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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, 17 July 2026

Dear Councillor,

DEVELOPMENT CONTROL COMMITTEE

A meeting of the Development Control Committee will be held remotely via Microsoft Teams on **Thursday, 23 July 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**

To confirm a date of Wednesday 02/09/2026 for proposed site inspections arising at the meeting, or identified in advance of the next Committee meeting by the Chairperson.

4 **Approval of Minutes**

To receive for approval the minutes of the 11/06/2026

5 - 12

5 **Public Speakers**

To advise Members of the names of the public speakers listed to speak at today's meeting (if any).

6	<u>Amendment Sheet</u>	13 - 22
	That the Chairperson accepts the Development Control Committee Amendment Sheet as an urgent item in accordance with Part 4 (paragraph 4) of the Council Procedure Rules, in order to allow for Committee to consider necessary modifications to the Committee Report, so as to take account of late representations and revisions that require to be accommodated.	
7	<u>Development Control Committee Guidance</u>	23 - 26
8	<u>P/25/20/FUL - Former Fulgonis Restaurant, 83 John Street, Porthcawl CF36 3AY</u>	27 - 70
9	<u>P/25/737/FUL - Land Adjacent 44 Canberra Road, Bridgend CF31 1HH</u>	71 - 102
10	<u>P/24/457/FUL - Land South-west of Pont Rhyd Y Cyff, Llangynwyd</u>	103 - 168
11	<u>P/24/719/BCB - Mynydd Cynffig Junior School, Pwllgath Street, Kenfig Hill CF33 6ET</u>	169 - 216
12	<u>P/25/553/BCB - Porthcawl Primary School, Meadow Lane, Porthcawl CF36 5EY</u>	217 - 256
13	<u>Appeals</u>	257 - 274
14	<u>Timetable for Preparation of Next Set of Supplementary Planning Guidance 2026/27</u>	275 - 280
15	<u>Training Log</u>	281 - 282
16	<u>Urgent Items</u>	

To consider any other item(s) of business in respect of which notice has been given in accordance with Part 4 (paragraph 4) of the Council Procedure Rules and which the person presiding at the meeting is of the opinion should by reason of special circumstances be transacted at the meeting as a matter of urgency.

Note: This will be a Remote meeting and Members and Officers will be attending 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, Regulatory and Electoral Services

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 - THURSDAY, 11 JUNE 2026

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD HYBRID IN THE COUNCIL CHAMBER - CIVIC OFFICES, ANGEL STREET, BRIDGEND, CF31 4WB ON THURSDAY, 11 JUNE 2026 AT 10:00

Present:-

Councillor RM Granville – Chairperson

I M Spiller

A Wathan

Present Virtually:-

RJ Collins
D M Hughes
I Williams

C L C Davies
M R John
R Williams

S J Griffiths
J Llewellyn-Hopkins

D T Harrison
J E Pratt

Officers:

Rhodri Davies
Gillian Dawson
Craig Flower
Stephen Griffiths
Janine Nightingale
Jonathan Parsons
Michael Pitman
Robert Morgan
Alex Carey
Leigh Tuck

Development & Building Control Manager
Lawyer - Planning
Planning Support Team Leader
Democratic Services Officer - Committees
Corporate Director - Communities
Group Manager – Planning and Development Services
Technical Support Officer – Democratic Services
Principal Officer – Highways Development Control
Principal Officer – Highways Development Control
Strategic Transportation Highways and Development Control Team Leader

244. Apologies for Absence

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 11 JUNE 2026

Decision Made	Apologies for absence were received from Councillors W Kendall, M Hughes and H Griffiths
Date Decision Made	11 June 2026

245. Declarations of Interest

Decision Made	Councillor I Spiller declared a prejudicial interest in Agenda item 9. He exercised his right to speak on this application as a Committee member, then left the meeting whilst the report was being debated and voted upon. Councillor J Pratt declared a personal interest in Agenda item 8 as a member of Porthcawl Town Council who takes no part in planning matters.
Date Decision Made	11 June 2026

246. Site Visits

Decision Made	<u>RESOLVED:</u> That the date of Wednesday 22/07/2026 be agreed for proposed site inspections arising at the meeting or identified in advance of the next Committee meeting by the Chairperson.
Date Decision Made	11 June 2026

247. Approval of Minutes

Decision Made	<u>RESOLVED:</u> That the minutes of a meeting of Development Control Committee dated 8/05/2026 be approved as a true and accurate record.
Date Decision Made	11 June 2026.

248. Public Speakers

Decision Made	The following invitees had registered to speak upon planning applications at today's meeting:- P/25/20/FUL – Councillor S Aspey, C Jones, P Foster and S Courtney P/25/731/FUL – Councillor I Spiller, Councillor DA Unwin and J Wilks P/26/219/NMA – Councillor T Thomas and D Barry
Date Decision Made	11 June 2026

249. Amendment Sheet

Decision Made	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, 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.
Date Decision Made	11 June 2026

250. Development Control Committee Guidance

Decision Made	<u>RESOLVED:</u> That the Development Control Committee Guidance report, be noted.
Date Decision Made	11 June 2026

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 11 JUNE 2026

251. P/25/20/FUL - Former Fulgonis Restaurant, 83 John Street, Porthcawl, CF36 3AY

Decision Made	<u>RESOLVED:</u> That the DC Committee was minded to refuse the above application and that, in accordance with the adopted Planning Code of Practice, the application be deferred to the next meeting of DCC, for the reasons for such refusal to be formulated by Members, summarised as being the impact of the building on the street scene and Porthcawl conservation area by virtue of its height, scale, massing and design, under provision of car parking. 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.
Date Decision Made	11 June 2026

252. P/25/731/FUL - Land to the South Of A48, Craig Y Parcau, Bridgend

Decision Made	<u>RESOLVED:</u> (1) That having regard to the above application and strictly Subject to the Applicant entering into a Section 106 Agreement to: i) Provide a minimum of 20% of the total number of residential units (which 20% 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 (index linked) 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;
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 11 JUNE 2026

	iv) Provide a financial contribution of £360 (index linked) 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; iv) 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; v) Provide a financial contribution of £10,000 (index linked) to the Council's Rights of Way team to maintain/carry out improvements to the surface of Footpath MER/11/1; and, vi) 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. vii) (2) That the Corporate Director - Communities issues a decision notice to GRANT consent in respect of this development Proposal subject to and once the Applicant has entered into the Section 106 Agreement, subject also to the Conditions contained in her report. 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
Date Decision Made	11 June 2026

253. P/26/219/NMA - Land to the North of the M4 and West of Heol Y Cyw, Bridgend

Decision Made	<u>RESOLVED:</u> That the above application be GRANTED and Condition 1 of the original planning permission (ref: DNS/3279521) be re-worded as follows (with all other conditions attached to the original permission to remain unchanged):
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 11 JUNE 2026

	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. Proposal Non-material amendment to Condition 1 of planning permission ref: DNS/3279521 to extend the time to commence the development from 5 years from the date of the permission to 10 years.
Date Decision Made	11 June 2026

254. Appeals

Decision Made	(1) That the appeals received since the last meeting of the Committee as shown in the report of the Corporate Director – Communities, be noted. (2) That the Inspector appointed by the Welsh Ministers to determine the following appeals has directed that they be ALLOWED, subject to Conditions: (a) Appeal No. 2051 – Subject of Appeal - Proposal for the Erection of a Freestanding D48 Digital 'Billboard' Advertising Poster. (b) Appeal No. 20237 – 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 (3) That the Inspector appointed by the Welsh Ministers to determine the following Appeals has directed that they be DISMISSED:- (a) Appeal No. 2048 – Subject of Appeal – Retention of Summer House in Rear Garden
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 11 JUNE 2026

	(b) Appeal No. 2059 – Subject of Appeal - Remove Existing Lawned Area to Replace with Two Parking Spaces
Date Decision Made	

255. Nomination and Appointment to the Rights of Way Sub-Committee

Decision Made	The Chief Officer – Legal and Regulatory Services, HR and Electoral submitted a report that recommended the appointment of members to the Committee’s Rights of Way Sub-Committee:- <u>RESOLVED:</u> That Committee agreed that the Rights of Way Sub-Committee be formed of the following members: Development Control Committee Chairperson Development Control Committee Vice-Chairperson Councillor D Hughes Councillor J Pratt Councillor I Williams Councillor R Collins
Date Decision Made	11 June 2026

256. Development Control Committee Site Visit Panel

Decision Made	The Chief Officer – Legal and Regulatory Services, HR and Electoral submitted a report outlining the process in order to form the Committee Site Visit Panel. <u>RESOLVED:</u> That the Site Visit Panel be comprised of the following members: Development Control Committee Chairperson; Development Control Committee Vice-Chairperson; Councillor J Llewellyn-Hopkins
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 11 JUNE 2026

	Reserve member – Councillor D Hughes
Date Decision Made	11 June 2026

257. Training Log

Decision Made	<u>RESOLVED:</u> That the report of the Corporate Director – Communities outlining the forthcoming Training Sessions for members, be noted.
Date Decision Made	11 June 2026

258. Urgent Items

Decision Made	There were no urgent items.
Date Decision Made	11 June 2026

To observe further debate that took place on the above items, please click this link

The meeting closed at 13.38hrs.

DEVELOPMENT CONTROL COMMITTEE

23 July 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	17	P/25/20/FUL

A Full DC Committee Site Visit was undertaken on Wednesday 22 July 2026 at 10.30am.

As well as Development Control Committee Members and Officers, Local Ward Members, local residents and the architect and agents attended the site visit.

The architect presented updated illustrations of the scheme including revised architectural and material detailing, sectional plans and updated CGIs and Members viewed the site from both ends of John Street.

<u>Item No.</u>	<u>Page No.</u>	<u>Application No.</u>
9	61	P/25/737/FUL

A Full DC Committee Site Visit was undertaken on Wednesday 22 March 2026 at 11.30am.

As well as Development Control Committee Members and Officers, Local Ward Members, a representative from Bridgend Town Council, local residents and the agent attended the site visit.

Following the site visit one of the Castle View neighbours enquired regarding the proposed boundary enclosures and possible loss of privacy and security.

Council Officers confirmed that it would be appropriate to impose a condition requiring the Applicant to submit details of the proposed boundary treatment and these be approved prior to the commencement of development. Accordingly, the following condition is recommended:

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

Reason: To ensure that the general amenities of the area are protected in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

Following the accompanied site visit, the Council's Highways Officer has recommended the imposition of a condition requiring the submission and approval of a Demolition and Construction Method Statement in order to mitigate any adverse effects caused during the demolition of the garages and construction of the proposal.

The following condition is recommended:

No development shall take place, including any works of demolition/site clearance, until a Demolition and Construction Method Statement has been submitted to and agreed in writing by the Local Planning Authority. The Statement shall provide for:

- i. The routing of demolition and construction traffic to/from the site from Coity Road*
- ii. The weight and size of plant and materials deliveries to ensure suitable access from Coity Road*
- iii. the parking of vehicles of site operatives and visitors*
- iv. loading and unloading of plant and materials*
- v. storage of plant and materials arising from the demolition and used in constructing the development*
- vi. details of measures to protect public safety during the demolition and construction works*
- vii. wheel washing arrangements*

The demolition and construction works shall be carried out in accordance with the agreed Statement and shall be implemented for the entire duration of the demolition and construction period.

Reason: In the interests of highway and public safety and to accord with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan 2024.

Finally, there was a query around drainage on and adjoining the site. The planning agent referred this matter back to his client, V2C, and their drainage consultant and has provided the following update:

To confirm the position, our site does not directly impact what is happening in Castle View. The drainage from Castle View outfalls to the existing culvert upstream of our site with a separate outfall, flooding seems to be occurring due to blocked pipework prior to discharging to the culvert. The problem is that a temporary overflow to the ditch was installed instead of repairing the pipework.

It is the responsibility of the landowner to the north of our site where this temporary overflow has been installed which I think is the Welsh Government to address this issue with DCWW.

They have a chain of emails discussing this and the below explains where BCBC are at with this issue.

The land is not owned by BCBC, you can find out the details from land registry.

The statement from DCWW is not correct, they still have a blockage in their sewer that connects to the Morfa Brook, at some point an overflow system was installed and that discharges to the ditch. I assume that was installed so they didn't have to repair the

pipe. DCWW are required to ensure their drainage system can discharge in the area and need to contact the landowner.

Given the third party involvements between WG and DCWW there isn't too much V2C can do to directly help the situation for Castle View but are aware of the issue and are happy to make the relevant parties aware of the situation when involved in discussions.

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10	93	P/24/457/FUL

Since publishing the agenda, late observations have been received from the Local Authority's Drainage Section who have made the following comments:

"The application form states that the proposed development is not within a flood risk zone, is not within 20m of a watercourse and does not propose to increase flood risk elsewhere.

The application states that foul water will be disposed via the main sewer. A foul drainage layout has been provided. The applicant shall provide an agreement in principle from DCWW for the proposed foul water connection to the public sewer.

The application states that surface water will be disposed via a SuDS and the watercourse. A surface water drainage layout has been provided.

The site layout identifies significant diversion of existing ordinary watercourses. Based on site visits to view existing ditches, the new ditch does not appear to be sized sufficiently to cater for the existing flows and will likely need to be wider and deeper to mitigate flood risk. It is unclear how this ditch would be maintained in the future. A maintenance access track will be required to allow vegetation clearance to mitigate flood risk to the new dwellings.

The location of the plots/gardens to the north appear to clash with the existing watercourse.

There is currently a large ditch crossing the development site. The current layout shows this being culverted for a significant length with a number of bends via MH including one 90 degree bend, which will end up being filled with silt over time. BCBC only permits culverting watercourses for access for short sections of road crossings. The current proposals are not acceptable. Any modifications to ordinary watercourses on site will require an ordinary watercourse consent application to be submitted to the land drainage team.

BCBC does not adopt attenuation crates as they can become blocked and are difficult to maintain. Based on the current layout there is no way of replacing the crates without

taking the whole basin offline, which is not feasible. The current proposal to utilise attenuation crates needs to be modified.

Issues raised during a site meeting with the developer do not appear to be addressed or incorporated into the design.

Land drains are shown but it is unclear how these would be maintained in the future.

It is unclear how the peat buffer zone interacts with the proposed attenuation basin location. The location of the basins adjacent to the peat buffer zone.

A construction environment management plan will be required to confirm how surface water will be managed during the construction phase and to identify how the existing ditches/watercourses will be protected from sediment runoff and pollution.

Given the development area, a sustainable drainage application will be required.

From 7 January 2019, new developments greater than 100m² of construction area or 2 dwellings or more require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before construction work begins. Further information in relation to the new legislation including the sustainable drainage application forms can be obtained from the following link:

<https://www.bridgend.gov.uk/residents/recycling-waste-and-environment/environment/flooding/sustainable-drainage-systems/>

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

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

Should planning be approved, I would request that the following Condition be attached to any Consent you are minded to grant.

No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how roof and yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use.

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

To satisfy the above condition, the applicant must:

- *Provide amended surface water drainage layouts;*
- *Submitted ordinary watercourse consent applications for any modifications to existing watercourses to the land drainage team;*
- *Provide hydraulic calculations to confirm the site does not flood during the 1 in 100yr + 30% CC storm event;*
- *Provide a surface water maintenance plan to confirm maintenance activities and owners;*
- *Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk. The SAB application must be approved prior to commencement of construction.”*

In light of the above comments, it is recommended that an additional condition is imposed so that a comprehensive drainage scheme is provided to allow the matters raised by the drainage officer to be addressed as part of the Planning Process, and that condition 24 which relates to Construction Environmental Management Plan is amended to incorporate the drainage officer requirements. In addition to this, the drainage advisory note would also need to be amended to reflect the requirements of the recommended compressive drainage condition. The amended and new conditions shall read as follows:

Amended Condition 24 (Construction Environmental Management Plan) amendment shown in bold

No development, other than site set-up, temporary fencing/hoarding, surveys, ground investigation, archaeological investigation, contamination investigation, remediation works, ecological mitigation/protection works and installation of tree/habitat protection measures, 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 shall include:

- Construction methods: Method statement, 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 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.
- Soil Management: details of topsoil strip, storage and amelioration for re-us
- 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; details of water consumption, wastewater and energy use;
- Traffic Management: details of site deliveries and wheel wash facilities and measures to control dust

- g) 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.
- h) Responsible Persons: Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- i) Noise and Nuisance: details relating to noise and vibration mitigation, hours of operation/construction, timescales for phases and measure to control dust and dirt. and Measures to control light spill during construction.
- j) Biodiversity Management: details of trees, retained habitats, hedgerow protection including buffer zones; invasive species management; species and habitats protection, avoidance and mitigation measures; reptile clearance methodology and other species management, Details of the toolbox talk for site operatives in relation to reptile clearance and the details of the ecologist that will be giving the talk and on call;
- k) Construction Drainage: details of construction drainage to include how the retained peat body and its buffer zone would be protected from contaminants from surface water during construction and measure to prevent any contaminated water from construction and any SAB drainage features from entering the protected peat area and its buffer, **and details of how the existing ditches/watercourses will be protected from sediment runoff and pollution.**

No vegetation clearance or substantive construction works shall commence until the CEMP has been approved and the agreed CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction and to ensure accordance with Policies accord with Policies SP3, SP17 and DNP5, DNP6, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

New Condition 45 (Comprehensive drainage scheme)

Notwithstanding the submitted plans, no development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how roof and yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use.

Reason: to ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased and to ensure accordance with Policies accord with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

The amended drainage advisory Note shall read as follows: new text in **bold**.

F) DRAINAGE ADVISORY NOTE

As the development is over 100 m2 SAB approval will be required. From 7 January 2019, new developments greater than 100m2 of construction area require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before construction work begins. The Applicant shall submit a sustainable drainage Application form to the Bridgend County Borough Council SAB. Further information in relation to the new legislation including the sustainable drainage Application forms can be obtained from the following link:

<https://www.bridgend.gov.uk/residents/recycling-waste-and-environment/environment/flooding/sustainable-drainage-systems/>

To satisfy the condition 45, the applicant must:

- **Provide amended surface water drainage layouts;**
- **Submitted ordinary watercourse consent applications for any modifications to existing watercourses to the land drainage team;**
- **Provide hydraulic calculations to confirm the site does not flood during the 1 in 100yr + 30% CC storm event;**
- **Provide a surface water maintenance plan to confirm maintenance activities and owners;**
- **Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk The SAB application must be approved prior to commencement of construction.**

<u>Item No.</u>	<u>Page No.</u>	<u>Application No.</u>
12	207	P/25/553/BCB

A Full DC Committee Site Visit was undertaken on Wednesday 22 July 2026 at 9.30am.

