green Infrastructure Statement. However, such benefits would be modest and would not outweigh the identified harm. I therefore find that it is proportionate and necessary to dismiss the appeal.
14. For the reasons given above and having had regard to all other matters raised, I conclude that the appeal should be dismissed.
15. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

C D Sweet

INSPECTOR



Appeal Decision

by Paul Selby BEng (Hons) MSc MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 22/05/2026

Appeal reference: CAS-04971-Y8S1J5

Site address: Kingfisher House, Maesteg Road, Llangynwyd, Maesteg CF34 9SN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Alison Davies against the decision of Bridgend County Borough Council.
 - The application Ref P/25/494/FUL, dated 7 August 2025, was refused by notice dated 16 January 2026.
 - The development proposed is Remove existing lawned area to replace with two parking spaces.
 - A site visit was made on 12 May 2026.
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Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect on the safety and convenience of highway users.

Reasons

3. The appeal relates to a dwelling fronting onto the A4063, which I saw on my site visit is a heavily trafficked thoroughfare which also accommodates a bus route. The appeal property incorporates a hardstanding which is open to the highway but is otherwise bounded by walls and pillars. Immediately outside the property is a demarcated layby which is well used for vehicle parking. Some nearby dwellings feature front driveways, but there are several exceptions to this in the immediate vicinity.
4. The dropped kerb which is in place outside the dwelling is modest in width and does not completely span the hardstanding. Instead, it aligns with a parking area to the front of the retaining wall, leaving a strip along the southern boundary which may have originally been intended to facilitate pedestrian access to a set of steps. Although the non-dropped footway is raised only marginally above the layby, it represents a manoeuvring constraint. Given this constraint, I cannot reasonably assume that the existing hardstanding is capable of regularly accommodating more than one parked vehicle.
5. The appeal scheme proposes to extend the dropped kerb across much of the plot frontage, aligned with a widened hardstanding. It seems to me that the resulting driveway would be capable of accommodating up to 4 vehicles. The widened dropped kerb would have the effect of precluding layby parking outside an existing lawned area, which is currently of sufficient length to accommodate one vehicle. It would also moderately reduce layby parking capacity near to the shared boundary with 'Fair Haven'.

6. The extent of proposed off-street parking would exceed the advisory maximum limit set out in the Council's Parking Standards' Supplementary Planning Guidance (SPG) Note 17. Whilst the SPG is merely guidance, there is little to justify the resulting reduction in layby parking capacity for residents, servicing and deliveries, which although limited in length would exacerbate the potential for vehicles to park on-street, reducing road width and causing delay that would cause inconvenience to highway users. The existence of other extensive dropped kerbs nearby does not justify the harm which would result from the further reduction in layby parking capacity caused by the appeal scheme.
7. The appellant contends that the extended hardstanding would offer a safety benefit, citing existing and past problems with parked vehicles overhanging the driveway and offering photographs as evidence of both this and vehicle damage. I do not dispute that the ambiguity resulting from the limited height of the footway may cause some vehicles to unlawfully park in front of the dropped kerb. Nonetheless, there is little compelling evidence that the driveway is frequently rendered unsafe or wholly unusable or that the existing layby operates unsafely.
8. Moreover, I saw that it is the southern boundary wall and pillar, rather than vehicles parked in the layby, which primarily restricts visibility for exiting drivers. At present the offset between the wall and dropped kerb acceptably widens the available visibility splay. Although the extended hardstanding could offer improved visibility, the extension of the dropped kerb would also allow vehicles to park and exit adjacent to the southern boundary and wall where visibility is lacking. On balance I am not persuaded that the appeal scheme offers any material benefit in this regard.
9. Whilst I acknowledge that the appellant seeks reliable access to and from the property to assist in providing care for a family member, I have found little evidence that the existing driveway does not operate safely and dependably for a single vehicle. No compelling justification has been provided for the significant increase in the extent of the dropped kerb and hardstanding due to the appellant's caring responsibilities. Consequently, I am satisfied that dismissing the appeal would not be a disproportionate course of action.
10. Other than in relation to highway safety, the Council has not raised other concerns. I have considered the other matters raised but the specific circumstances of this case are decisive. I conclude that the proposal would harm the safety and convenience of highway users, contrary to policies SP5 and PLA11 of the Bridgend Replacement Local Development Plan. I shall therefore dismiss the appeal.
11. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers' well-being objectives.

Paul Selby

INSPECTOR

Appeal Decision

by Declan K Beggan BSc (Hons) MSc DipTP DipMan MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 05.06.2026

Appeal references: CAS-04471-X8X3X5

Site address: Rose Meadow Yard, Croft Top Farm, Laleston, CF32 0LU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Henry Price and family against Bridgend County Borough Council.
 - The application Ref. P/24/645/FUL, dated 15 October 2024, was refused by a notice dated 2 May 2025.
 - The development proposed is described as “Proposed hard standing area and fencing, the provision of two static residential gypsy caravans and two touring caravans, two utility/day rooms, car parking, boundary fencing, ecological enhancements with planting areas, and the installation of a private treatment plant (revised information including amended site plan, drainage and sewerage details, and a transport statement)”.
 - A hearing and site visit was made on 3 February 2026.
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Decision

1. The appeal is allowed, and planning permission is granted for a “Proposed hard standing area and fencing, the provision of two static residential gypsy caravans and two touring caravans, two utility/day rooms, car parking, boundary fencing, ecological enhancements with planting areas, and the installation of a private treatment plant (revised information including amended site plan, drainage and sewerage details, and a transport statement)” in accordance with the terms of the application, Ref P/24/645/FUL, dated 15 October 2024, and the plans submitted with it, subject to the conditions in the schedule at the end of this decision.

Procedural Matters and Background

2. The description of the site address varies slightly between the planning application form and the Council’s decision notice; I have used the latter as it is more concise.

3. As discussed at the hearing and agreed with the main parties, to reflect the fact that the bulk, if not all of the hard standing has been removed from the site, the description of the proposal has been amended as per the wording above.
4. The personal circumstances have been included in written evidence and were discussed during the course of the hearing. As I have found the proposal to be acceptable in principle and to accord with the thrust of relevant national planning policy and guidance, it is not necessary to set out in any detail those circumstances in this decision.

Main Issues

5. The main issues in this appeal are:
 - Whether the development within the countryside would be acceptable in principle having regard to relevant planning policies;
 - The effect on the character and appearance of the area;
 - The site sustainability in terms of location; and,
 - The effect on highway safety with particular reference to visibility at the proposed site entrance with the A48.

Reasons

Principle of development

6. The proposed development is located in countryside. Policy DNP1 of the adopted Bridgend Local Development Plan (LDP) strictly controls development in the countryside and presumes against development unless that development falls within certain exceptions; the provision of gypsy/traveller sites in accordance with policy COM8 of the LDP constitutes such an exception. There is no dispute the appellant falls within the definition of gypsy/traveller and as confirmed by the Council, the principle of the proposed development in policy terms is considered acceptable subject to the applicability of other criteria and guidance as contained within Circular 005/2018 'Planning for Gypsy, Traveller and Showpeople Sites' (the Circular).
7. Policy COM8 permits gypsy/traveller development subject to the number of criteria, including:
 - where there are a lack of suitable sustainable locations for sites within or adjacent existing settlements boundaries;
 - necessary physical, transport and social infrastructure is accessible or will be readily provided;
 - the scale of development is appropriate having regard to the site's surroundings/setting; and,
 - there being no loss of important recreational, amenity or natural heritage value.
8. The Council do not dispute the appellant's case in terms of need for the development, and confirmed that there is a lack of alternative sustainable locations within or adjacent to existing settlement boundaries, and that it did not

take issue with any of the other criteria, save for the third bullet point above, which I address later in this decision, with elements related to bullet point two, addressed elsewhere within this decision. Therefore, the proposed development is considered acceptable in principle and is broadly consistent with the thrust of advice as contained in the Circular.