As well as Development Control Committee Members and Officers, a Local Ward Member, a representative from Pyle Community Council and the applicant and agent attended the site visit.

In addition, Cllr Jane Gebbie has submitted a representation in support of the application as follows:

“I am speaking as Chair of Governors at Mynydd Cynffig Primary School to offer my wholehearted support for this planning application.

This proposal has been many years in the making. It has taken an enormous amount of commitment, patience and collaboration from so many people to reach this stage, and today represents a significant milestone for our school and the wider community.

Our current school has served generations of children exceptionally well, and it holds many cherished memories for families across Kenfig Hill. However, the reality is that

the building is well beyond its intended service life. Despite the dedication of our staff, maintaining high-quality education in facilities that are no longer fit for the demands of modern teaching presents increasing challenges. Our children deserve a learning environment that reflects their potential and equips them for the future.

The proposed new school will provide modern, accessible and sustainable facilities that will transform the educational experience for current and future pupils. It is much more than a new building—it is an investment in children, families and our community for generations to come. The inclusion of high-quality outdoor learning areas, sports facilities, improved accessibility and environmentally sustainable features demonstrates a vision that is both ambitious and responsible.

As Chair of Governors, my priority has always been to ensure that every child has the very best opportunities to succeed. I have no doubt that this development will make a lasting difference to the lives of thousands of young people over many decades.

I would also like to publicly acknowledge and sincerely thank our local residents for their continued support throughout this lengthy process. Change of this scale inevitably brings disruption and uncertainty, particularly where extensive ecological surveys and mitigation work have been required. I know this has affected many people, including our allotment holders, who have shown remarkable patience, understanding and goodwill. Their willingness to engage constructively and support a solution that balances educational needs with environmental responsibilities has been greatly appreciated, and I hope they know their contribution has not gone unnoticed.

Finally, I want to pay tribute to the people who matter most—our pupils.

From the very beginning, the children of Mynydd Cynffig Primary School have not simply observed this project; they have helped shape it. They have worked alongside designers and project teams, sharing their ideas, their creativity and their aspirations for what a school should be. They have truly co-produced the vision for this new school, and they should be immensely proud that their voices are reflected in the building that will serve future generations of children.

Their enthusiasm has reminded us all why this project matters. This school is being built for them and because of them.

On behalf of the Governing Body, I would also like to thank Bridgend County Borough Council, Welsh Government, officers, project teams, contractors and everyone who has contributed to bringing us to this point. Major projects such as this only succeed through partnership, perseverance and a shared commitment to doing what is right for children.

I respectfully ask the Committee to approve this application so that we can finally deliver a school that our pupils, staff and community have waited so long to see become a reality.”

The Applicant has raised an issue with proposed condition 9 in the Officer’s Report. The condition as recommended reads:

9. No part of the development shall be brought into beneficial use until the approved parking, servicing, and cycle storage areas (including EV charging, blue badge bays, and ALN drop-off spaces) have been fully implemented and made available for use. These areas shall be retained thereafter for their designated purpose.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

This condition was recommended by the Highways Officer in order that the approved parking, servicing and cycle storage facilities be provided once the new school was operational.

It should be noted that given the complex phasing of development across the wider site, the existing school will remain operational whilst the new school is built. Once completed, pupils and staff will be moved to the new buildings, the existing school demolished and the final phases of development, including parking facilities would then be completed.

This phasing of development was recognised and factored into recommended condition 8 which provides a 6-month window following the occupation and beneficial use of the development to complete works to the adopted highway.

Given the phasing of development, and the practical inability of the Applicant to construct the car park until the existing school building is demolished, it is recommended that condition 9 be altered so that it provides a 6-month period in order to develop and make available the off-street car and cycle parking and servicing facilities.

Accordingly, the following condition is now recommended to replace the condition in the report:

9. That within six months of the completion of the occupation and beneficial use of Phase 1 of the development (Drawing A105 PHASING STRATEGY PLANNING REV A), the approved parking, servicing, and cycle storage areas (including EV charging, blue badge bays, and ALN drop-off spaces) shall be fully constructed and implemented and made available for use. These areas shall be retained thereafter for their designated purpose.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

JONATHAN PARSONS
GROUP MANAGER – PLANNING & DEVELOPMENT SERVICES
23 JULY 2026

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 Fulgoni's 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

UPDATE SINCE DC COMMITTEE MEETING OF 11 JUNE 2026

The Application and original Recommendation were considered by the Development Control Committee on 11 June 2026.

The original Application report recommended that consent be granted for a four to five-storey building containing 43no. affordable apartments subject to a Section 106 Legal Agreement and conditions.

Notwithstanding the above, and after deliberation, Members voted against the Recommendation to Grant the Application by seven (7) votes to six (6).

The skeleton reasons for refusal put forward by the Lead Member (Cllr. Ian Spiller) were as follows:

- Overbearing height, scale and massing in the streetscene
- Under provision of parking
- Impact on the Conservation Area

A further reason regarding the "Consistency of information – images and height data" was also considered as a potential supplementary reason but Members decided not to proceed with it.

Therefore, Members of the Development Control Committee were minded to refuse the application and, in accordance with the agreed planning protocol for dealing with applications where the Committee is minded to refuse an application that was recommended for approval, consideration of the Application was deferred to this meeting so that reasons for refusal could be properly formulated and considered.

Article 24 (1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended) states that when a local planning authority gives notice of a decision or determination on an application for planning permission or the application is refused, the notice must—

(a) state clearly and precisely the full reasons for the refusal or for any condition imposed specifying all policies and proposals in the development plan which are relevant to the decision.

Section 11 of the Planning Code of Practice clearly states that:

"If Members are minded to make a decision contrary to the Officer's recommendation the application should be referred to the next meeting of the Committee to enable officers to advise Members further. Where a Member proposes a recommendation contrary to the

Officer's recommendation then the proposer should set out clearly the material Planning reasons for doing so. The Chairperson will ensure that the Officer is given the opportunity to explain the implications of the contrary decision before a vote is taken."

The Planning Code of Practice goes on to state that: "Where Members of the DC Committee are minded to take a decision against the Officer's recommendation, so that consideration of that matter is deferred to the next meeting of the Committee, Members will receive a further report from Officers upon the strengths and weaknesses of any proposed or possible Planning reasons for such a decision. In cases where Members overturn an Officer's recommendation for approval, the reasons for this will be drafted and reported back to Members at the next Development Control meeting."

Paragraph 9.6.17 of the Welsh Government's Development Management Manual also advises that: "Where necessary, planning committees should defer applications by using a 'cooling off period' to the next committee meeting when minded to determine an application contrary to an officer recommendation. This is in order to allow time to reconsider, manage the risk associated with this action, and ensure officers can provide additional reports and draft robust reasons for refusal or necessary conditions for approval."

As referred to above, the reasons for refusal were not fully formulated during the original meeting of DCC on 11 June 2026, however, Officers invited the nominated Lead Member, Cllr. Ian Spiller, in liaison with the other DCC Members who voted to refuse the Application, to draft reasons of refusal in order for Officers to compile a report.

LEAD MEMBER'S WRITTEN REPRESENTATION was received as follows:

"RESOLVED: *That Application P/25/20/FUL be DEFERRED AND REFERRED BACK TO OFFICERS FOR FURTHER NEGOTIATION, as Members are minded to refuse planning permission in its current form for reasons relating to design, placemaking, scale, massing, townscape character and impact upon the setting of the Porthcawl Conservation Area.*

Committee Planning Reasons

- 1. Conflict with Policy SP3 – Good Design and Sustainable Placemaking. Members consider the proposal fails to respect local distinctiveness and is not appropriate to its local context in terms of size, scale, height and massing.*
- 2. Conflict with SPG08 Residential Development. Members consider the proposal fails to respond adequately to local context, urban form and established character and would dominate the surrounding built environment.*
- 3. Harm to the Setting of the Porthcawl Conservation Area. Members consider the development would form a prominent and intrusive feature in views to and from the Conservation Area and would fail to preserve or enhance its setting.*

Visual Evidence Relied Upon by Members

Members attach significant weight to the Applicant's submitted CGI visualisations and comparative height analysis which demonstrate the development would become a dominant feature within the John Street streetscape, occupy a substantial proportion of the skyline and remain highly visible from the vicinity of the Conservation Area.

Legal and Policy Basis

Members have had regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, Planning Policy Wales Edition 12, TAN 12 Design and TAN 24 The Historic Environment. Members have also had regard to Part 4 of the Historic Environment (Wales) Act 2023, which requires special regard to be given to the desirability of preserving or enhancing the character or appearance of conservation areas in the exercise of planning functions.

Indicative Refusal Reasons

- 1. Excessive height, scale, width, bulk and massing resulting in an over-dominant and visually intrusive form of development contrary to Policy SP3, Planning Policy Wales and TAN 12.*
- 2. Failure to reflect the established character and townscape of John Street contrary to Policy SP3 and SPG08.*
- 3. Failure to preserve or enhance the setting, character and appearance of the Porthcawl Conservation Area contrary to Policy SP3, Planning Policy Wales, TAN 24 and Part 4 of the Historic Environment (Wales) Act 2023.*

Requested Officer Negotiation Points

- 1. Reduce the overall height of the development, particularly the five-storey element and associated roof structures.*
- 2. Reduce the visual bulk and massing of the building from key public viewpoints and within the John Street streetscape.*
- 3. Improve the relationship of the development with surrounding buildings and ensure that the scale and form of development responds more appropriately to the character of the area.*
- 4. Provide revised heritage, townscape and visual impact evidence, including updated visualisations where necessary, to properly assess the proposal's effect on the setting of the Porthcawl Conservation Area.*
- 5. Demonstrate full compliance with Policy SP3, Planning Policy Wales Edition 12, TAN 12 Design and SPG08 Residential Development.*
- 6. Demonstrate through revised design, heritage assessment and visual evidence that the proposal preserves or enhances the character, appearance and setting of the Porthcawl Conservation Area having regard to Part 4 of the Historic Environment (Wales) Act 2023.*

The application shall be returned to Development Control Committee for final determination following completion of negotiations and submission of amended plans.

As Members will note, the reasons to refuse the Application no longer include reference to an 'under provision' of parking provision to serve the development and the resolution is now to defer the Application to allow Officers time to negotiate a different scheme with the Applicant.

Whilst the Applicant has, since the previous meeting, revised the scheme by replacing the roof top parapet with safety railings/balustrade (having the effect of reducing the overall height of the building by approximately 1m whilst retaining a 150mm upstand and a 60mm capping detail), a fundamental re-design as sought by Members is not reasonable in this instance since more than minimal changes to the proposal would require the submission of a new planning application. Members must determine the Application as it stands ("*on its own merits*") together with the above described minimal design change.

Effectively, the choice for Members is to vote to either (i) accept the minimal amendments and grant consent for the proposal or (ii) refuse the scheme for the reasons Members have put forward.

The following reasons for refusal have been formulated by Officers based on the Lead Member's outline "Committee Planning Reasons" and "Indicative Refusal Reasons", should the Committee still be minded to refuse the application:

- 1. The proposed development, by reason of its excessive height, scale, width, bulk and massing, would result in an over-dominant and visually intrusive form of development that fails to respect local distinctiveness, contrary to Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12*

(2024) and Technical Advice Note 12: Design (2016).

2. *The proposed development, by reason of its design, fails to respond adequately to local context, urban form and the established character and townscape of John Street and would dominate the surrounding built environment, contrary to Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Supplementary Planning Guidance Note 08: Residential Development (2008).*

3. *The proposed development, by reason of its design, scale and siting, would result in an overly prominent and intrusive feature when viewed from Porthcawl Conservation Area failing to preserve or enhance its setting, contrary to Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (2024), Technical Advice Note 24: The Historic Environment (2026) and Part 4 of the Historic Environment (Wales) Act 2023.*

The concerns raised by Members are acknowledged but it is considered that while Members' reasons refer to material planning grounds they are based on a highly subjective view of the proposed scheme and are lacking in technical evidence provided to support the contention that the building would be over-dominant, visually intrusive or overly prominent, particularly in light of the comprehensive information submitted by the Applicant.

Members' reasons for refusal would need to be substantiated at any appeal and the case to refuse would need to sufficiently demonstrate the harm, on balance, whilst taking all other *material* planning considerations into account.

The Applicant has, since the meeting of DCC on 11 June 2026, provided updated CGIs that incorporate a reduction in overall built form height by approximately a metre (16.8m down to 15.9m with a safety rail) and sectional drawings to compare the proposed development with the surrounding buildings:



Fig. 1 - Before and After Views of the Site Looking South



Fig. 2 - Before and After Views of the Site Looking North

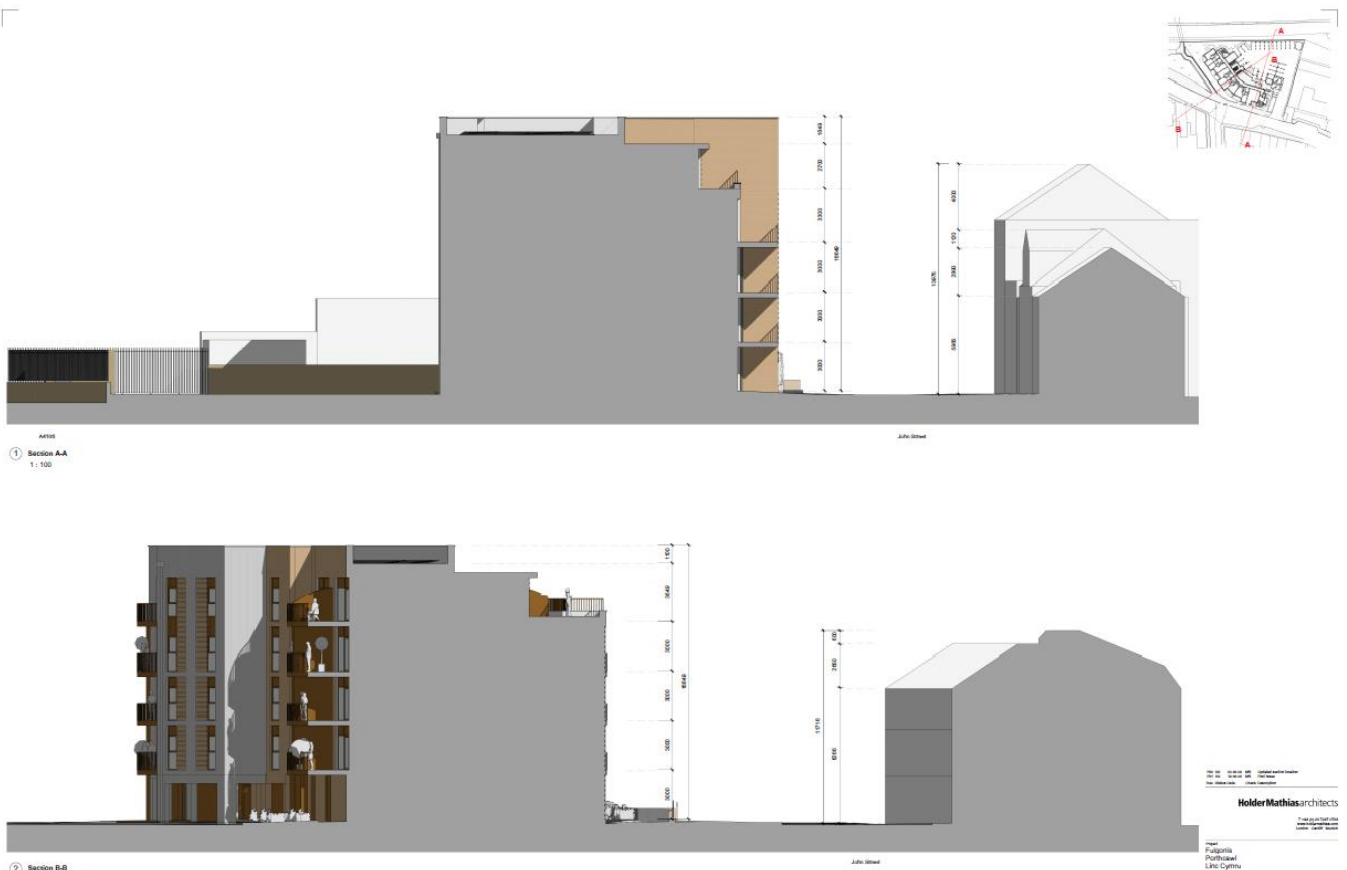


Fig. 3 – Site Sections

The building is stepped back from John Street and is of a design that will complement rather than detract from the traditional buildings on John Street.

The site is approximately 75m from the northern extreme/boundary of the extended Porthcawl Conservation Area (May 2016).

The Conservation Area was originally designated in August 1973 and consisted of those parts of the town which were substantially complete during its period of industrial growth before 1885.

The Conservation Area itself was historically concentrated around the Listed Buildings close to the Eastern Promenade and the Esplanade some 500m away from the development site. This area includes the original tidal basin, breakwater and harbour light, giving the town its maritime character.