Character and Appearance

9. The appeal site comprises a roughly rectangular shaped parcel of land within an open countryside location that gently slopes away from the adjacent A48 road which it accesses onto. The boundaries of the site to the north (roadside), west and east are denoted by mature hedge and tree planting, beyond which are open fields. To the southern boundary of the site an earth bank is proposed with native tree planting. The area beyond the southern boundary is not within the site edged in red, although in the ownership of the appellant and this is due to be grassed over and serve as an area for treatment of foul waste via a treatment plant. The access to the site utilises an existing access that historically has served various uses including agricultural related activities and stabling.
10. Policy COM8 of the LDP deals with gypsy/traveller sites within the countryside, and criteria 'c' permits such development where the scale of the proposal is appropriate with regard to the site's surroundings and setting, ensuring it is in proportion to local settled communities. Policy DNP1 of the LDP states that all development outside defined settlement boundaries must ensure that the integrity of the countryside is conserved and enhanced, and in regard to gypsy/traveller proposals refers to such development being in accordance with COM8. Policy SP3 of the LDP relates to 'Good Design and Sustainable Placemaking' and refers to matters such as development being appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density. Planning Policy Wales Edition 12 (PPW) and Technical Advice Note 12: Design (TAN12) both seek to safeguard visual amenity.
11. Given my findings above in terms of the principle of development on a site located in the countryside and the acceptance of the Council in terms of the need argument and availability of alternative sites, the issue of any potential harm to the character and appearance of the area must be viewed in light of the fact that there will always be a degree of detriment involved, if a countryside location is the outcome of the policy approach.
12. I appreciate that the introduction of the proposed caravans and associated development will alter the character and appearance of the appeal site, however, it should be noted that the site has been subject to development over the years which were likely to reflect aspects of the proposed development in various ways e.g. relatively low-level development.
13. I was able to confirm during my site visit that three sides to the site are well defined by existing mature landscaping and the fourth side would be demarcated by a new earth bank with planting. I appreciate the site is located on the crest of the hill, but the development would be positioned away from the roadside, lower into the site minimising any significant visual impact. The proposed new planting in the form of hedging/trees etc and the retention of existing landscaped features

further reduces any visual impact and assists in assimilating the proposed development into the rural environment. I appreciate the proposal would be seen from the adjacent road, however such views are likely to be fleeting and transitory in nature and very localised, and whilst a public footpath does run adjacent to the site, the existing mature planting and proposed augmentation of the boundaries would significantly lessen any visual impact, particularly so as the land levels fall away along the footpath in a southerly direction, and once again any visual impact to walkers would be transitory in nature.

14. The Council argue that the scale of the development, including the associated hardstanding is excessive for two families and cite a recent example for a gypsy development that was smaller and which served three families. However as discussed above the site is well contained and to my mind the scale of the proposal development would not appear to be at odds or appear excessive for this type of development. Clearly the proposal would result in the introduction of residential paraphernalia onto the site, however, as per policy COM8, which supports the broad principle of the development, it is implicit that a degree of residential use would be expected and for reasons previously stated such associated use would be visually relatively well contained within the site.
15. In support of their case, I note the Council refer to an appeal decision on the site relating to residential development. However, I do not consider this case assists them as it is not directly comparable to the development subject to this appeal. That development was fundamentally different in nature as it was for the retention of a residential caravan/building to be used as a dwelling or both. That development was not acceptable in principle in such a location as it did not meet any policy exceptions for development in the open countryside. In addition, the policy context was different, and the current proposal has to be viewed in light of a more up to date LDP whose policy position is permissive of such development subject to certain criteria being met. In any event, I have reached my own conclusions on the appeal proposal on the basis of the evidence before me.
16. The site is near to the Laleston Special Landscape Area as denoted in the LDP, nonetheless, it is outside, and for the reasons given above I do not consider it would materially detract from the visual amenities of that designation.
17. Pulling the threads of the above together, for the reasons given, I conclude that the proposed development's impact would be visually limited/localised and it would not cause any significant or meaningful detriment to its character and appearance of the general area. As a result, it would be appropriate and acceptable development within the context of the above mentioned LDP policies and also be acceptable in regard to national planning policy as espoused in PPW and advice TAN 12, which collectively seek to safeguard visual amenities and the natural environment.

Sustainability

18. The Council argue in their third refusal reason that the proposal is located in a remote location that is not safely accessible by a range of different transport modes, with a reliance on the use of private motor vehicle. The site lies approximately 700m from Laleston, which has a number of services including, pubs, a post office and a primary school, and access to bus services, whilst a comprehensive school is located some 2 miles away in Bridgend. Pedestrian

accessibility to services either at Laleston or Bridgend are likely to be discouraged due to, the A48 being unlit for long stretches or in the case of Laleston, the need to cross the A48 before walking along Well Street which lacks a footpath and for the most part is unlit until within the village. Occupants of the appeal site would therefore be likely highly reliant on the use of private motor vehicles, particularly so as the appellant confirmed during the hearing that he does not use public transport.

19. Circular 005/2018 'Planning for Gypsy, Traveller and Showpeople Sites' guards against a rigid application of accessibility issues and the inappropriateness of an overly rigid approach of planning policies that seek a reduction in car borne travel in order to effectively block proposals for gypsy/traveller sites in the countryside. Sites in the countryside, away from existing settlements, can be considered for Gypsy and Traveller sites if there is a lack of suitable sustainable locations within or adjacent to existing settlement boundaries. In assessing the suitability of such sites, local authorities should be realistic about the availability, or likely availability, of alternatives to the car in accessing local services. Over rigid application of national or development plan policies that seek a reduction in car borne travel in order to effectively block proposals for any Gypsy and Traveller site in a countryside location would be inappropriate.
20. Bearing in mind the demonstrated need for gypsy/traveller sites in the council area, and the fact that policy COM8 permits countryside locations where no suitable sites can be found within settlements, these factors outweigh the Council's concerns in terms of sustainability i.e. Policy SP3 of the LDP and its reference to promoting active travel, and policy SP5 with its reference to reducing reliance on private car use. It is also worth noting that the site's relatively close proximity to Laleston and Bridgend results in it being within reasonable distance of a range of services in terms of travel by private car.
21. In light of the above, and with particular regard to policy COM8 that permits gypsy/traveller development in the countryside, and the advice in Circular 005/2018, I am satisfied in terms of the sustainability of the proposal, that the proposed development is considered acceptable. In arriving at this position, I am conscious of the 'tension' between aspects of local planning policy/circular advice and other national policy that may be applicable e.g. PPW, however, such a stance would not undermine other national/legislative requirements, due to the unique circumstances of this case.

Highway Safety

22. The Council's first and second reasons for refusal refer to highway safety matters focussed on visibility, intensification of the proposed access and associated turning movements. The proposed access would utilise an existing access off the A48 road that is subject to a 60-mph speed limit, albeit it that reduces down to 50 mph slightly further down the road; the A48 is not a trunk road although I appreciate it is used at times as a diversionary route when there are works on the M4.
23. The Council highway engineer confirmed at the hearing that whilst there were concerns with the visibility splay to the east of the proposed access, nonetheless on the whole it was met; therefore, I have concentrated on the potential impacts

of visibility to the west. The parties disagree as to the appropriate standard to apply in terms of visibility. The Council argues for the application of the "Design Manual for Roads and Bridges", however the A48 is not a trunk or motorway road, and I am not convinced it should be applied, particularly so in light of all the available evidence. To my mind the applicable guidance is that found in Technical Advice 18: Transport (TAN 18). In respect of visibility, TAN 18 recommends that in terms of stopping sight distances (SDD), this is related to the actual (for existing streets) or design (for new streets) 85th percentile wet weather speed of vehicles on a major link i.e. the road subject to this appeal.