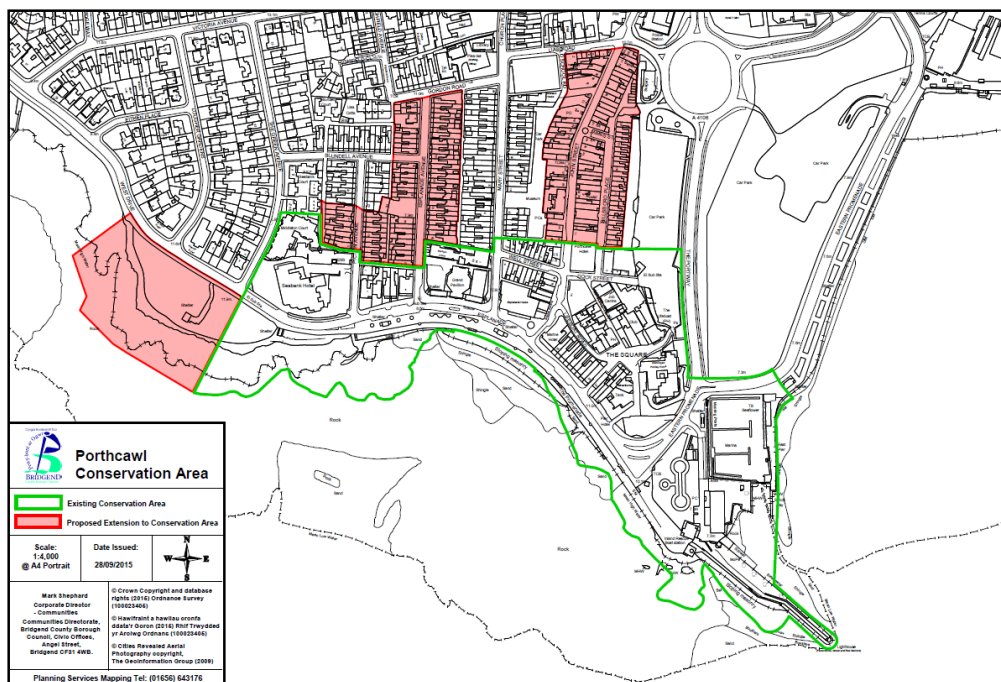


Fig. 4 – Original and Extended Porthcawl Conservation Area

Paragraph 1.29 of Technical Advice Note 24: The Historic Environment states that “A judgement has to be made by the consenting authority, on a case-by-case basis, over whether a proposed development may be damaging to the setting of the historic asset, or may enhance or have a neutral impact on the setting by the removal of existing inappropriate development or land use.”

The scheme will not be overtly visible when viewed from the heart/original parts of the Conservation Area and, at worst, will have a *neutral impact* on the setting of the historical asset. In addition, the proposal will redevelop a vacant brownfield site and will remove a building that currently has a detrimental effect on the streetscene.

Therefore, Officers consider that it would be difficult to sustain a refusal at appeal on these grounds.

A copy of the original report is reproduced below. **If Members are minded to revert back to the original Officer’s recommendation, the condition relating to the approved plans would refer to the amended plans submitted since the last DC committee meeting ON 11 June 2026.**

DESCRIPTION OF PROPOSED DEVELOPMENT

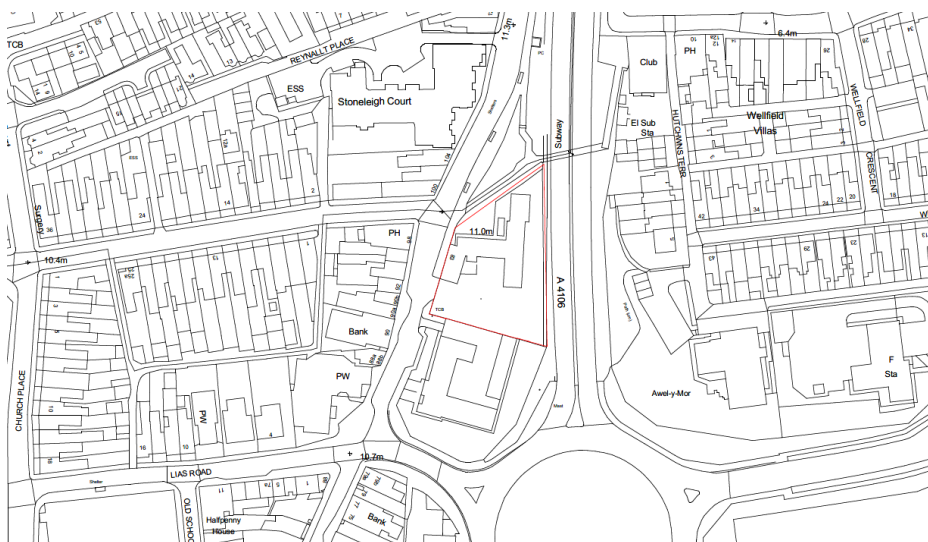
This planning Application seeks consent for the proposed demolition of the former Fulgoni's restaurant and the construction of a four to five-storey apartment block (with a projecting lift and stair core) for a total of 43 apartments (35 x one bedroom flats and 8 x two bedroom flats) for persons over 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).

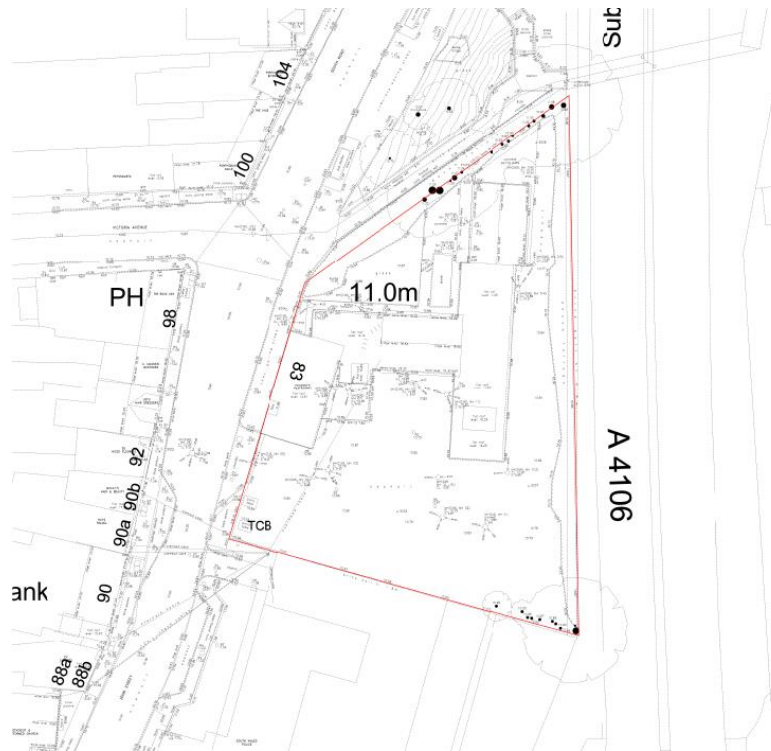
Fig. 1 Site Location Plan



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.

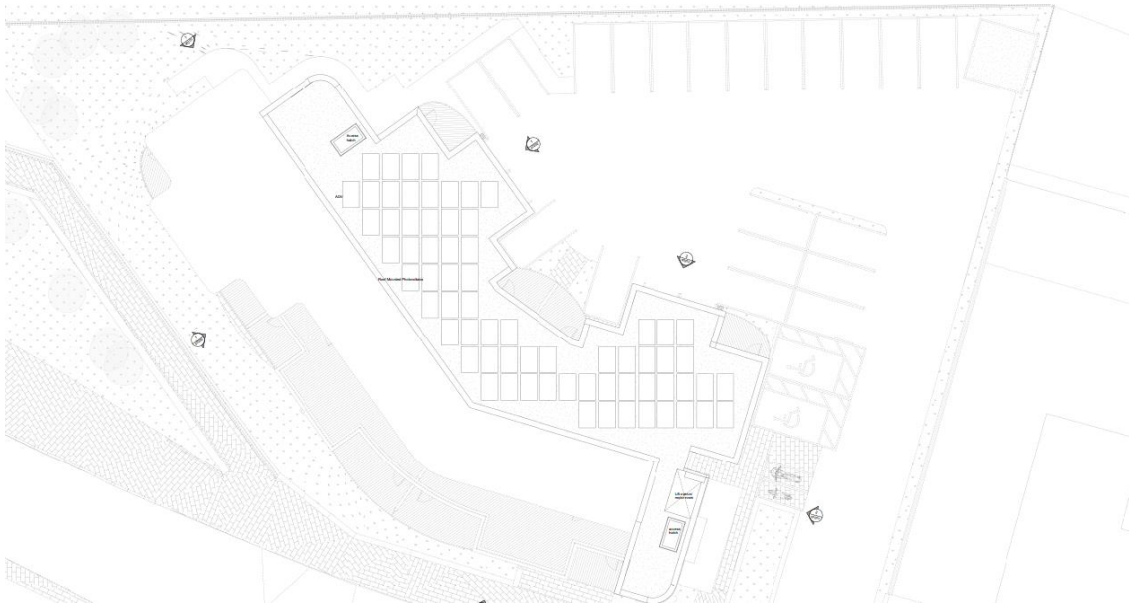
17. Potential future redevelopment of the Police Station site – there is no Application before the LPA relating to the Police Station site which lies to the south of this development. Should South Wales Police redevelop that site in the future the LPA would consider any potential scheme on its own merits.

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 Henneb Archaeological Trust as soon as this matter was raised with the Local Planning Authority by an objector. Henneb'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

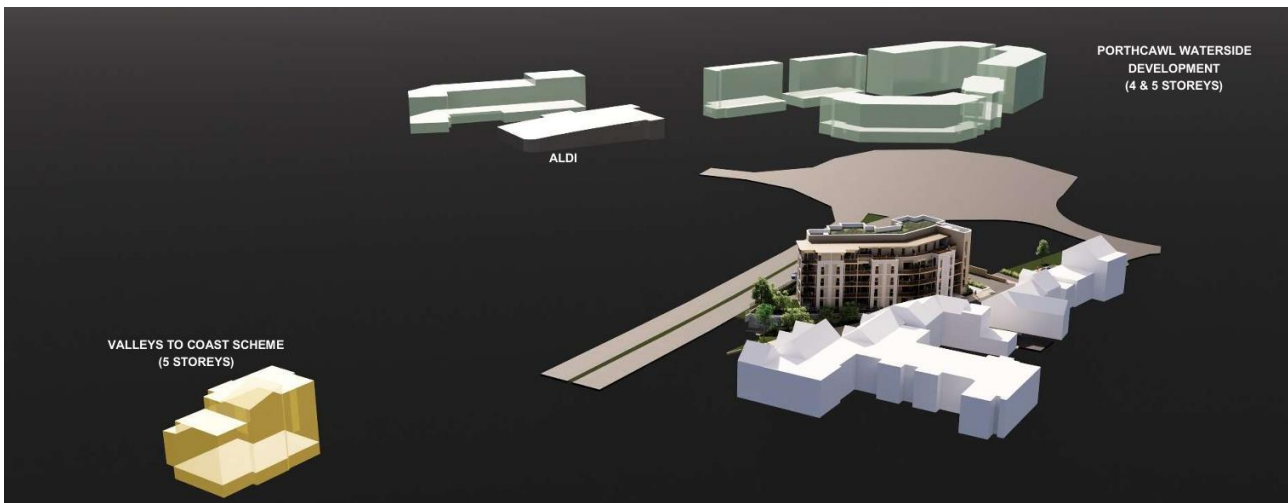
set amongst other intervening buildings.

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-storeys.

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.

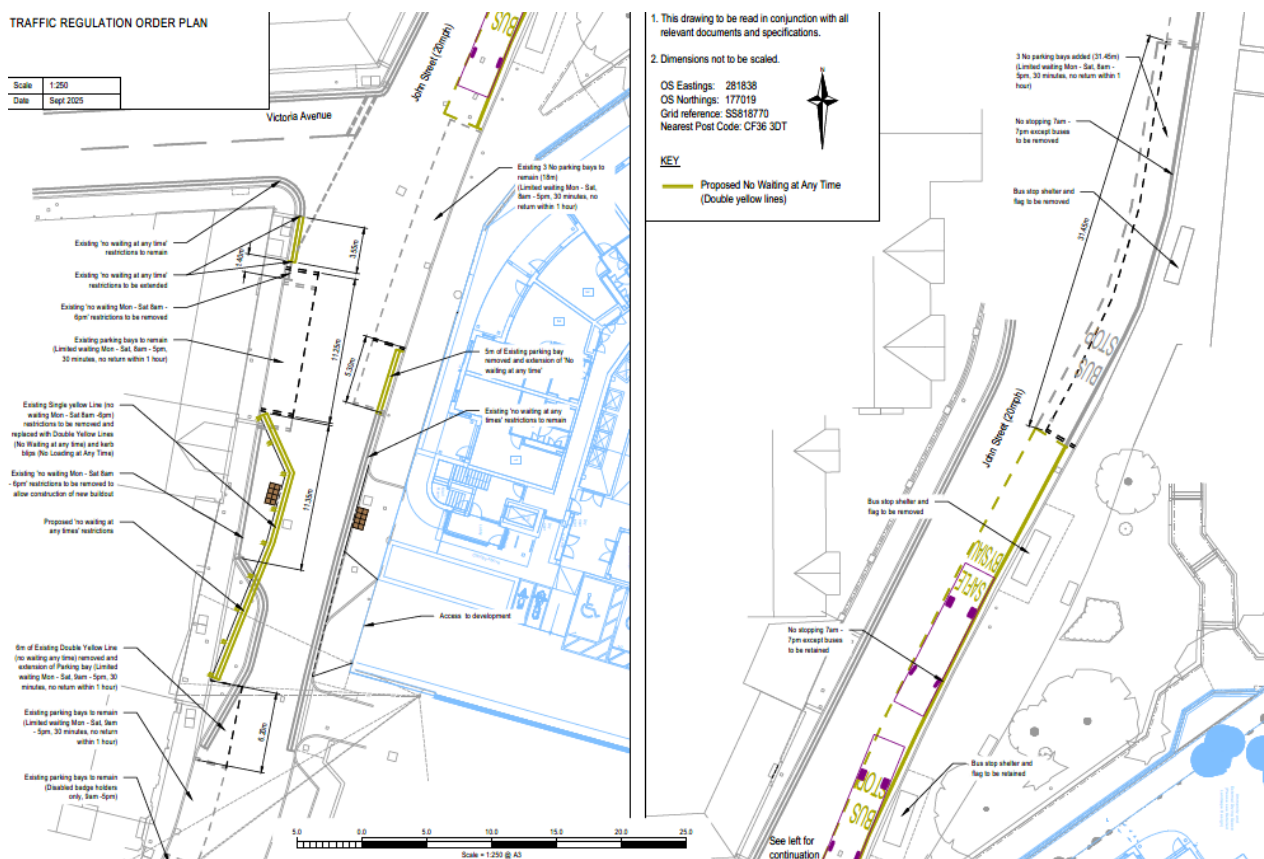
The scheme proposes 43 flats and 26 on-site parking spaces which will include 3 EV charging spaces and 2 disabled parking spaces. A 52 space secure and covered cycle store also forms part of the proposals. The Application was supported by a Transport Statement and Framework Travel Plan. The site is in 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 waste 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 53dBLAeq during the day (07.00-23.00 hours) and 37dBLAeq 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 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 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 appliances
- Should 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/25/737/FUL

APPLICANT: Valleys to Coast Housing, Tremains Business Park, Tremains Road, Bridgend, CF31 1TZ

LOCATION: Land adjacent 44 Canberra Road, Bridgend CF31 1HH

PROPOSAL: Demolition of the existing garages and construction of 6no. 1-bedroom flats and associated works

RECEIVED: 3 December 2025

DESCRIPTION OF PROPOSED DEVELOPMENT

Asbri Planning Ltd has submitted a full planning Application on behalf of Valleys to Coast Housing for the demolition of the existing domestic garages and construction of 6no. 1-bedroom flats and associated works on land adjacent to No. 44 Canberra Road, Bridgend.

The proposal consists of a single apartment block containing six 1-bedroom flats. Car parking for 7no. vehicles is proposed on land at the end of Canberra Road. A communal refuse storage area and cycle store would be located to the north of the building. The site would contain generous areas of shared open space around the proposed apartment building.



FIGURE 1: SITE PLAN



FIGURE 2: ELEVATIONS

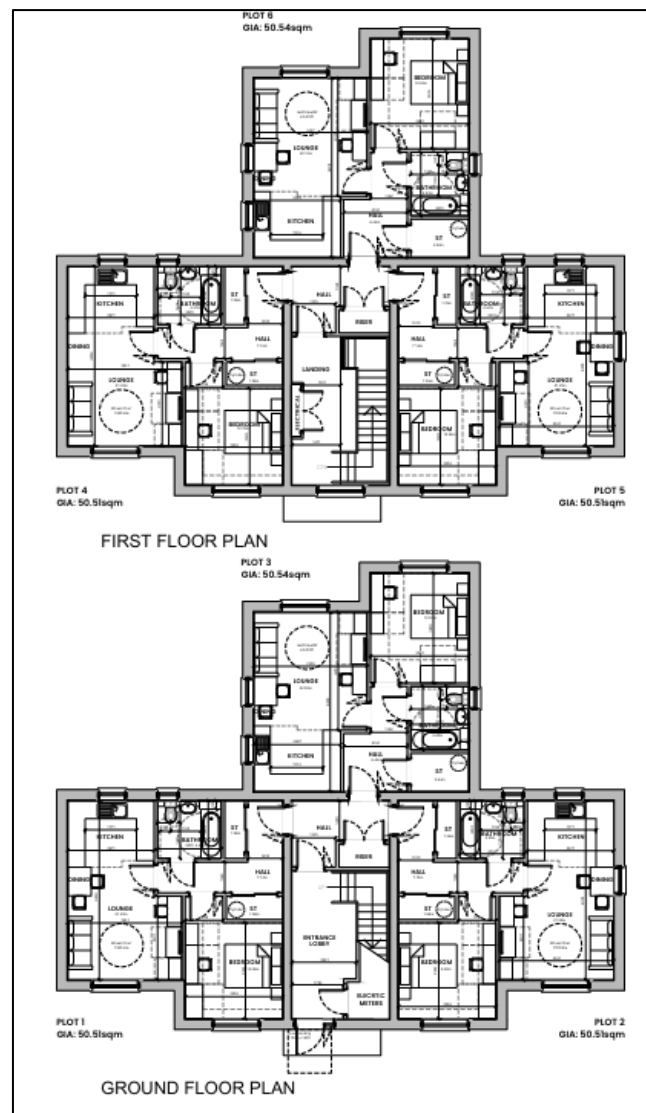


FIGURE 3: FLOOR PLANS

The building would be of a simple “T” shape with a pitched roof form. It would be finished in red brick and white render and a grey tile roof. Access to the flats would be through a centrally located entrance at the front of the building into a communal lobby which includes stairs to the first floor.

SITE DESCRIPTION

The Application 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 (2024) (RLDP).



FIGURE 4: LOCATION PLAN

The site is located at the northern cul-de-sac end of Canberra Road in a predominantly residential area. The site is currently occupied by a row of garages along the northern part of the site, with the majority of the rest of the area covered in hardstanding. The site is brownfield land with a little green space along its western edge. Mature trees line both the northern and eastern boundaries of the site. Rotary International Way (A4061) is located to the east of the site beyond the established belt of trees.

The land to the west of the Application site contains an open landscaped amenity space which is maintained in grass. This slopes down from the upper end of Canberra Road toward the subject site.

The site is located approximately 0.5 miles from Bridgend Bus and Railway Stations, which is the equivalent of a 10 minute walk.



FIGURE 5: GOOGLE EARTH - AERIAL IMAGE

The site includes a small area of adopted public highway at the end of Canberra Road. This area is proposed to be developed for parking and drainage purposes as part of the proposal. As the land is not in the ownership of the Applicant, the required notice has been served on the Highways Authority of an intention to purchase and use the land as part of the proposed development.



FIGURE 6: SITE LOCATION AND ADOPTED HIGHWAY (SHOWN IN ORANGE)



FIGURE 7: PHOTO TAKEN FROM CANBERRA ROAD



FIGURE 8: PHOTO LOOKING DOWN CANBERRA ROAD TOWARD THE APPLICATION SITE



FIGURE 9: PHOTO TAKEN FROM THE SITE LOOKING UP CANBERRA ROAD



FIGURE 10: PHOTO OF SIDE ELEVATION OF NO. 44 CANBERRA ROAD



FIGURE 11: PHOTO OF WESTERN BOUNDARY OF THE SITE



FIGURE 12: GARAGES TO BE DEMOLISHED

The following documents have been submitted in support of the Application:

- Supporting letter
- Ecology Assessment Report (29/01/2026)
- Tree Report
- Noise Impact Assessment
- Green Infrastructure Statement
- Drainage Strategy
- Proposed site plan
- Proposed street elevations

- Site sections
- Apartment plans and elevations
- Bird and bat box locations
- Soft landscape proposal
- Engineering layout
- Proposed waste management plan
- Existing adopted highway plan
- Proposed bin and cycle storage details

RELEVANT HISTORY

Application Ref.	Description	Decision	Date
P/17/804/FUL	Demolish garages and construct 2no. 2 storey buildings for 4no. flats with private gardens and carparking	Application withdrawn	01/02/2006

CONSULTATION RESPONSES

Natural Resources Wales: Initially raised an objection regarding the possible impact of the development on bats, a European Protected Species and requested additional survey work. Following receipt of an updated Ecology Assessment Report, NRW advised that they had no objection to the proposed development as it involved no removal of trees within or adjoining the site. Planning advisories were recommended on pollution prevention as the site is within thirty-three metres of a watercourse.

Highways Officer: No objections subject to stopping up of adopted highway and conditions.

Shared Regulatory Services – Environment Team - Land Quality: No objections subject to conditions and advisories.

Shared Regulatory Services – Environment Team - Noise: No objections subject to the imposition of conditions to mitigate against noise.

Land Drainage Section: No objection subject to the imposition of conditions.

Dwr Cymru/Welsh Water: Confirms that capacity exists within the public sewerage network in order to receive the domestic foul flows from the proposed development site.

It appears that the proposed development would be situated outside the protection zone of the public sewers crossing the site, measured three metres either side of the centreline and therefore the development is considered acceptable in principle.

We would request that if you are minded to grant Planning Consent for the above development that Advisory Notes are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru/Welsh Water's assets.

Bridgend Town Council: Requested further information regarding *'parking in this area given that twenty-two garages will be demolished, reducing parking provision within the street, plus additional parking may be required for the tenants of the six new flats.'* Further information was forwarded to the Town Council on this matter on 29/04/2026.

South Wales Fire and Rescue Services: Standard advice on the provision of adequate water supplies for firefighting purposes and access for emergency firefighting appliances forwarded to the Applicant.

Councillor S Bletsoe: *‘Thank you for this notification, I have taken some time to speak to residents who live around the proposed area and on the basis on the impact it would have and the size of the development I request that this Application is considered by the Development Control Committee.*

To summarise my observations and based on conversations and emails that I have received I make the following points.

The residents who live on Canberra Road on the whole support some form of development in this area, they feel that the empty area as it stands is unsafe and regularly frequented by anti-social behaviour that has a negative impact on them. There are reports of cars using the area to sell and purchase illegal substances and has recently had a number of homeless people sleeping in tents there. This they feel would be addressed by having a building there. They do however feel that the road that leads to the development needs widening to accommodate the current levels of vehicles plus those that the new development would generate. They also have concerns over how waste collection vehicles and fire fighting vehicles would access the new development and their houses. They do feel that this could be addressed by widening the road by slightly reducing the grassed area there. They would also like to see some more car parking spaces created on what it currently grassed areas, for the entire houses there to release some pressures that already exist and feel will be added to with this new development.

I have not had the chance to speak to residents on Castle View as there were no residents in when I knocked their doors, however, I have concerns that this development will overlook all of the properties numbered 38-44 Castle view as it is extremely close their back gardens and have concerns that it will not meet the material planning conditions covered by those residents right to not being overlooked. I ask that this matter is thoroughly investigated and included in the report on their Application. I am aware that a resident of Castle view has already made representations on their concerns and I ask that those concerns are considered in relation to the Application.

As I have said, there are varying feelings of local residents and I ask that Development Control Committee consider this Application and the various concerns of residents affected.’

Councillor T Wood: *‘Having spoken to residents from both Canberra Rd and Castle View, Canberra Rd residents want something built at this location because of the ongoing ASB but want more spaces for parking and also want the road widened.*

Castle View residents fear for the privacy to their homes and also feel it could be prone to flooding due to surface water.

Could I ask that this be referred back to DCC for reconsideration.’

Councillor S Easterbrook:

- *‘Canberra Road: Residents support the principle of development to curb anti-social behaviour but seriously request road widening and increased parking capacity.*
- *Castle View: Residents are concerned about the loss of privacy and the additional risk of land drainage and potential surface water flooding.*

Therefore, I request that the matter be referred back to the DCC for a more detailed review.’

PUBLICITY

Neighbours have been notified of the receipt of the Application and a site notice was erected in the vicinity of the site.

The period allowed for response to the initial consultations/publicity expired on 05/01/2026.

REPRESENTATIONS RECEIVED

Eight objections were received from the residents of 6no different properties on Canberra Road and Castle View. Four residents have sought speaking rights before the Development Control Committee. Concerns raised included:

- Loss of privacy and noise disturbance
- Overlooking of gardens and rooms at the rear of the Castle View properties
- Loss of trees and other vegetation
- Impact on wildlife
- Impacts on existing drainage and likely further flooding
- Increased traffic
- Impact on existing on-street parking
- Effects on property values
- Possible antisocial behaviour of future tenants
- Existing garages in poor condition due to neglect by the Applicant
- Existing antisocial behaviour and rough sleeping occurring at the site
- Proposal will have a detrimental impact on mental health and well-being of neighbouring residents
- Existing surface and foul water flooding issues
- Building considered out of keeping with the area due to its height, scale and size
- Waste and recycling store located too close to neighbouring properties
- No information provided on the future management of the flats and how noise, visitors, refuse and parking will be controlled

COMMENTS ON REPRESENTATIONS RECEIVED

Factors to be taken into account in making Planning decisions must be Planning matters, that is they must be relevant to the proposed development and the use of land in the public interest.

Each Planning Application is assessed on its individual merits. Property values are not a material planning consideration and are not relevant to the determination of this Application.

Issues in respect of anti-social behaviour are ultimately matters for the police and the proposal, which is a residential use, in purely land use terms is unlikely to inherently result in such serious levels of anti-social behaviour as to warrant or justify the refusal of this Application. Furthermore, there is no compelling evidence to suggest that a residential development of this nature would result in increased levels of crime or fear of crime within the locality of the site. The causes of anti-social behaviour and criminal activity are recognised to be diverse, and it is considered that an appropriately designed and managed development would not cause such anti-social behaviour or perception of anti-social behaviour to recommend refusal of the Application in this case.

The proposed scheme will see the complete redevelopment of the site, removing its ability to attract groups of people during unsociable hours and any associated antisocial behaviour. Even if the site did still attract anti-social behaviour, the scheme will deter this by introducing an increased level of natural surveillance.

RELEVANT POLICIES

Local Policies

The Development Plan for the area comprises the Bridgend Replacement Local Development Plan (2018-2033) (**RLDP**), 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 PLA11	Parking Standards
Policy SP6	Sustainable Housing Strategy
Policy COM2	Affordable Housing
Policy COM6	Residential Density
Policy COM10	Provision of Outdoor Recreation Facilities
Policy ENT15	Waste Movement in New Development
Policy SP17	Conservation and Enhancement of the Natural Environment
Policy DNP6	Biodiversity, Ecological Networks, Habitats and Species
Policy DNP	Trees, Hedgerows and Development
Policy DNP8	Green Infrastructure

The Council has also produced the following Supplementary Planning Guidance (SPG) which is relevant to this proposal: -

SPG08: Residential Development

SPG13: Affordable Housing

SPG17: Parking Standards

SPG19: Biodiversity and Development

National Policies

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

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

Future Wales – the National Plan 2040

Planning Policy Wales Edition 12

Planning Policy Wales TAN 5 Nature Conservation and Planning

Planning Policy Wales TAN 11 Noise

Planning Policy Wales TAN 12 Design

Planning Policy Wales 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 compromising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:

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

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

THE 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.

APPRAISAL

The Application is referred to the Development Control Committee as it attracted a number of objections from surrounding residents and a call-in request by three of the Local Ward Members.

The main issues for consideration in the determination of this Application are the principle of development and its visual impact on the surrounding area as well as its impact on amenity (living conditions of neighbouring residents), transportation effects, impacts on drainage and flooding and effects on biodiversity.

PRINCIPLE OF DEVELOPMENT

The proposal 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). It is also located within the Bridgend Sustainable Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP.

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

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 small windfall site under Policy SP6 and could contribute towards delivery of the overall housing requirement. The site is not allocated for a specific use; therefore, residential development would be acceptable in principle 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 fifty dwellings per hectare. The site comprises an approximate overall density of 54.5 dwellings per hectare. As such, the proposed development is considered to be in accordance with Policy COM6.

Policy SP5 Sustainable Transport and Accessibility of the RLDP states that development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. In this regard the site is located a short walking distance from the Bridgend town centre and its train and bus station.

Safeguarding and enhancing biodiversity and green infrastructure network is a requirement of Policy SP3 and a means of ensuring that a development scheme contributes to creating high quality, attractive, sustainable places that support active and healthy lives whilst and enhancing the community in which it is located by having full regard to the natural environment. Recognising that the County Borough has a rich and varied biodiversity with a

broad range of species, habitats and unique, rich landscapes, Policy SP17 indicates that development proposals should not be permitted where they will have an adverse impact on the Borough's biodiversity and habitats.

Policy SP3 Good Design and Sustainable Placemaking states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

1. Demonstrating alignment with the principles of Good Design; and
2. Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

The plans that support the Application indicate a development of one-bedroom apartments with associated access, landscaping, parking and ancillary works.

Subject to the above, the principle of the development accords with the policies of the Bridgend Replacement Local Development Plan (2024).

DESIGN AND VISUAL IMPACT

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

- 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
- Be appropriate to its local character in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

Placemaking should be delivering housing developments that respond to context and form a high-quality townscape, providing people-friendly, green streets, with high quality building design and private and semi-private space for all occupants.

Policy SP3 establishes fifteen sustainable placemaking criteria, (a-o) that will be applied to all development proposals. A number of the criteria will be addressed in other sections of the report but how the scheme maximises the development potential whilst providing green infrastructure and both private and public amenity space must be considered as will the impacts on the amenity of the adjoining users/occupiers. A review of the living conditions of the future residents must also be undertaken.

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

Increases in density help to conserve land resources and good design can overcome adverse effects but where high densities are proposed, the amenity of the scheme and surrounding property should be carefully considered. High quality design and landscaping standards are particularly important to enable high density developments to fit well into existing residential areas.

The site has historically been used for car-parking associated with the surrounding residential development. It is understood that it is no longer tied to providing parking for adjacent dwellings and falls under the ownership of the Applicant. The site contains a

substantial block of domestic garages that appear unused and are generally in poor condition. The remainder of the site is largely hard surfaced and used for informal carparking. Existing timber fences enclose the southern and eastern boundaries of the property.

The proposed development seeks to respond to its local context by extending the existing pattern of residential development on Canberra Road with the new two-storey apartment building sited at its northern end. The positioning of the building along its road frontage aligns with the established building line, ensuring that the development complements the surrounding streetscape and does not disrupt the visual harmony and character of the area.



FIGURE 13: PROPOSED STREETSCENE ELEVATION

While it is acknowledged that the proposed building is larger and higher than the existing two-storey semi-detached dwellings on Canberra Road, its location at the lower end of the of the access road will assist in reducing its visual impact on the surrounding area. The proposal has been designed with a simple form with pitched roof and would reflect the form and character of the adjoining semi-detached houses. Furthermore, the scale of the development is domestic and in keeping with the adjacent built form.

Elevational treatment including the use of a red brick and a painted render finish will appropriately blend with the local architectural style. The building includes design features such as red brick detailing along the edges of the building, a flat canopy entrance and white UPVC windows to match the characteristics of nearby properties.

The proposed cycle and bin store will be screened from public vantage points and the site will be extensively landscaped including tree planting, native hedging, rain garden and wildflower planting in appropriate areas of the site.

Having regard to the above, it is considered that the scheme accords with Policy SP3 of the Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (Feb. 2024).

RESIDENTIAL AMENITY

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.

Overbearing and overshadowing impact

In terms of overbearing and overshadowing impact, the apartment building has been sensitively sited to the side of No. 44 Canberra Road and would be located approximately 5m from its side flank wall and approximately 4m from the common boundary at its closest point. The rear wing of the building would be located approximately 8m from the same boundary, which is to the south of the proposed building. In this location it is considered that the proposed development would have no harmful impacts in terms of dominance or overshadowing on the immediately adjoining property.

The building would be located approximately 5m from the boundary with the residential properties fronting Castle View. These are all semi-detached bungalows of the same design and are located and oriented towards their northern boundaries with Castle View. A number have been extended to the rear and the two nearest properties to the proposed apartment building have garages located in their rear gardens.

The adjoining properties currently have limited views out across the Application site due to the location of the block of garages and the presence of mature planting along their southern boundaries at the rear of the garages. This comprises a hedgerow of approximately 4m high Hazel which is to be retained as part of the development. This hedge runs along the rear of 3no. properties and is immediately adjoined by a mature Oak of approximately 10m in height which is located to the rear of No. 41 Castle View. The Oak will also be retained.

The proposed apartment building would be located approximately 5m beyond the 4m high Hazel hedgerow at the rear of No. 40 Castle View. While the residents of this property will see the upper portions of the northern corner of the two-storey apartment building from their garden and rear facing windows, given the presence of screen planting and the generally modestly scaled corner element of the building, any visual impact for this neighbour would not be considered to be harmful. Given the distance of the building from other Castle View properties, the visual impact on them would not be considered to be unacceptable.

Overlooking/loss of privacy

In terms of overlooking and loss of privacy, SPG02 refers at Note 6 to the impact of new development on privacy and indicates particularly that new extensions should respect the privacy of neighbouring properties. This guidance is relevant when considering new residential development.

In the location proposed, the two-storey proposal and its first-floor windows have the potential to overlook adjoining houses and their garden areas.

The windows on the southern elevation of the proposed building relate to a bathroom which will be obscurely glazed and a dining space. The window to the dining area is located immediately opposite the side elevation of No. 44 Canberra Road which features an obscured side window. Accordingly, in this instance the loss of privacy should not be a concern.

Regarding the adjacent properties along Castle View, the existing tree and hedgerows will generally screen the proposed property from back gardens avoiding any potential overlooking. As for No's 38 & 39 Castle View, additional tree planting and hedgerows will be introduced towards the northeastern corner of the site to reduce any overlooking into back gardens from the rear side windows. Finally, it should be noted that the northern elevation only features two windows at the first floor in the rear wing of the building which are located approximately 15m from their boundaries.

Windows on the front or west facing elevation of the building would look across the site towards the existing boundary planting and 10m high Oak tree which are located to the rear of the Castle View properties. This vegetation is located on the Applicants land and is to be retained and supplemented by further boundary planting.

It is considered that the existing and proposed planting would largely screen the views from first floor windows of flat 4 that look out over the neighbouring gardens. However, in the winter, screening would be less effective. While views from the upstairs flat would be mitigated to an extent by a combination of landscape screening, the setback of the building from the boundary and orientation of the block, some loss of privacy could be anticipated for residential neighbours from the lounge and bedroom window of flat 4. This effect could be mitigated by the introduction of obscure glazing and/or installation of oriel window designs on flat 4, the latter which would direct views away from the neighbouring properties. In order to achieve an acceptable outcome, a condition is recommended in order to mitigate against any adverse effects on privacy.

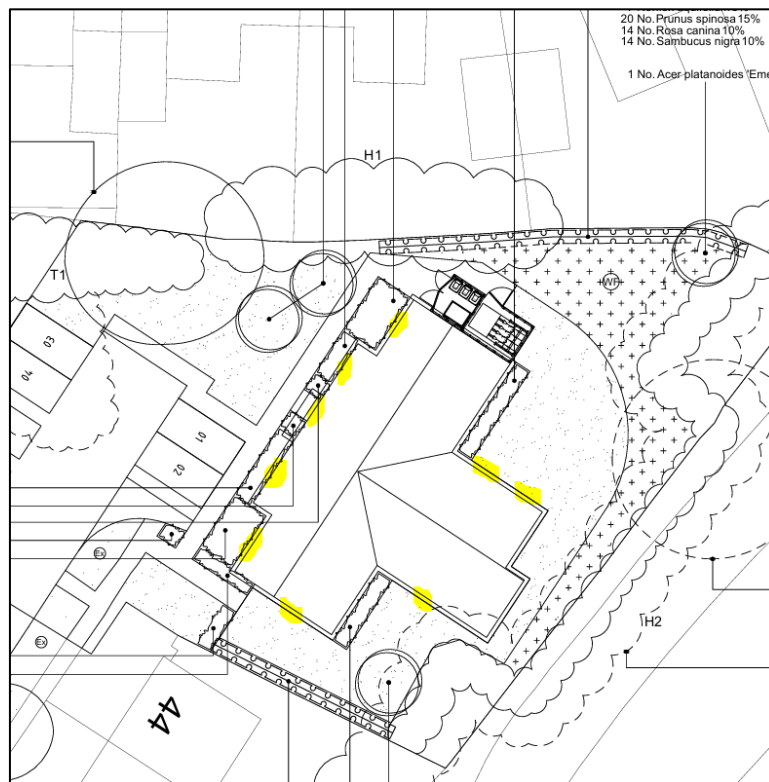


FIGURE 14: PROPOSED LANDSCAPING PLAN WITH LOCATION OF FIRST-FLOOR WINDOWS HIGHLIGHTED

Residential Amenity Occupiers

The proposed scheme seeks to introduce new amenity spaces for the residents of the residential development. This will include a large communal garden for the residents of the six flats generally in the northeastern corner of the site. This will provide a good level of amenity for future residents through the provision of private space containing sitting out areas, clothes drying, vegetable garden opportunities and cycle storage facilities.