24. Both parties produced evidence in the form of traffic surveys that indicated that varied in terms of the actual speed of traffic on the road. However, as evidenced by the appellant in their submitted drawings, based on the Council's traffic survey recorded 85th percentile speeds for approaching traffic, the stopping distance and visibility splays are achievable from a driver's eye height of 1.05 m to an object height of 0.6 m. I consider this standard is appropriate in relation to the prevailing circumstances of the highway at this location.
25. Whilst applying the 85th percentile approach, I was mindful that the site has an existing access that has been subject to multiple uses over the years and whilst the intensity of those uses is debatable, it nonetheless has operated for many years without recorded highway incidents and even now can still be utilised for agricultural purposes. The proposed use would generate 56 two-way traffic movements per week, which is not unduly excessive and is also likely to result in a reduction in the number of larger HGVs/tractors using the A48 and turning in and out of the site access. In regard to collision risk along the stretch of road near to the proposed access, based on the submitted evidence there does not appear to be any significant highway safety issues or concentration of collisions i.e. 'black spot' within the immediate area of the development site access or as a result of the use of the access over the years. The traffic generated by the proposed development is unlikely to materially affect the existing safety record to any significant level.
26. I note a number of highway related conditions proposed by the Council in the event that the appeal was allowed e.g. relating to such matters as provision of road traffic warning signs, access details, and visibility splays. I am satisfied that with these conditions in place matters relating to highway safety would be adequately addressed. The Council refer to two other highway related appeals concerning the site, however, these cases are not directly comparable to the appeal proposal due to matters such as being materially different in nature, being assessed under a different policy context, and whilst related to highway matters I do not know the level of detail advanced by the parties to justify the decisions. In this case, I was satisfied on the balance of evidence presented and my site observations, that the highway implications would not justify refusal of the scheme. In any event, I have reached my own conclusions.
27. However, even if my interpretation of the highway issue is misplaced, in the overall balance, the appellant's case in terms of need for the development, and the confirmed lack of alternative sustainable locations within or adjacent to existing settlement boundaries, along with other factors such as the fact that the

proposal would utilise and existing access, would outweigh any other highway concerns; indeed this applies to other substantive matters relating to the appeal.

28. Pulling the threads of the above together, I therefore find that the proposed development would not harm highway safety and would not conflict with policy SP3 of the LDP, nor PPW insofar as these relate to highway issues.

Other Matters

29. Third parties have raised a number of concerns, such as loss of the best and most versatile agricultural land, however, there is no evidence that the appeal site falls into such a category. In addition, concerns have raised in regard to biodiversity impacts, however the Council are of the opinion the proposed development would be acceptable subject to conditions; I agree.

Conditions

30. I have considered the conditions suggested by the Council and discussed them with the main parties at the hearing in light of circular 016/2014: The Use of Planning Conditions for Development Management (2014) (the Circular) and imposed the bulk of them which meet the relevant tests, albeit with minor amendments where necessary to aid precision.
31. Suggested condition 2 personalises the permission to the appellant and his family. Paragraph 5.83 of the Circular states that conditions restricting occupancy should be used only where sound planning grounds can be demonstrated e.g. if personal circumstances would be critical to the decision to grant planning permission. However, the personal circumstances in this case were not central issues to the Council's refusal and would not justify imposing the suggested condition on site where the need argument and therefore a permanent permission has been justified; it follows that the suggested condition 3 (removal of structures etc post occupation) would also not be required. I have imposed the standard circular condition that restricts the site's occupation to only gypsies/travellers.
32. Suggested condition 11 relating to the removal of the existing hard standing is no longer required in light of the fact that the bulk of this area has already been removed. Suggested conditions 13 and 14 referred to the need for a waste management plan and the dealing with any potential contamination if present on the site. As the site has already been cleared of the vast bulk of material previously deposited on it and there is a lack of evidence to suggest there is contamination remaining on the site, I have deleted these suggested conditions. Proposed condition 15 requiring details relating to the provision of a water supply is not considered necessary as this matter can be addressed via other controls/legislation. Suggested condition 16 refers to limiting the site to two caravan pitches (dwellings) as identified on the Transport Assessment, however this condition is not necessary as the nature of the development is quite clear as per the wording on its description and the number of units is already addressed by condition 7 of this schedule.