Overall, it is considered that the scheme would provide enhanced areas of shared private open space suitable for the occupants of the one-bedroom flats.

Noise

The Application was supported by a Noise Impact Assessment which includes the results of

a noise survey conducted on the site and an assessment of external noise sources on the sensitive elements of the development, including road traffic from the dual carriageway A4061 located to the east of the site. The assessment has recommended a number of noise control measures to mitigate against noise pollution from the A4061.

Council's Environmental Health Officer has reviewed the Application and advises:

'I have reviewed the above planning Application. The noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment - Residential Development Canberra Road, Bridgend dated 30th October 2024 has assessed the impact from the traffic noise from the A4061 to the proposed flats. The report has identified the site falls into noise category B where noise should be taken into account when determining planning Applications and where appropriate, conditions imposed to ensure an adequate level of protection. The report has made recommendations to mitigate the internal noise levels of the proposed flats. Therefore, I would recommended the following conditions or of similar wording are attached should planning consent be granted:

1) External walls shall be constructed to achieve the sound performance as detailed in section 9.2 and be capable of achieving the minimum sound performance as detailed in table 11 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

2) The glazing to the windows to the front and rear elevation shall have a minimum RW value of at least 31dB and sound reduction indices as specified in the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

3) The glazing to the rear elevation shall have standard trickle ventilation as specified section 9.5 and implemented as detailed in figure 10 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

4) No development shall take place, including any works of demolition/site clearance, until a Demolition and Construction Method Statement has been submitted to, and agreed in writing by, the Local Planning Authority. The agreed Statement shall be adhered to throughout the demolition and construction periods and shall include the following information: schedule of works to be carried out/ timescales/ hours of operation/ methods of dealing with complaints and relevant mitigation to be adhered to/ liaison with residents/

A number of objectors raised concerns with the potential noise from the residents of the proposed flats. In terms of the likely impacts on neighbouring residential amenity, it is considered that the proposed use would not unreasonably compromise the level of amenity that can be reasonably expected in this residential location.

Any issues relating to noise nuisance from future residents of the property would be a matter for Shared Regulatory Services - Public Protection Officers to investigate under their legislation.

Subject to the imposition of the conditions recommended above and others requiring the installation of obscure glazing on appropriate windows, it is considered that the development will not result in any harmful impact on the amenity of adjoining occupiers and properties and will provide suitable level of amenity for future occupiers in accordance with Policy SP3 of the RLDP and advice contained within Supplementary Planning Guidance Note 02: Householder Development and Planning Policy Wales 12.

TRANSPORTATION EFFECTS

A key objective of Planning Policy Wales – Edition 12 is to ensure that new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities.

This will be achieved through integrating development with sustainable transport infrastructure and designing schemes in a way which maximises provision and use of sustainable forms of travel, including prioritising these modes over the private car.

Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity and realising the goals of the Well-being of Future Generations (Wales) Act 2015. Paragraph 4.1.10 of PPW confirms that the planning system has a key role to play by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

Policy SP5: Sustainable Transport and Accessibility of the RLDP states that new development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to local services. Development must be designed to provide safe and efficient access to the transport network, which includes active travel, public transport and street networks. Active travel is to be encouraged and reliance on private car use should be reduced.

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. Consideration must be given to electric and Ultra Low Emission Vehicles.

The Council's Transportation consultant has considered the highways implications of the proposed development and advised:

'The Highway Authority has considered the transportation implications of the proposal. In consulting upon this Application consideration has been given to the Highway Authority observations that were provided as part of Application reference P/17/804/FUL.

This Application has been subject to the submission of additional information following the provision of a Highway Authority consultation response. This audit includes consideration of the additional dialogue and plans 'Proposed Site Plan 2200 Rev P05' and 'Proposed Waste Management Plan 2510 Rev P01'.

The Application seeks permission for the construction of six one-bedroom apartments on a

site currently occupied by nine garages, and some eleven hardstand parking spaces. The Applicant confirms ownership of the garages, and their removal will not result in any loss of existing off-street parking provision. It was advised previously that it is not clear what the existing or recent use was of this parking area and why this would not now be an issue for the local area. This has been addressed with further detail that the Applicant owns the parking area and there are no remaining historic owners or leaseholders. The Applicant considers that the request is now not pertinent to the Application. Therefore, there is no confirmation of which dwellings this parking area served. Notwithstanding the above, it is considered that the loss of parking which will occur from the removal of the garages can be considered as already lost and therefore not pertinent to the Application.

The proposal also seeks to develop areas of highway which would result in further loss of local parking, in this case publicly available parking on Canberra Road.

Canberra Road is residential in character, with observed low levels of on-street parking. The route is recorded as being adopted highway until a point before the western boundary of the first garage. It was requested that the extent of highway ownership should be fully set out within any plans and the intensions for this clearly confirmed.

The supporting information received suggests that the Applicant considers that the proposed drainage cannot be installed within the adopted highway and therefore would seek to formally stop it up.

The Applicant was invited to clarify the exact extents of the adopted highway to be considered for formal stopping up.

The subsequently submitted plan (extents of proposed stopping being sought) was used to for an informal internal Highway Authority. At the time of the preparation of these observations, unfortunately there were some outstanding internal consultee responses, and it is not possible to indicate if the necessary stopping up procedure (under the Town and Country Planning Act) would be supported by the Highway Authority. As a result, the Applicant should be advised that in the event of planning consent being granted, further consultation should be held with the Highway Authority, post consent, to facilitate a potentially acceptable stopping up Application.

Whilst it may be considered inappropriate to grant planning consent for a proposal which may be capable of implementation, it is noted that the Application for stopping up highway is a separate legal process and as such the Applicant is reminded that consent under the Town and County Planning Act 1990 conveys no approval under the Highway Act 1980 for works to be undertaken affecting any parts of the public highway. Accordingly, the full and formal stopping up process must be followed and adhered to. The highway must not be interfered with during the stopping up Application and must remain as intact and open to inspection, failure to observe this will result in the stopping up process requiring to be dealt with under the Highways Act and through a magistrate's court.

The Highway Authority view is that demarcated or specifically allocated parking cannot be provided in the adopted highway, a successful stopping up procedure should address this.

It was identified that the Application form has been marked that the Applicant is the sole owner of all the land, which appeared incorrect. It is understood that appropriate completion of the certificate has been carried out and notice served to the Highway Authority.

In accordance with the adopted Parking Standards (SPG17), one-bedroom apartments located within Zone 4 are required to provide one parking space per bedroom (up to a

maximum of three spaces per unit), together with one visitor space per five units. Each space must meet the minimum dimensions of 2.6 metres by 4.8 metres, with appropriate provision for pedestrian access.

The submitted layout demonstrates compliance with these requirements and provides adequate off-street parking to serve the development a total of six standard parking bays is shown for residents, and one marked for visitors. The parking provision also includes for a powered two-wheeler parking bay. The cycle parking provision for the proposed layout appears to be located to the north of the building and indicates four cycle spaces, this should be amended to provide one space per flat.

The refuse storage area is shown adjacent to the cycle parking and is located some distance from the car parking area and the highway. The refuse collection vehicles which service Canberra Road are assumed to make use of the existing turning head. The addition of a bin collection point is noted, and the layout has been marked to show that a carry distance of fifteen metres would be required by residents to move the refuse from the storage area to the collection point. The measured carry distance from the turning head area to the collection point has been indicated as around twenty metres for refuse workers.

A redesign in terms of the placement of cycle parking and secure storage will be required to ensure that it is located in an overlooked prominent location. A more suitable location may exist in the area to the north of bay 03 to 01 and the aisle between them. This redesign can be secured by an appropriately worded planning condition for a revised scheme of secure cycle parking.

In order to give the Applicant a degree of flexibility, to address minor changes which may be necessary as a result of stopping up procedure, conditions are recommended.

I would advise that the observations of the Highway Authority are no objection subject to conditions.

Based on the advice received from the Transportation consultant and subject to the imposition of suitable conditions, it is considered that the proposal would have no unacceptable transport impacts and would accord with Policies SP3, SP5 and PLA11 of the RLDP.

DRAINAGE

Policy DNP9 Natural Resource Protection and Public Health of the RLDP states that development will only be permitted where it can be demonstrated that it will not cause any new or exacerbate an existing unacceptable risk of harm to health, biodiversity and/or local amenity due to 4) Water pollution and the protection of water resources.

The explanation for Policy DNP9 notes that the Council is committed to implementing sustainable approaches to surface water drainage and expects development to incorporate SuDS wherever possible. SuDS mimic natural drainage to improve rainwater infiltration to soil and ground and can be implemented at all scales of development. They may include green roofs; rainwater harvesting systems; soakaways/infiltration systems; permeable surfaces; rain gardens; detention basins and swales. SuDS can improve a development by creating habitats that enhance biodiversity as well as providing potential amenity and recreational benefits.

Policy SP3(I) of the RLDP requires that all development incorporate appropriate arrangements for the disposal of foul sewage, waste and water.

A number of objectors have raised concerns over existing land drainage and flooding issues

which are impacting on the Castle View properties. Concerns were also raised over existing foul water discharges and whether the public system would cope with the additional demands of six new flats.

Dwr Cymru/Welsh Water in their consultation response note that the development proposes to discharge foul and surface water flows to the sewer and a sustainable drainage system, respectively.

The proposed development site is located in the catchment of a public sewerage system which drains to Penybont (Merthyr Mawr) Wastewater Treatment Works (WwTW). DCWW have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

Council's Coastal and Flood Management Team Leader has reviewed the proposal and advises:

'The Application form states that the proposed development is not located within a flood risk zone, is not located within 20m of a watercourse and does not propose to increase flood risk elsewhere.'

The Application form states that foul water will be disposed via the main sewer. A foul water drainage layout has been provided. The Applicant shall provide an agreement in principle from DCWW for the proposed foul water connection to the public sewer. The Applicant shall provide an agreement in principle from DCWW for the proposed foul water diversion or build over sewer agreement, if required.

The Application form states that surface water will be disposed via SUDs. A surface water drainage layout has been provided and identifies that surface water will be disposed to the Morfa Brook. The Applicant shall submit a Flood Risk Activity Permit to NRW for the proposed connection to the Morfa Brook. An ordinary watercourse consent will also be required for works to the existing ditch.

Given the known flooding issues within this area, the land drainage team support the disposal of surface water to Morfa Brook and NRW have not objected to these proposals as part of their consultation response. Should the Applicant change their surface water disposal method in the future this would be objected to by the Land Drainage team.

A Construction Environment Management Plan shall be provided to outline how surface water will be managed during storm events.

Given the development area and no. of dwellings a sustainable drainage Application will be required. Maintenance of the sustainable drainage features will remain with the Housing Association as the single landowner.

From 7 January 2019, new developments greater than 100m² of construction area or two dwellings or more require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before construction work begins.'

The Applicant notes that their drainage consultant has been made aware that the DCWW surface water sewer is associated with flooding issues on Castle View. It is advised that:

'DCWW are unable to locate the outfall which may be potentially blocked which is causing flooding from their network, investigations are ongoing. The current flooding is not due to

capacity issues but poor maintenance as the outfall to the Morfa Brook may be blocked, which is associated with the DCWW surface water sewer. This issue would need to be resolved by DCWW prior to any connection being granted to the DCWW sewer at this location. With regard to our development, the proposals include connection to the Morfa Brook downstream of this issue so it will not impact the upstream problem.'

Subject to the imposition of appropriate conditions on both surface and foul water discharge, the proposed development is considered compliant with Policy SP3(I) and DNP9 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from a drainage perspective.

BIODIVERSITY CONSIDERATIONS

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." it further goes on to state 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 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 Application was supported by an Arboricultural Report, Ecological Site Assessment Survey, Green Infrastructure Statement and Soft Landscaping Plan.

The Arboricultural Report includes a tree survey, tree constraints plan and Arboricultural impact assessment and method statement. The purpose of the report is to assess the quality

of the trees at Canberra Road and assess the arboricultural impact of the proposed development design and provide details regarding protection of retained trees during construction work.

Of particular note, the arboricultural report identifies that the site contains a Category B Oak tree along with hedgerows of Hazel along the northern and eastern boundaries of the site. These are to be retained and pruned where necessary as part of the development. A single approximately 12m high Ash located on the eastern boundary of the site was found to present with significant signs of ash dieback disease and is recommended for removal.

The Ecological Site Assessment includes a desktop study of protected sites and species. A site inspection has identified the trees listed in the Arboricultural Report and notes that the site includes small areas of regularly mown amenity semi-improved grassland along with areas of woody and Bramble scrub.



FIGURE 15: PHOTO OF GARAGE BLOCK TAKEN FROM THE ECOLOGICAL SITE ASSESSMENT REPORT – DATED SEPTEMBER 2025



FIGURE 16: APPLICATION SITE PHOTO TAKEN FROM THE GREEN INFRASTRUCTURE STATEMENT

The report contains a number of recommended actions in order to avoid any adverse impacts on birds and protected species during the development of the site. The garage block was found to have negligible potential for roosting use by bats, however a precautionary approach to the building removal is advised.

A number of biodiversity enhancements and green infrastructure considerations have been made. The green infrastructure features currently found within the site boundary were found to be limited to areas of trees, tree line, woody scrub, bramble scrub, short perennial and tall ruderal vegetations. Current biodiversity value of the site was assessed to be low and of a local value only.

It is noted in the report that the majority of current habitats on site will be lost during development, however once building works are completed, the majority of these habitats can be restored. The report advises that direct habitat loss implications within the development site can be limited if compensatory planting can be incorporated within the site plans.

The Soft Landscape Proposals drawing submitted with the Application includes the retention of trees, hedgerows and some bramble scrub areas along with extensive native tree and hedge planting along with shrub planting. The new development would include rain garden areas and wildflower planting within the proposed amenity areas (see Figure 15).



FIGURE 17: EXTRACT OF THE SOFT LANDSCAPES PROPOSALS DRAWING

The proposed development also includes the provision of new bat and bird nesting boxes to be attached to the new apartment building.

Given the significant biodiversity enhancements proposed, it is considered that the proposed development will satisfy Policies SP3, DNP6, DNP7 and DNP8 of the RLDP and the proposal will accord with the requirements of Section 6 of the Environment (Wales) Act 2016 and guidance contained within TAN 5: Nature Conservation and Planning (2009).

OTHER MATERIAL CONSIDERATIONS

Land contamination

Policy SP3 Good Design and Sustainable Placemaking of the Replacement Local Development Plan (2024) requires that all development must: h) Incorporate methods to ensure the site is free from contamination (including invasive species).

Council's Shared Regulatory Services Land Quality Team have recommended the imposition of consent conditions and advisory statements on possible contaminated land and the importation of soils or other materials to ensure they are suitable for the end use should planning permission be granted.

Waste storage and movement

Policy ENT15 – *Waste Movement in New Development* of the RLDP requires all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

The plans submitted indicate that a communal waste storage area will be provided at the northern end of the building for the residents of the apartment building. A separate area would be provided for waste and recycling to be stored adjacent to the public highway on collection day.

The proposed measures and locations would be considered generally acceptable for a small development of 6no. one-bedroom flats. The location of the refuse storage area would not, given its small size, give rise to any anticipated adverse effects on the amenity of adjoining residential properties. For these reasons, the proposal is considered to be compliant with Policy ENT15 of the RLDP.

S106 OBLIGATIONS

Policy SP10 of the Replacement Local Development Plan requires that all development proposals be supported by sufficient existing or new infrastructure. This is to mitigate any 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 obligation will be secured by means of a section 106 planning agreement as appropriate.

The Applicant has been advised of the expected financial contributions as detailed below.

Outdoor space

Policy COM10: Provision of Outdoor Recreation Facilities of the RLDP requires the provision of satisfactory standards of outdoor recreation facilities from all new residential development. BCBC's Outdoor Sports & Children's Play Space Audit (2021) shows a deficit of Equipped Play Areas and Outdoor Sport provision in this location.

Given the nature of the proposal, it is recommended that a commuted sum is sought in relation to the six proposed flats in order to satisfy the requirements of Policy COM10. Based on updated recent costs of this nature in Bridgend County Borough, the combined contribution would equate to £8,757.55 (Capital + Maintenance), index linked, to be secured under a section 106 agreement. This sum would be spent on the improvement of outdoor recreation facilities and/or public realm in the vicinity of the proposed development to satisfy Policy COM10.

Subject to meeting this s106 obligation, the proposal is considered acceptable from a strategic planning perspective, satisfying Policies SP10 and SP3 of the RLDP.

CONCLUSION

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 (2024)

Having regard to the above, whilst noting the concerns raised by objectors, it is considered that, on balance, this Application can be recommended for approval because the development is in accord with the policies of the Bridgend Replacement Local Development Plan (2024), and will deliver much needed housing on an underutilised brownfield site within the settlement of Bridgend. The plans suggest that the placemaking objectives and high quality of design including biodiversity enhancements will ensure an acceptable built form and amenity space standard will be delivered.

In summary, it is considered that the development accords with Policies SF1, SP3, SP4, SP5, PLA11, PLA12, SP6, COM2, COM3, COM6, COM10, SP10, ENT10, ENT15, SP17, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (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 financial contribution of £8,757.55 (Index Linked) for the improvement of outdoor recreation facilities and/or public realm improvements in the vicinity of the proposed development.

(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: To comply with the requirements 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:

2300 REV P05 - PROPOSED APARTMENT PLANS AND ELEVATIONS
 2230 REV P01 - PROPOSED SITE SECTIONS
 2220 REV P01 - PROPOSED STREET ELEVATIONS
 1230.01 - SOFT LANDSCAPE PROPOSALS
 2300 REV P04 - PROPOSED APARTMENT PLANS AND ELEVATIONS - BIRD AND BAT BOXES
 2510 REV P01 - PROPOSED WASTE MANAGEMENT PLAN
 2200 REV P05 - PROPOSED SITE PLAN
 2243 REV P01 - PROPOSED BIN & CYCLE STORAGE DETAIL
 2599 REV A - ENGINEERING LAYOUT

ECOLOGICAL SITE ASSESSMENT SURVEY - ECOLOGICAL SERVICES LTD
 29/01/2026
 DRAINAGE STRATEGY - PHG CONSULTING ENGINEERS - SECOND ISSUE
 24/11/2025
 NOISE IMPACT ASSESSMENT - ACOUSTIC CONSULTANTS LTD - 30/10/2024
 ARBORICULTURAL REPORT - ARBTS - 24/11/2025
 GREEN INFRASTRUCTURE STATEMENT - DPLA - OCTOBER 2024

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

3. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of six cycle parking spaces has been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be implemented before the development is brought into beneficial use and retained for cycle parking purposes in perpetuity.

Reason: In the interests of promoting sustainable means of travel to / from the site and to accord with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

4. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of seven off-street car parking spaces together with access and manoeuvring area has been submitted to and approved in writing by the Local Planning Authority. The parking and manoeuvring areas shall be implemented in permeant materials with the spaces demarcated also in permanent materials before the development is brought into beneficial use and retained for parking and manoeuvring purposes in perpetuity.

Reason: In the interests of highway safety and to accord with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan (2024)

5. Notwithstanding the submitted plans, no development shall commence until a scheme ensuring a continuous footway link is provided from the existing footway provision on Canberra Road (fronting No. 44) to the development access(es) has been submitted to and approved in writing by the Local Planning Authority. The footway shall be implemented in permeant materials before the development is brought into beneficial use and retained for pedestrian access purposes in perpetuity.

Reason: In the interests of highway safety and to accord with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

6. A "Private Road" sign shall be erected at the entrances to the development from Canberra Road in accordance with details to be agreed with the Local Planning Authority before any dwelling served by the road concerned is brought into beneficial use. The sign shall then be retained as approved in perpetuity.

Reason: For the avoidance of doubt as to the basis of permission hereby granted and to prevent highway rights becoming established.

7. The approved soft landscaping scheme shall be implemented so that planting is carried out no later than the first planting season following the completion of the development. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted.

Reason: To protect and enhance the character and biodiversity of the site and the area and to ensure its appearance is satisfactory and to ensure the development complies with Policy SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

8. The development shall be undertaken in full compliance with the Arboricultural Method Plan and Statement contained at Section 6 of the Arboricultural Report submitted with the Application. This shall include the required tree surgery work and tree protective fencing.

Reason: In order to protect trees and woodlands of biodiversity and amenity value and to accord with Policies SP3 and DNP7 of the Bridgend Replacement Local Development Plan (2024).

9. Notwithstanding condition 2, the biodiversity enhancement measures proposed including the proposed bat and bird boxes highlighted on plan 2300 Rev P04 submitted with the Application shall be implemented prior to the first beneficial use of the residential apartments and retained as such thereafter.

Reason: In the interest of enhancing biodiversity and to accord with Policy SP3 and DPN6 of the Bridgend Replacement Local Development Plan (2024).

10. 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 in accordance with Policies SP3 and SP17 of the Bridgend Replacement Local Development Plan (2024)

11. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place 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 SP3(h) of the Bridgend Replacement Local Development Plan (2024).

12. 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 SP3(h) of the Bridgend Replacement Local Development Plan (2024).

13. 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 SP3(h) of the Bridgend Replacement Local Development Plan (2024).

14. 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 SP3(h) of the Bridgend Replacement Local Development Plan (2024).

15. External walls shall be constructed to achieve the sound performance as detailed in section 9.2 and be capable of achieving the minimum sound performance as detailed in table 11 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024.

Reason: In order to achieve the internal noise levels specified in the Noise Impact Assessment submitted with the Application and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

16. The glazing to the windows to the front and rear elevation shall have a minimum RW value of at least 31dB and sound reduction indices as specified in the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024. The glazing shall be installed prior to the occupation of the property and retained and maintained in perpetuity.

Reason: In order to achieve the internal noise levels specified in the Noise Impact Assessment submitted with the Application and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

17. The glazing to the rear elevation shall have standard trickle ventilation as specified section 9.5 and implemented as detailed in figure 10 of the noise report undertaken by Acoustic Consultant Ltd entitled Noise impact assessment – ref 11092/AE/JA Residential Development Canberra Road, Bridgend dated 30th October 2024. The glazing and trickle ventilation shall be installed prior to the occupation of the property and retained and maintained in perpetuity.

Reason: In order to achieve the internal noise levels specified in the Noise Impact Assessment submitted with the Application and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

18. No development shall commence, including any works of demolition/site clearance, until a Demolition and Construction Method Statement has been submitted to, and agreed in writing by, the Local Planning Authority. The agreed Statement shall be adhered to throughout the demolition and construction periods and shall include the following information: schedule of works to be carried out/ timescales/ hours of operation/ methods of dealing with complaints and relevant mitigation to be adhered to/ liaison with residents/

Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

19. Notwithstanding the submitted plans, no development shall commence until a scheme has been submitted to and agreed in writing by the Local Planning Authority for alternative window designs on the west facing lounge and bedroom windows of flat 4.

The scheme shall include a combination of obscure glazing (minimum of level 5 on the Pilkington index of obscurity) and/or oriel window designs. The agreed window scheme shall be fitted as agreed prior to the development being brought into beneficial use and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

20. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A. NATURAL RESOURCES WALES ADVISORIES

The site is within 33metres of a minor watercourse. Due to the proximity of the site to

watercourses, all works at the site must be carried out in accordance with Guidance for Pollution Prevention (GPP). During the construction phase you should take any precaution to prevent contamination of surface water drains and local watercourses. Oils and chemicals should be stored in bunded areas and spill kits should be readily available in case of accidental spillages. For further guidance please refer to GPP 5: Works and maintenance in or near water, and GPP 6: Working on construction and demolition sites, which are available on the NetRegs website.

B. DWR CYMRU/WELSH WATER ADVISORIES

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.

C. LAND QUALITY ADVISORIES

CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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.

D HIGHWAY AUTHORITY ADVISORIES

1. The proposed stopping-up of highway should be dealt with under the appropriate Section of the Town and Country Planning Act 1990.

2. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:

- i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway.
- ii) indemnify the County Borough Council against any and all claims arising from such works.
- iii) give not less than one calendar month's notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

REFERENCE: P/24/457/FUL

APPLICANT: Persimmon Homes West Wales c/o Highlight Planning, Office 33, 14 Neptune Court, Vanguard Way, Cardiff, CF24 5PJ

LOCATION: Land south west of Pont Rhyd-y-Cyff Llangynwyd

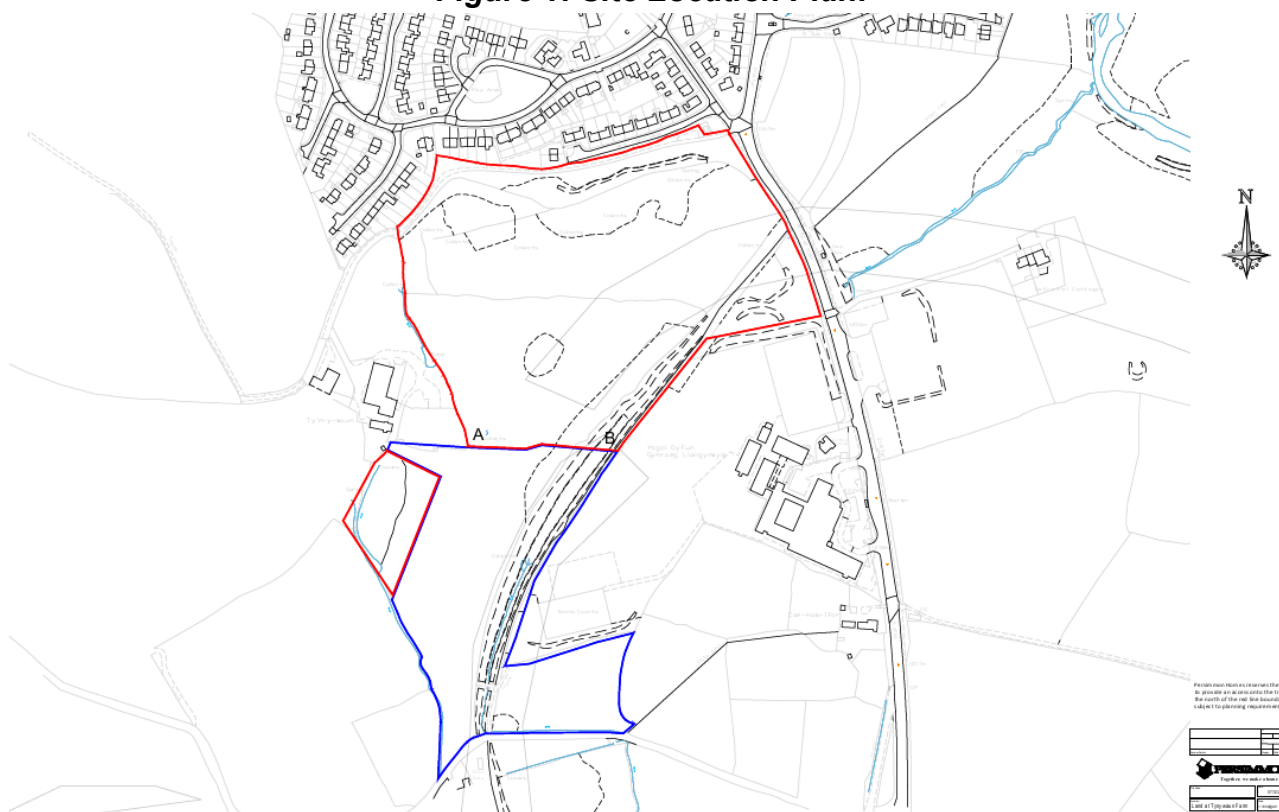
PROPOSAL: Proposed residential development of up to 122 new dwellings, access, landscaping, drainage, peat translocation and enhancements, biodiversity enhancements, engineering and associated works (amended description and red line, reducing house numbers and amending layout to retain an area of peat (in situ) and relocate another area of peat to a receptor site)

RECEIVED: 24 July 2024

APPLICATION/SITE DESCRIPTION

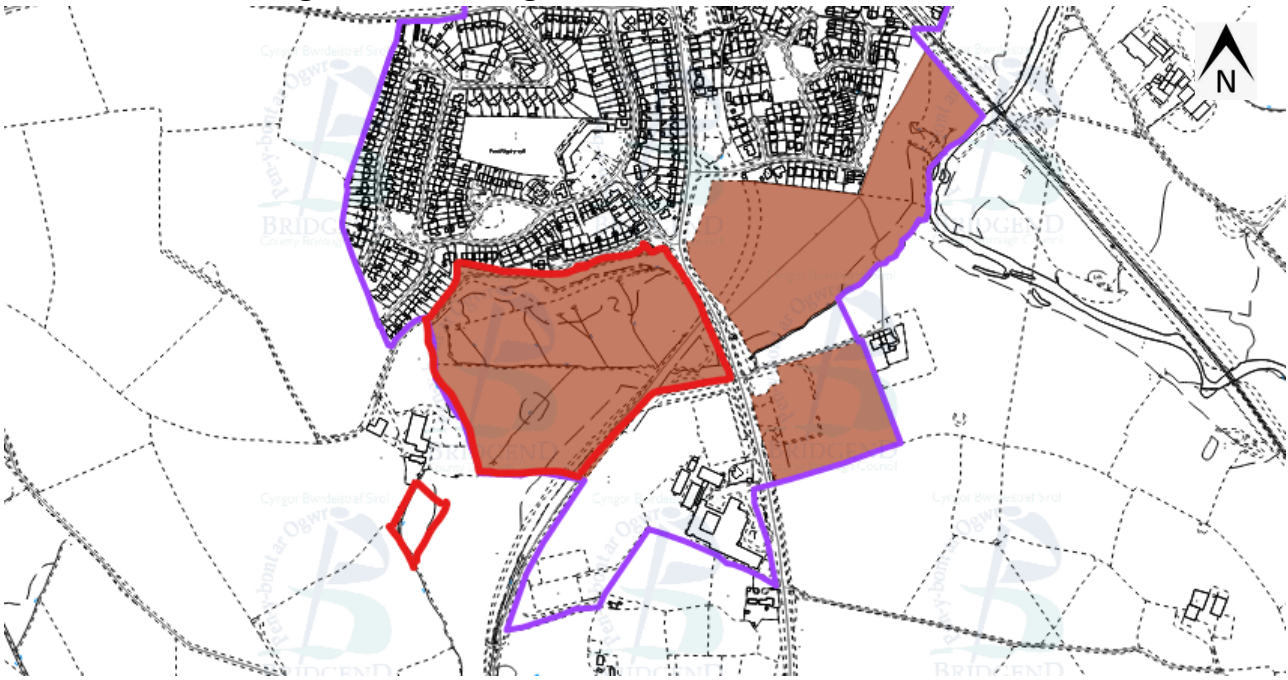
The Application seeks full planning permission for a proposed residential development of up to 122 new residential units, access, landscaping, drainage, peat translocation and enhancements, biodiversity enhancements, engineering and associated works at Land southwest of Pont Rhyd-y-Cyff, Bridgend Road, Llangynwyd, shown below in figure 1.

Figure 1: Site Location Plan:



The site, which is irregular in shape, is greenfield land which measures approximately 6ha and is situated to the south of Pont Rhyd-y-Cyff. There are two bus stops close to the site entrance. The closest shops are located approximately 400m away to the North which is also the location of Llangynwyd village hall. The nearest school is across to the south which is *Ysgol Gyfun Gymraeg Llangynwydd Secondary School* and there is another school, *Llangynwyd Primary*, located approximately 250m to the North. The Application site is one of three allocated housing sites within the area. Figure 2 below shows the 3 housing allocations in brown and the settlement limit in purple.

Figure 2: Housing allocation and settlement limit:



The site comprises two fields and woodland forming part of *Tyn-Y-Waun Farm*. It is located to the West of Bridgend Road (A4063) and to the south of *Heol Tyn-Y-Waun*, along with the rear boundaries of residential properties on *Heol-Yr-Ysgol* and *Heol Wil Hopcyn*. *Tyn-Y-Waun Farmhouse* (which is a listed building), and its associated agricultural buildings lie to the west. To the south lie the school grounds of *Ysgol Gyfun Gymraeg Llangynwyd*.

The site is located with the *Western Uplands Special Landscape Area* and is also designated as a part of the Tyn-Y-Waun Site of Important Nature Conservation (**SINC**). A series of watercourses run through the site and the fields are separated by trees and hedgerows, and there are areas of peat within the site (recently discovered). The site slopes at its highest point in the North, downwards to the south. A Public Right of Way (**PRoW**) *footpath 1 Llangynwyd Middle* runs diagonally through the southeast of the site. An electricity line mounted on wooden poles runs through the site. Figure 3 below shows an aerial view of the housing site with the smaller red line being the peat translocation area.

Figure 3 – Aerial photo of site



The Application proposes 122 new residential units with mix of terrace, semi-detached, and detached houses, as well as some apartments. The mix of house types is as follows:

24 x Rockcliffe a 1-bed dwelling (6 units to be affordable)
2 x Haldon a 2-bed dwelling
32 x Wareham a 2-bed dwelling (7 units to be affordable)
6 x Upton a 3-bed dwelling
9 x Sherwood a 3-bed dwelling (3 units to be affordable)
10 x Birkdale a 3-bed dwelling
9 x Barndale a 3-bed house
16 x Darlington a 3-bed. (2 units to be affordable)
14 x Grizedale a 4-bed dwelling

Each dwelling is finished in a combination of brickwork and render; details of the materials have not been provided. The Energy statement identifies that the entire development is to make use of electric heating exclusively on the site, and that all properties have been designed to facilitate this and will incorporate air source heat pumps and solar panels. However, no detail of which units would incorporate solar panels has been submitted. 15% of the units (18 units) will be provided as Affordable Housing all of which are Welsh Development Quality Requirements (**WDQR**) compliant.

Due to the sloping topography, there will be some retaining works provided to facilitate the development; for the most part these are relatively small structures. However, some larger structures are required up to 1350mmm high to get the appropriate levels through the site; these are not located in highly prominent locations.

The access road into the site is centrally located and forms the main road through the development, with cul-de-sacs and shared drives created off it. A new active travel route is proposed along Bridgend Road to provide safe pedestrian cycle and walking routes to the village and the school, including a controlled crossing, as part of the development. The three separate allocated housing sites shown in Figure 2 will deliver this new active travel route between them. A Sustainable Drainage System (SuDS) incorporating swales, attenuation basins and cellular storage tanks is proposed. This would be subject to a separate Sustainable Drainage Application to the Local Drainage Authority.

Whilst some trees on the frontage and within the site will be felled to enable safe access and allow the development to be built, the existing trees on the perimeter and some within a central corridor will be retained. The Local Planning Authority also proposes to protect many of the retained trees via a tree preservation order separate to this planning Application. It should be noted that the development proposes a 3 to 1 tree re-planting ratio to compensate for any tree loss. There is an existing overhead electric line crossing the site which the Applicant has advised will be diverted as part of this development. As such there would be no issues with overhead lines and residential curtilage or public spaces.

Members should note that the proposed site layout has changed since the original submission; this was due to peat being discovered on the site (which is a protected habitat). As such the revised layout now proposes to retain a large body of peat in situ and also relocate another area of peat to the receptor site where a new basin will be created to retain

the peat, and both areas to be appropriately managed and monitored. A robust landscaping scheme also shows several trees, hedgerows and plants are proposed, both around the site and also on the mitigation/receptor site to the south, to ensure a net benefit for biodiversity is achieved. This revised site layout can be seen below in Figure 4.