Overall Conclusions

33. I have considered this appeal against planning policies related to the provision of gypsy/traveller accommodation, and for the reasons given above and having had regard to all matters raised, I conclude that the proposal development is considered acceptable.
34. In reaching my decisions, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that these decisions are in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of making our cities, towns and villages even better places in which to live and work.

Declan K Beggan

Inspector

Schedule of Conditions

1. The development shall be carried out in accordance with the following approved plans and documents:
 - Drawing 01b - Expanded Location Plan at Scale A3 @ 1:2500
 - Drawing 02b – Existing Locations and Block Plan at Scale A3 @.1:2500 and 1:1000 respectively
 - Drawing 03c – Existing Topographical Survey Plan at Scale A3 @ 1:500
 - Drawing 04e – Proposed Site Plan A3 @ 1:500
 - Drawing 05b – Proposed Visibility Splay Plans A3 @ 1:250
 - Drawing 06b - Proposed Pite Entrance Plan Scale 1:250 @A3
 - Drawing 07d– Utility Room floor Plan at Scale 1:50
 - Drawing 08d – Utility room elevations -render finish at scale 1:100
 - Drawing 09 - Proposed Treatment plant Details
 - Drawing 10 - Static caravan typical floor plan at scale 1:50 A3
 - Drawing 11 – Static Caravan- Typical Elevations at scale 1:100 @A3
 - Croft Top Design and construction of crate-based soakaway Treatment Plan (designed for 8-person max)
 - Croft Top soakaway system for bespoke Treatment Plan (8 person Max)
 - Percolation Tests
 - Ecological Appraisal by I and G Ecological Consulting dated 25/06/24
 - Transport Statement by LVW highways dated February 2025

Reason: To ensure the development is carried out in accordance with the approved drawings, for the avoidance of doubt.

2. The occupation of the site shall only be by Gypsies and Travellers as defined by paragraph 2 of Welsh Government Circular 005/2018 and the resident of such dependents of such persons.

Reason: The residential use of the site in this rural location would not be permitted unless occupied by a Gypsy or Traveller and to comply with Policy COM8 of the Bridgend Replacement Local Development Plan (2024).

3. The site shall be occupied by no more than 8 persons at any one time.

Reason: The drainage and foul systems have been designed to accommodate a maximum of 8 people to comply with policy COM8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

4. Notwithstanding the submitted plans, within 3 months of the date of this decision, a biodiversity enhancement scheme shall be submitted for the written approval of the Local Planning Authority. The scheme shall have regard to the recommendations within the Ecological Appraisal by I and G Ecological Consulting dated 25/06/24 and set a timetable for its implementation. The works shall be carried out and maintained in accordance with the approved details.

Reason: To safeguard and enhance biodiversity in accordance with PPW 12 Chapter 6 and Future Wales Policy 9 and policies DNP6 and DNP7 of the Bridgend Replacement Local Development Plan (2024).

5. No more than four vehicles shall be kept on the land for use by the occupiers of the caravans hereby permitted and none of those vehicles should exceed 3.5 tonnes in weight.

Reason: To ensure a satisfactory use of the site, to safeguard local amenities and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

6. No commercial or business activities shall take place on the land including the storage of commercial plant, machinery, or vehicles.

Reason: To enable the Local Planning Authority to maintain control over the nature of the use, to safeguard local visual amenities and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

7. No more than four caravans, as defined in the Caravan Sites and Control of Development Act 1960 and the caravans Sites Act 1968, comprising of two static caravans and two touring caravans shall be stationed on the site at any time.

Reason: To ensure the satisfactory use of the site, to safeguard local visual amenities and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

8. Notwithstanding the submitted plans, within 3 months of the date of this permission, a landscaping scheme including full details of native tree and hedge planting shall be submitted to the Local Planning Authority. These details shall include all proposed planting and landscaping such as a schedule of plants/trees, species, and number/densities. The agreed landscaping scheme shall be carried out in the first planting season following the date of this consent. Any trees or plants which within a period of five years from the implementation of the landscaping scheme, die, are removed, or become seriously damaged or

diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity, to promote nature conservation and to comply with Policies SP3, DNP6, DNP7 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

9. The surface water and foul drainage systems hereby approved shall be installed prior to the first beneficial use of the site and retained as such thereafter.