Figure 4 - Proposed Site Layout:



The following documents has been submitted in support of the Application:

- Design and Access Statement by High Light Planning March 2026
- PAC Report by High Light Planning Dated July 2024
- Heritage Statement by High Light Panning August 2024
- Health Impact Assessment September 2024
- Sustainability and Energy Statement by Persimmon
- Site investigation Report by Integral Geotechnique June 2022
- Supplemental Gas Monitoring Report by Integral Geotechnique dated 8th April 2026
- Preliminary Ecological Appraisal Report by Soltys Brewster Ecology November 2022
- Green infrastructure Statement by Soltys Brewster (Rev. E) May 2026
- Stage 2 Ecology Report by Soltys Brewster March 2026
- Soil and Peat Management Plan by SLR 26 May 2026
- Arboricultural Impact Assessment by Treescene dated March 2026
- Tree Survey by Treescene March 2024
- Tree constraints Plans by Treescene
- Tree survey report (Bats) by Soltys Brewster Ecology August 2024
- Transport Assessment by Link Transport Planning June 2024
- Transport Assessment by Link Transport Addendum April 2026
- Written Scheme of Investigation for Archaeological Monitoring and Recording by Rubicon Archaeology Report no. RR1530, dated November 2025.

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 Applicant.

The consultation exercise took place between 26 April 2024 and the 24 May 2024. The consultation involved notifying local residents within the surrounding area, together with Ward Members, and specialist consultees.

In addition to the specialist and community consultees, 13 letters were received from local residents; one letter was supportive and the other comments are summarised as follows:

- Highway safety and traffic particularly due to its proximity with the school alongside the need for active travel linkages
- Impact on biodiversity
- Impact on trees
- The level and amount of pre-application consultation with the community is insufficient
- Inadequate infrastructure and services e.g. GP surgeries
- Drainage/flood risk issues, waterlogging at the site and surrounding areas
- Public safety of attenuation basins
- Impact on water treatment facilities
- Poor quality of houses being built
- Accessibility of the location and lack of public transport

These issues have been addressed within the PAC report.

RELEVANT HISTORY

None.

PUBLICITY

Neighbours have been notified of the receipt of the Application. the Application has also been advertised on site and in the press. The period allowed for response to consultations/publicity has expired.

CONSULTATION RESPONSES

Welsh Water Developer Services: No objection subject to conditions

Ecology: No objection subject to conditions

Natural Resources Wales: no objection subject to condition

Rights of Way: No objection subject to conditions

Conservation and Design Officer: No objection

Heneb: No objection subject to conditions and informative

Highways Officer: No objection subject to conditions

Shared Regulatory Services – Noise/Nuisance: No objection subject to conditions

Shared Regulatory Services - Environment Team: No objection subject to conditions

Shared Regulatory Services Air Quality: No Objection

Crime Prevention Design South Wales Police: Have made general comments in relation

to 'Secure by Design'

Coal Authority: No objection subject to informative

Fire and Rescue Service: No objection - standard advice given in relation to providing water supplies and access for firefighting equipment

REPRESENTATIONS RECEIVED

1 letter of support and 10 letters of objection have been received, including one submission from Llangynwyd Middle Community Council, which have raised the following categories of issues:

Highways and Pedestrian Safety

- a) Issues over the location of the access on a bend, it should be located on Heol Yr Ysgol
- b) The addition of new houses will significantly increase traffic volume, causing serious congestion with there also being a school close by and another new housing site.
- c) Issues raised over the capacity of Junction 36
- d) The A4063, the main arterial route to Maesteg, is already congested and susceptible to delays, causing daily traffic management issues. The proposed development would significantly worsen congestion
- e) The school has continued concerns regarding the volume of traffic and its impact on the safety of learners and staff, especially to access the bus stop. There will be additional traffic with this development and so the school would ask that a crossing is considered as part of the plans to ensure safety for all.
- f) The access should come off Heol-Yr-Ysgol and a roundabout added.

Drainage

- g) How would the site be drained
- h) The school has had significant issues with drainage since moving to the site which we have been unable to resolve, despite several attempts. This has an impact on the whole of the field area - is there a concern this development could have a further negative impact on this?

Noise

- i) Noise pollution and deterioration of air quality caused by construction dust, emissions from heavy machinery, and increased road traffic will significantly impair residents' quality of life near the proposed development. Longer-term effects include increased vehicular emissions from new homeowners.

Biodiversity

- j) The presence of a designated SINC, together with high-value habitats and ecological connectivity, represents a clear environmental constraint which must be given significant weight. Planning Policy Wales requires impacts on biodiversity are avoided as a first principle. Bridgend County Borough Council guidance is clear that avoidance must be demonstrated before mitigation or compensation is considered. The proposed layout does not demonstrate that harm to woodland, hedgerows and habitat connectivity has been avoided. Instead, it appears to prioritise built development over the retention of existing ecological features.

- k) The proposal would result in the loss and fragmentation of a designated wildlife site and the degradation of ecological networks, contrary to Policy CHP4 and the Council's biodiversity guidance. The reliance on "green infrastructure" and enhancement measures does not overcome this conflict, as newly created habitats cannot replicate the ecological function of established woodland and marshy grassland systems. Furthermore, under Section 40 of the Natural Environment and Rural Communities Act 2006, the Council has a statutory duty to conserve and enhance biodiversity. The loss or degradation of a SINC and its associated habitats would be inconsistent with this duty.
- l) The current proposal fails to demonstrate that a less damaging layout has been considered, particularly in relation to the retention of woodland and habitat corridors. For these reasons, the proposal conflicts with Planning Policy Wales, Technical Advice Note 5, the NERC Act 2006 and the Bridgend Replacement Local Development Plan. Planning permission should therefore be refused, or the scheme substantially revised to avoid harm to the SINC, woodland and ecological network.

Other

- m) Would existing residents be able to use the gravel lane in the Northwest.
- n) Concerns over the potential impact of the proposed development on local amenities and services. Would lead to increased strain on infrastructure, such as schools, GP surgeries, dentists and other healthcare facilities, most of which are in Maesteg, there are very few services in the village, and the Princess of Wales Hospital is already under resourced and struggling with demand. Additional housing would further compromise the quality of life in the community.
- o) This will not be in keeping with the context or scale of the area. The population of Llangynwyd Middle Parish as per the 2021 census was 2,966. If the full 500 dwellings are built with an average of 3 people per household, this would increase the population by 1,500, a 50% increase. This would result in a layout and density that is inappropriate for the area. This proposal would affect the character and appearance of the neighbourhood, this development would be at the entrance to the village, which is linked to the historic Village of Llangynwyd, and its Church and famous Old House which are only a short distance away.
- p) There would be an additional strain on existing services of Water, Sewerage, and demand on the electric grid.
- q) Following a development in a different area of the Local Authority nearby schools had access to funding. We were unable to access that funding at the time as although some of our learners came from the area, the school itself wasn't deemed eligible. Is there community funding associated with this development and if so will there be opportunities for the school?

Comment on Representations Received

Highways and Pedestrian Safety

The concerns raised in relation to highway and pedestrian safety have been addressed within the appropriate sections of the report.

Drainage

- g) Dwr Cymru/Welsh Water and the Local Authority's Land Drainage Officer have not identified any such issues within the area, nevertheless this development would be subject to a SAB Application to ensure surface water is adequately drained and Dwr Cymru/Welsh Water have advised that all sewerage can be accommodated within the existing sewer system which has available capacity.
- h) This is a separate existing situation and not relevant to this proposal; as stated above a SAB Application will be required to ensure surface water is adequately drained and not impact adversely impact any adjoining property

Noise

The concerns raised in relation to Noise have been addressed within the appropriate sections of the report.

Biodiversity

The concerns raised in relation to biodiversity and ecology have been addressed within the appropriate sections of the report.

Other

- m) This is not a material planning consideration and should be taken up with the landowner.
- n) Infrastructure capacity was a key consideration throughout the plan-making process. The *Replacement Local Development Plan* adopted March 2024 (**RLDP**) evidence base, specifically the Infrastructure Delivery Plan, informed the allocation of the site and confirmed the infrastructure requirements and mitigation measures required to make development acceptable, through consultation with service providers and internal Council departments. This included infrastructure relating to transport, education, health, environmental management, utilities and community/cultural infrastructure.
Additionally, a plan wide Health Impact Assessment (**HIA**) was undertaken on the RLDP, which identified a number of key health and well-being impacts and priorities, which were reflected and addressed in the final adopted RLDP. The Health Board were also consulted on the suite of allocations within the RLDP at the plan- making stage, to help inform alignment of future healthcare service provision against housing growth. No objections were raised.
- o) The style and mix of dwellings proposed would create an attractive development with a mix of houses and landscaping whilst retaining as many of the existing trees as possible. It is considered that this would not detract from the character and appearance of the area and, if anything, would remove an unsightly derelict brownfield site improving the overall aesthetics of the historic village.
- p) No concerns have been raised from any statutory undertakers with regards to this development. Apart from Welsh Water's requirement relating to a water supply which has been conditioned
- q) This is not a material planning consideration however a contribution would be sought via a section 106 agreement in relation to education, as detailed within the report

PLANNING POLICY

National Planning Policy and Guidance

National planning guidance takes the form of **Future Wales – the National Plan 2040 (February 2021)** and **Planning Policy Wales (Edition 12, February 2024) (PPW12)**. The following elements of these documents are relevant to the determination of this Application.

Future Wales now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key National priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the development plan need to accord with Future Wales.

The primary objective of PPW12 is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.

Paragraph 1.30 of PPW12 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.”*

Paragraph 2.2 PPW12 states: *“All development decisions...should seek to contribute towards the making of sustainable places and improved well-being.”* Para 2.3 continues: *“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.”*

Paragraph 2.7 PPW12 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.”*

PPW12 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 recognises the *“pivotal role that planners play in shaping our society for the future”* prioritising *“placemaking, decarbonisation and well-being.”*

Paragraph 3.9, PPW12 states: *“The special characteristics of an area should be central to the design of a development. The layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.”* In 3.10 PPW12 continues: *“In areas recognised for their particular landscape, townscape, cultural or historic character and value it can be appropriate to seek to promote or reinforce local distinctiveness. In those areas, the impact of development on the existing character, the scale and siting of new development, and the use of appropriate building materials (including where possible sustainably produced materials from local sources), will be particularly important.”*

Paragraph 4.1.34 PPW12 states: *“In determining planning Applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling...”* Paragraph 4.1.35 continues *“New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking...”* and *“consideration must also be given to where people will leave their bike at home.”*

Paragraph 6.4.4 PPW12 states: *“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.”* It further states: *“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 biodiversity and ecosystem resilience cannot be avoided, minimised or mitigated/restored, and as a last resort compensated for, it will be necessary to refuse planning permission.”*

PPW12 states at paragraph 6.6.5 that: *“The planning system should...ensure sustainable drainage systems are an integral part of design approaches for new development...”* and at paragraph 6.6.16 *“Planning authorities should secure better management of drainage and surface water so as to tackle these issues by ensuring sustainable drainage systems are incorporated into development enabling surface water to be managed close to or at source.”*

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 2 – Planning and Affordable Housing (2006)
- Technical Advice Note 5 – Nature Conservation and Planning (2009).
- Technical Advice Note 12 - Design (2016)
- Technical Advice Note 15 – Development and Flood Risk (2004)
- Technical Advice Note 18 – Transport (2007).
- Technical Advice Note 24 – The Historic Environment (2026).

The Well-being Duty on Public Bodies

Sections 2, 3, 4 and 5 of the Well-being of Future Generations (Wales) Act 2015 together impose a duty on public bodies to carry out sustainable development, aimed at achieving the well-being goals, in accordance with the sustainable development principle. The public body must 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.

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 assessment of this Application has been carried out in accordance with this duty.

The Socio- Economic Duty

Part 1, Section 1 of the Equality Act 2010, which came in to force on 31 March 2021, requires that a county borough council in Wales (among other authorities) *“must, when making decisions of a strategic nature about how to exercise its functions, have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage.”*

Whilst the determination of this Application is not itself a strategic decision, the assessment of this Application has been carried out in accordance with this duty.

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 Planning Policy and Guidance

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

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP6: Sustainable Housing Strategy
- Policy SP8: Health and Wellbeing
- Policy SP10: Infrastructure
- Policy SP13: Decarbonisation and Renewable Energy
- Policy SP15: Sustainable Waste Management
- Policy SP17: Conservation and Enhancement of the Natural Environment
- Policy SP18: Conservation of Historic Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA9: Development affecting Public Rights of Way
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy COM1: Housing Allocations
- Policy COM2: Affordable Housing

- Policy COM3: On site provision of Affordable Housing
- Policy COM6: Residential Density
- Policy ENT10: Low Carbon Heating Technologies for New Development
- Policy ENT15: Waste Movement in new development
- Policy DNP4: Special Landscaped Areas
- Policy DNP5: Local and Regional Nature conservation sites
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural resource and Public Health

Supplementary Planning Guidance:

In addition to the adopted Replacement Local Development Plan, the Council has approved Supplementary Planning Guidance the following are of relevance:

- **SPG7:** Trees and Development
- **SPG8:** Residential Development
- **SPG13:** Affordable Housing
- **SPG17:** Parking Standards
- **SPG19:** Biodiversity and Development

EIA Screening

The Application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment Regulations 2017.

The proposed development is also not located within a zone of influence for any Special Area of Conservation (**SAC**), Candidate Special Area of Conservation (**CSAC**) or Ramsar sites and, as such, it is considered that an *Appropriate Assessment* as set down within the Conservation of Habitats and Species Regulations 2010 is not required.

APPRAISAL

This Application is to be determined at planning committee as it has received 5 or more objections. The scheme has been the subject of a full Development Control Committee site visit on 18th March 2026.

Issues

Having regard to the above summary, the main issues for consideration in the assessment of this Application are the principle of the development, visual impact regarding proposed scale, design and materials, impact on neighbouring properties, ecology and the environment, drainage and highway safety.

Principle of Development

The primary objective of Planning Policy Wales 12 (**PPW12**) is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. **PPW12** and the National Development Framework (**NDF**) set out how

the planning system at a National, regional and local level can assist in delivering these requirements through Strategic Development Plans (**SDPs**) and Local Development Plans (**LDPs**).

The site is located within the local settlement of Pont Rhyd-Y-Cyff as defined by **Policy SF1** Settlement Hierarchy and Urban Management of the Bridgend Replacement Local Development Plan (**RLDP**) adopted in March 2024. The site is also located in the *Maesteg and Llynfi Valley Regeneration Growth Area* as defined by **Policy SP1** Regeneration and Sustainable Growth Strategy.

Policy SP6: the 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. The site is allocated for 130 residential dwellings (including 20 affordable dwellings) under **Policy COM1(4)** – Land Southwest of Pont Rhyd-y-Cyff, Maesteg and the Llynfi Valley Regeneration Growth Area.

Policy COM6: Residential Density: the RLDP states 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 (**DPH**). 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 16.6 dwellings per hectare. It is situated within the Site of Importance for Nature Conservation (**SINC**) of Tyn-Y-Waun, and therefore the site layout is required to retain large quantities of existing green infrastructure to minimise its impact on the ecology of the SINC. The site also contains several areas consisting of varying depths of peat soil, which requires avoidance. It is therefore recognised that the housing density levels required by Policy COM6 are not achievable. It should be noted that the Applicant has worked with the Local Planning Authority (**LPA**) in relation to layout, density and ecological features and it is considered that the maximum density has been achieved without compromising the ecological constraints of the site.

It is noted that the proposed masterplan incorporates dwellings in the form of exclusively 1-bed (19.7%), 2-bed (27.9%), 3-bed (41%) and 4-bed (11.5%) on-site housing. Policy COM1, requires new housing developments to incorporate an appropriate mix of house types, sizes and tenures to cater for a range of housing needs. The proposal is therefore considered to provide an acceptable mix of types and sizes.

The site is located within a *Category 1 (Sandstone and Igneous Rock) Mineral Safeguarding Zone* 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 adjacent to existing development within Pont Rhyd-y-Cyff, and that the site is already constrained by being within 200m of residential property to the north and a school to the south. 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 sandstone resource.

The proposal is located within the *Llangynwyd Rolling Uplands & Forestry Local Search Area (LSA)* which is identified as suitable for wind energy by RLDP **Policy SP13: Renewable and Low Carbon Energy Development**. Proposals for development other than for wind energy within this area will only be permitted where they can demonstrate that they would not unacceptably prejudice the renewable energy generation potential of the LSA and the Future Wales *Pre-Assessed Areas for Wind Energy*. The site is part of an allocated housing site adjacent to existing housing, as such it is considered to be acceptable

Policy SP3 - Good Design and Sustainable Placemaking: the RLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

1. Demonstrating alignment with the principles of Good Design; and
2. Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

As such the principle of development is acceptable subject to further design, residential amenity, highways, drainage and ecology considerations addressed within this report.

Impact on Visual Amenity and Character.

Planning Policy Wales (Edition 12) 2024 at paragraph 4.11.9 stipulates the following: "*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 TAN 12 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 (RLDP) *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 the proposed developments should not have an unacceptable impact upon the character and amenity of an area. Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The site consists of two fields and woodland; it is accepted that the proposed housing development would alter its character permanently. However, as detailed above, the principle of developing the site for residential purposes has been established with the housing allocation under COM1/4 of the Replacement Local Development Plan, and the allocation of this land for residential use has already taken into consideration the wider contextual character issues with regard to the use of the land.

Within this overarching Policy context and noting especially the need to embrace the principles of place- making, the Applicant's vision for the site is to create a sustainable neighbourhood which responds to local character with a sensitive approach to landscape that delivers multi-functional green infrastructure that provides lifestyle and ecological benefits. It is clear that the Applicant is determined to provide a well-designed attractive housing development which not only provides much needed housing in the area but creates a desirable place to live.

As mentioned earlier in the report, the proposed layout, scale and design of the development has been refined from its initial concept, directly addressing discussions with the Local Planning Authority in relation to Peat and Ecology matters, whilst also trying to retain housing numbers. This revised layout establishes a central entrance, with a main spine road system punctuated by intimate cul-de-sacs and private shared drives.

The road surface will incorporate swales which will deal with surface water and link up to the wider sustainable drainage system. No details of the road surfaces or shared drives have been provided nor any detail of bin collection points on the shared drives where residents would present their bins for collection. However, a condition can be imposed to ensure these details of these are proposed and that they are appropriate.