Reason: To ensure satisfactory foul and surface water drainage is provided and to comply with Policies COM8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

10. No development shall take place, nor any demolition works or site clearance, until there has been submitted to and approved in writing by the Local Planning Authority details of a scheme for the protection of the trees and hedgerows on and around the perimeter of the site. The approved scheme shall be carried out during the demolition of the buildings and throughout the course of the development.

Reason: To ensure all existing trees are protected throughout the construction of the development, in the interest of visual amenity, and to ensure the development complies with Policies SP3 and DNP7 of the Bridgend Replacement Local Development Plan (2024).

11. The use of the day rooms shall be limited to the ancillary and incidental enjoyment of the residential pitches and for no other purpose.

Reason: In the interests of highway safety and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

12. The common turning facility to ensure that all vehicles arrive and leave in a forward gear shall be provided before the development is brought into beneficial use and retained in perpetuity.

Reason: In the interests of highway safety and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

13. No development shall commence until a scheme for the provision of road traffic warning signs and/or road markings on both approaches to the site has been submitted to and approved in writing by the Local Planning Authority. The agreed signage scheme shall be implemented in permanent materials before the development is brought into beneficial use.

Reason: In the interests of highway safety and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

14. The access, drive and turning facility shall be completed in permanent materials in accordance with the agreed details prior to the development being brought into beneficial use.

Reason: In the interests of highway safety and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

15. The proposed vision splays shall be provided before the development is brought into beneficial use and retained and maintained as such thereafter in perpetuity.

Reason: In the interests of highway safety and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

16. 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 and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

17. The entrance/gates shall be set back not less than 10 metres from the nearside edge of footway to ensure towing vehicles clear the carriageway.

Reason: In the interests of highway safety and to comply with Policies SP3 and COM8 of the Bridgend Replacement Local Development Plan (2024).

Meeting of:	DEVELOPMENT CONTROL COMMITTEE
Date of Meeting:	11 JUNE 2026
Report Title:	NOMINATION AND APPOINTMENT TO THE RIGHTS OF WAY SUB-COMMITTEE
Report Owner: Responsible Chief Officer / Cabinet Member	CHIEF OFFICER – LEGAL AND REGULATORY SERVICES, HR AND ELECTORAL
Responsible Officer:	MARK GALVIN – SENIOR DEMOCRATIC SERVICES - COMMITTEES
Policy Framework and Procedure Rules:	There is no effect upon the policy framework and procedure rules.
Executive Summary:	To request the Development Control Committee to propose six of its Members to form the Rights of Way Sub-Committee.

1. Purpose of Report

- 1.1 The purpose of this report is for the Development Control Committee to nominate and appoint Members to the Rights of Way Sub-Committee.

2. Background

- 2.1 At a previous meeting of the Development Control Committee dated 12 December 2024, it was resolved to approve six Members of the Committee to form the Rights of Way Sub-Committee.

3. Current situation / proposal

- 3.1 As one of the Members so appointed on the above date is now no longer a Member of the Development Control Committee, the membership of the Rights of Way Sub-Committee needs to be re-formed.
- 3.2 In accordance with a provision of the Constitution and the political balance rules adopted by the local authority on Committees and other bodies, and to ensure that there is representation on the Rights of Way Sub-Committee from all political groups/parties, it is suggested that the composition of the Rights of Way Sub-Committee be:

- The Chairperson and Vice-Chairperson of the Development Control Committee;

- One Member of the Bridgend County Independents group;
- One Member of the Democratic Alliance group;
- One Conservative Member
- One Member of the Labour group

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 The protected characteristics identified within the Equality Act 2010 (as amended), Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations (Wales) Act 2015 - Implications and Connection to Corporate Well-being Objectives

5.1 The well-being goals identified in the 2015 Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

6. Climate Change and Nature Implications

6.1 There are no Climate Change and/or Nature Implications arising from this report.

7. Safeguarding and Corporate Parent Implications

7.1 There are no Safeguarding and/or Corporate Parent Implications arising from this report.

8. Financial Implications

8.1 There are no financial implications in relation to this report.

9. Recommendations

9.1 That the Development Control Committee nominates and appoints six Members from this Committee to form the Rights of Way Sub-Committee, to include:

- The Chairperson and the Vice-Chairperson of the Development Control Committee;
- One Bridgend County Independents group Member
- One Democratic Alliance group Member
- One Conservative Member
- One Labour group Member

Background documents

None

Meeting of:	DEVELOPMENT CONTROL COMMITTEE
Date of Meeting:	11 JUNE 2026
Report Title:	DEVELOPMENT CONTROL COMMITTEE SITE VISIT PANEL
Report Owner: Responsible Chief Officer / Cabinet Member	CHIEF OFFICER – LEGAL AND REGULATORY SERVICES, HR AND ELECTORAL
Responsible Officer:	MARK GALVIN – SENIOR DEMOCRATIC SERVICES - COMMITTEES
Policy Framework and Procedure Rules:	There is no effect upon the policy framework and procedure rules.
Executive Summary:	That the Development Control Committee considers nominating three Members to form the Committee Site Visit Panel, to comprise of the Chairperson, Vice-Chairperson and a third Member, and to also nominate a reserve Member to sit on the Panel should any of the three nominated Panel Members be unavailable.

1. Purpose of Report

- 1.1 The purpose of this report is for the Development Control Committee to consider nominating three Members to form the Committee’s Site Visit Panel, which is to comprise of the Chairperson, Vice-Chairperson and a third Member, and to also nominate a reserve Member to sit on the Panel.

2. Background

- 2.1 At a meeting of the Development Control Committee on 14 July 2022, the Committee agreed to establish a Site Visit Panel. The Committee, at that meeting, appointed four of its Members to form the Site Visit Panel in order to undertake visits to planning application sites, the composition of this Panel being the Committee Chairperson, the Vice-Chairperson, together with two other Members of the Development Control Committee.

3. Current situation / proposal

- 3.1 The Annual Meeting of Council on 13 May 2026, approved the membership of the Development Control Committee.

3.2 One of the Members appointed on 14 July 2022 to the Site Visit Panel, is now no longer a Member of the Development Control Committee, therefore the membership of the Development Control Committee Site Visit Panel needs to be re-formed.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 The protected characteristics identified within the Equality Act 2010 (as amended), Socio-economic Duty and the impact on the use of the Welsh Language have been considered in the preparation of this report. As a public body in Wales the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

5. Well-being of Future Generations (Wales) Act 2015 Implications and Connection to Corporate Well-being Objectives

5.1 The well-being goals identified in the 2015 Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

6. Climate Change and Nature Implications

6.1 There are no Climate Change and/or Nature Implications arising from this report.

7. Safeguarding and Corporate Parent Implications

7.1 There are no Safeguarding and/or Corporate Parent Implications arising from this report.

8. Financial Implications

8.1 There are no financial implications in relation to this report.

9. Recommendations

9.1 That the Development Control Committee nominate four Members to form and sit as its Site Visit Panel to include:

- The Chairperson of the Development Control Committee;
- The Vice-Chairperson of the Development Control Committee;
- A third Member of the Development Control Committee;
- A reserve Member of the Development Control Committee to sit on the Site Visit Panel should any of the above Members be unavailable.

Background documents

None

TRAINING LOG

All training sessions will be held in the Council Chamber but can also be accessed remotely via Microsoft Teams.

Subject

Date

Planning enforcement procedures

23 July 2026 (after
Committee meeting)

Significant Infrastructure Projects

To be arranged.

Planning and Health training for elected Members – Public Health
Wales

Heneb presentation

Active travel / strategic transport

Dwr Cymru / Welsh Water update

(Members are reminded that the Planning Code of Practice, at paragraph 3.4, advises that you should attend a minimum of 75% of the training arranged).

Recommendation:

That the report of the Corporate Director Communities be noted.

**JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES**

BACKGROUND PAPERS

None

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