The proposal is intent on retaining as many of the perimeter trees as possible and a central green corridor to the north of the retained peat area; the Application is accompanied by arboricultural surveys and details of how these existing trees can be protected during construction works. A condition can be imposed to ensure that tree protection measures are in place throughout the construction phase of the site for trees and any other retained habitats. It should also be noted that The Local Planning Authority will also be protecting

these many of the trees on this site trees as part of a formal Tree Preservation Order (separate to this planning Application), to ensure their retention and longevity.

To further enhance the site's ecology and visual interest, a comprehensive soft landscaping strategy is proposed, and planting will occur in the offsite receptor area introducing new trees hedgerow and planting, to ensure a net gain in green infrastructure. Conditions can be imposed to ensure that this is implemented and managed accordingly.

The development incorporates a range of different house types, apartments and flats and the Applicant has worked with the Local Planning Authority with regards to the layout and density. Figure 5 below shows a selection of the house types being proposed. Whilst the design of the dwellings is considered acceptable and aesthetically pleasing, a condition requiring samples of the materials can be imposed to ensure their suitability.

Figure 5 – Examples of House types



The layout plan illustrates that the means of enclosure to the properties will be a combination of close boarded fencing and a screen wall with brick piers. The screen walls will generally be in the public areas with the close boarded fencing in the rear gardens to provide privacy for future residents. The plans indicate public facing areas to have a masonry wall with fence panels infill, however no details of this have been provided or what the masonry finish would be like. As such, a condition can be imposed to require provision of further details of the means of enclosure to ensure that they are acceptable, and to ensure fencing is wildlife friendly. Due to the sloping topography of the site, there will be retaining works to facilitate the development; for the most part these are relatively small structures. However, the plans appear to show there are some walls that are larger and the details do not indicate how

Tyn-Y-Waun Farmhouse, a Grade II listed building, is located to the west of the development site. It is listed for its architectural and historical significance as a well-preserved example of a vernacular farmhouse in the rural landscape of Bridgend County. The farmhouse is characterised by traditional construction materials and methods, which contribute to its heritage value. Its setting within a semi-rural landscape, surrounded by agricultural fields, mature trees, and hedgerows, is integral to its historical significance.

The Applicant has submitted a Heritage Impact Assessment as part of this proposal which assesses the impact of the development upon the Historic Environment.

The Tyn -Y-Waun Farmhouse is separated from the site by intervening topography, mature vegetation, and field boundaries which limit direct visibility between the Farmhouse and the development site, and the Applicant intends to enhance this natural screening with additional landscaping.

The Council's Conservation and Design Officer has assessed the submission and advised that the separation of trees forms a reasonable and existing buffer for the listed Farmhouse, *Tyn-Y-Waun farmstead* and the proposed new housing development. However, the Officer has advised that it is essential that this buffer remain to protect the existing setting. These trees are to be retained and protected during construction. Furthermore, as stated earlier the LPA intends to protect these trees separately via a Tree Preservation Order thus ensuring their longevity. As such the Local Authority Conservation and Design Officer has no objection to the proposal. The development is therefore considered not to have any unacceptable impacts upon the setting of a listed building and therefore complies with RLDP Policy SP18.

Special landscaped Area

With regards to the wider special landscaped area, *Western Uplands* Special Landscaped Area (**SLA**) under RLDP Policy DNP4 is an extensive upland landscape associated with north-eastern facing slopes, rough grazing, woodland, plantations, historic and cultural associations, and a generally rural, agricultural character. However, the SLA is not uniform in character, and its sensitivity varies depending on local context.

In this location, the site sits at the interface between the existing settlement of Pont Rhyd-y-Cyff and the surrounding countryside. It is not an isolated parcel of countryside remote from built development. The site is influenced by the existing settlement edge to the north, the A4063 Bridgend Road to the east, Ysgol Gyfun Gymraeg Llangynwyd to the south, and the Tyn-Y-Waun Farmstead to the west. The surrounding context is therefore already characterised by a mixture of settlement, road infrastructure, school development, agricultural land, woodland, hedgerows and valley-side landscape.

The site itself is well contained by established vegetation, including mature trees, hedgerows and woodland belts. The southern boundary is particularly strongly defined by woodland associated with the former railway/tramway corridor, while the eastern boundary is influenced by the A4063 and its roadside vegetation. The northern edge is influenced by the existing residential properties on *Heol Tyn-Y-Waun* and adjoining settlement form. As a result, the site forms a logical extension to Pont Rhyd-y-Cyff rather than an exposed or isolated incursion into the wider SLA.

The site is allocated for a residential use and as such there would be some degree of change. However, the scheme has been designed to limit and mitigate its wider landscape effects, and to ensure that the development “reads” as a sensitive settlement-edge extension rather than an abrupt or visually intrusive form of development.

Woodland corridors have been retained wherever possible and incorporated into a green infrastructure-led layout. The development also retains and responds to existing watercourses, SuDS corridors, peat areas and landscape buffers, rather than imposing a standard residential layout across the whole site. The LPA is also looking to protect the existing trees on this site especially the perimeter trees for their amenity value in the landscape which would also help to protect views from the wider landscape.

It is considered that the development would therefore not fundamentally alter the wider character of the Western Uplands SLA. The SLA covers a much broader upland landscape, and the Application site forms a small, settlement-edge component of it. The key landscape qualities of the SLA, including its upland slopes, woodland, rough grazing, historic associations and wider rural character, would remain intact.

Visual Amenity Conclusion

It is considered that, on balance, and having regard to the objections received, the proposed design, scale and massing of the development and landscaped areas are acceptable and would not have a detrimental impact upon the visual amenity of the area or the wider special landscape area or the setting of a listed building. Accordingly, it is concluded that the proposal accords with Policies SP3, SP17, DNP4 and SP18 of the Bridgend Replacement Local Development Plan and reflects the aspirations for design quality within Planning Policy Wales and Technical Advice Note 12: Design (2016) and PPW12.

Residential/Neighbouring Amenity

Policy SP3 criterion (k) of the RLDP states that a development must ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected.

The nearest properties to the proposed development are dwellings off *Heol Wil Hopcyn* in the northwest corner and *Heol Tyn-Y-Waun* and the rear gardens of *Heol-Yr-Ysgol* on the northern Boundary, *Tyn-Y-Waun Farmhouse* to the west and *Ysgol Gyfun Gymraeg Llangynwyd* school to the south. This is shown in on Figure 6 below.

[illegible]

Overbearing/Overshadowing

It is considered that *Tyn-Y-Waun Farmhouse* and *Llangynwyd School* are far enough away from the proposed development to ensure there is no unacceptable overbearing or overshadowing issues; furthermore, there are intervening trees and foliage. With regards to the relationship between the development and the houses on *Heol Wil Hopcyn*. The proposed dwellings are positioned in excess of 22m from the rear boundaries of *Heol Wil Hopcyn* and in excess of 40m to the rear elevation of any existing dwelling. It is considered that the separation distances of the proposed dwellings are sufficient to ensure that there are no unacceptable levels of overshadowing or overbearing to any of the existing dwellings or private garden areas. The relationship is shown below in Figure 7.

Figure 7 - Site plan showing nearby residential properties on Heol Wil Hopcyn



With regards to the relationship between the development and the houses on *Heol Tyn-Y-Waun* and *Heol-Yr-Ysgol*. The proposed dwellings are positioned on average between 40 to 60m from the dwellings on *Heol Tyn-Y-Waun* and *Heol Yr-Ysgol*, there is also existing vegetation and trees between these properties, with some areas denser than others. It is considered that the separation distances of the proposed with any existing dwellings is sufficient to ensure that there are no unacceptable levels of overshadowing or overbearing to any of the existing dwellings or private garden areas. The relationship is shown below in Figure 8.

Figure 8 - Site plan showing properties on Heol Tyn-Y-Waun and Heol-Yr-Ysgol



Overlooking

In terms of overlooking, it is considered that *Tyn-Y-Waun Farmhouse* and *Llangynwyd School* are far enough away from the proposed development to ensure there is no unacceptable overlooking. With regards to the properties on *Heol Wil Hopcyn*, the nearest dwelling would be approximately 22 m from the rear garden boundary and 40m to the rear of any existing dwelling; as such there are no unacceptable overlooking issues. With regards to the properties on *Heol-Yr-Ysgol* and *Heol Tyn-Y-Waun*, these are approximately 40-60m away and, as such, also raise no issues with regards to overlooking.

Residential Amenity Future occupiers

The development has been designed to allow an acceptable distance between units to ensure that the proposal will safeguard the residential amenities of future occupiers. Whilst the majority of the relationship between windows is acceptable, some fall short of the Council's guide of 21m distance between habitable room windows. However, this tends to happen on the front elevation with properties facing across the internal access road and is a result of revisions to avoid areas of peat and create buffer zones whilst trying to keep density and to create buffer zones; the houses are slightly offset from one another to avoid direct sight lines. It should also be noted that any future occupier would be aware of this relationship. In terms of overlooking of private garden spaces, a distance of 10m from habitable windows to rear gardens is generally met and the layout is therefore acceptable.

With regards to private amenity space, garden sizes are considered to be appropriately sized to ensure that future occupiers have sufficient outdoor amenity space. Plots 1 to 5 back onto trees which will be protected; as such permitted development (**PD**) rights for outbuildings will be removed from these plots so that any outbuilding is assessed to ensure the root protection areas of the trees are not compromised. A similar situation occurs with plots 72, 77, 78, 85, 86, 94, 95 to 98, 100 to 104, 105, 111, 112 to 115, 116, and 120 to 123. Plots 72, 77, 85, 86, 94, 105, 111, 116 and 123 will also have PD rights removed for extensions to ensure that any proposed extension in the future has regards to root protection zones for adjacent trees.

Noise and Nuisance

Policy SP3(g) RLDP states: *"Development should Avoid or minimise noise, air, soil and water pollution"*. Shared Regulatory Services (**SRS**) have assessed the proposal and whilst they have no objection to the development in principle, it is noted that the development is adjacent to the A4063, and a Multi-Use Games Area (**MUGA**) and there are to be Air source Heat Pumps (**ASHPs**) installed throughout the development. Due to this, it is likely that future residents will be subjected to noise and existing residents may be affected by noise due to the cumulative ASHPs. SRS have therefore requested that a suitable noise assessment is undertaken by an appropriately qualified acoustic consultant which shall be submitted to the Local Planning Authority to assess the impacts of traffic noise, noise from the MUGA within the school, and noise from ASHPs. A suitably worded condition can be imposed.

There have been objections in terms of noise from construction, however, it is generally accepted that during construction there would be some disturbance but this would be transient in nature and can be managed as part of a Construction Environmental Management Plan (**CEMP**), as recommended above. There has also been an objection that cars/vehicles moving around within the site (once completed) would cause unacceptable levels of noise to existing residents. It is considered that a residential development will not cause unacceptable levels of noise, and this Application has been assessed by SRS who have not raised any concerns in relation to noise generated by the future occupiers of the estate.

Air Quality

The Council's SRS Air Quality Officer has advised that the transport statement finds that the development will generate an additional 613 annual average daily traffic (**AADT**) to the existing road network (A4063). However, these predictions do not take into account potential

mitigation, which is anticipated to shift a greater proportion of trips towards more sustainable modes of transport once implemented and can therefore be deemed as a worst-case scenario. Based on planning guidance from the Institute of Air Quality Management (**IAQM**) and Environmental protection UK (**EPUK**), developments of this scale (>100 dwellings) generating >500 AADT.

SRS Air Quality Officer comments: *'Given the existing air quality concentrations at receptors we monitor for nitrogen dioxide along the A4063 are well within air quality objective limits, and low background concentrations of pollutants, I predict any air quality impacts as a result of the new development will be deemed negligible.'*

Lighting

In terms of external lighting, no details have been provided with this Application. As external lighting will be required for such a development, to illuminate external areas, it is necessary to impose a condition to ensure adequate details are provided prior to any lighting being installed to avoid unacceptable impacts upon the surrounding environment and ecology. This would also ensure that there is no unacceptable light spill from the development.

Construction lighting may also cause a nuisance; as such the Construction Environmental Management Plan (CEMP) condition will also consider construction lighting.

To conclude it is considered that, on balance, and having regard to the objections received, the proposed development would not have any unacceptable impact in relation to residential amenity or nuisance to any existing or future occupiers. Accordingly, it is concluded that the proposal accords with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

Access and Parking

TAN 18 advises, at paragraph 3.3 that *"the location of new residential development has a significant influence on travel patterns as the majority of trips start or finish at home. Housing is also usually the most extensive land use in settlements. As a consequence, the relationship between homes and other land uses will influence travel demand in terms of mode of travel, length of journey and the potential for multi-purpose trips. It should be a key aim of development plans to identify residential sites that are accessible to jobs, shops and services by modes other than the car."*

Criterion e) of RLDP Policy **SP3** obliges development to *"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..."*

Policy **SP5** of the RLDP requires, at **point 2)**, that proposals *"Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;"* and at **point 9)**, to *"Ensure that developments are served by appropriate parking provision, in accordance with the Council's parking guidance..."*. Policy SP5 continues: *"Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted."*

More specifically, RLDP Policy **PLA11** stipulates that *“All development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.”* **Paragraph 5.2.77** of the RLDP plan’s supporting text explains: *“On-street car parking can cause problems by reducing road width, thereby affecting the free flow of traffic and adding to hazards for pedestrians, cyclists and other road users. Therefore, Applications will be refused where the likelihood of on-street parking occurring will give rise to these concerns.”*

Car parking requirements are set out in supplementary guidance **SPG 17 Parking Standards: (Volume 1)**.

RLDP Policy **PLA12 point 5**, asserts that: *“Development must maximise walking and cycling access by prioritising within the site [among other] facilities that encourage the uptake of walking and cycling, including secure and convenient cycle parking.”*

The Application seeks consent for the construction of 122 new residential units on land with access gained from the A4063. It should be noted that the site has been considered as part of the process leading to the adoption of the Replacement Local Development Plan in March 2024 (**RLDP**) and is allocated for housing in the RLDP Plan. As such, a significant amount of consultation and consideration of the traffic which will be generated by the proposed development has already been undertaken and agreed through the plan-making and examination process for the RLDP. Nevertheless, to support this Application, a Transport Statement by Link Transport dated June 2024 and a Transport Addendum dated April 2026 were submitted.

The Transport Assessment (**TA**) concludes that the further revised layout of 122 residential units is suitable from a highways and transport perspective. The off-site highway mitigation will be secured and delivered through a joint Section 278 Agreement with the developer, together with the developers of the two other allocated development sites. The TA concludes there are no highways or transport reasons why the proposed development should not be granted planning permission.

The Highway Officer has reviewed the submitted Transport Assessment, subsequent Transport Assessment Addendum, proposed planning layout, site access arrangement, swept path information and the additional information relating to the active travel improvements proposed along the A4063 corridor. The original Transport Assessment confirms that the site forms part of the adopted Replacement Local Development Plan allocation and that transport work was previously undertaken through the LDP process, concluding that there would be no material adverse impact on the transport network. The TA also notes that the Council’s strategic transport assessment of strategic land allocations did not identify strategic highway requirements attributable to the site.

The latest Transport Assessment Addendum confirms that the current layout proposes 122 dwellings, comprising 104 open market dwellings and 18 affordable dwellings. The Addendum also confirms that the original Transport Assessment assessed the highway network on the basis of up to 139 dwellings, and therefore the capacity assessment remains robust for the reduced 122-dwelling scheme now proposed.

In this context, the Highways Officer does not seek to revisit the principle of residential development on this site or object to the Application on the basis of the broad traffic generation associated with the allocation. The key highway considerations are therefore whether the site can be accessed safely, whether the internal layout and parking arrangements are acceptable, and whether the development makes appropriate provision for active travel, pedestrian connectivity and public transport improvements, particularly given the proximity of *Ysgol Gyfun Gymraeg Llangynwyd* and *Llangynwyd Primary School*.

Access to the development is proposed via a new priority junction onto the A4063 Bridgend Road. The submitted access drawing shows a 5.5m wide access with 2m footways, 8m junction radii, visibility splays of 2.4m x 49m and 2.4m x 43m, and an uncontrolled pedestrian crossing with dropped kerbs and tactile paving. The site access swept path drawing demonstrates that a BCBC refuse vehicle can turn left and right into and out of the site access from Bridgend Road. Subject to the detailed design being secured through the appropriate highway agreement, the proposed means of access is considered acceptable in principle.

The Highways Authority (**HA**) notes that a number of local objections have raised concerns regarding traffic conditions on the A4063, particularly the volume of traffic using the route, difficulty crossing the road, the proximity of the access to bends, the absence of a roundabout, and the level of school-related parking and congestion associated with *Ysgol Gyfun Gymraeg Llangynwyd*. These concerns are understood, as the A4063 is a busy strategic corridor through the Llynfi Valley and school peak periods can create localised congestion and affect driver behaviour in the vicinity of school entrances.

However, the proposed development needs to be considered in the context of the adopted allocation, the submitted Transport Assessment work and the mitigation now proposed as part of the wider A4063 active travel scheme. The Transport Assessment Addendum confirms that the current 122-dwelling scheme remains below the 139 dwellings assessed in the original capacity work and that the conclusions of that work remain robust. The original Transport Assessment also confirms that the proposed site access is forecast to operate efficiently in both the 2024 and 2039 scenarios, without any significant queueing or delay during the weekday AM and PM peak hours.

The HA does not consider that a roundabout is necessary or proportionate in this location. The submitted modelling demonstrates that the proposed priority junction can operate within capacity, and the site access drawing demonstrates that suitable visibility and swept path arrangements can be achieved. The provision of a roundabout would be a materially different form of junction, with greater land take and engineering implications, and has not been identified as necessary to make the development acceptable in highway terms.

The HA also notes concerns regarding the ability of drivers to turn right into the site from the A4063. This matter has been considered through the submitted junction capacity work and the proposed access arrangement. The modelling does not indicate that right-turning traffic into the site would result in unacceptable queueing or delay on the A4063. The access design will also be subject to the detailed technical approval process, including the final agreement of visibility, signing, lining, drainage and construction details.

The HA notes the concerns raised regarding pedestrian safety and school pupils crossing the A4063. In this regard, the active travel package is afforded significant weight. The wider corridor works will provide improved pedestrian and cyclist infrastructure along the A4063 and will include crossing provision to assist pedestrians and cyclists, including school pupils, in crossing the road. The access drawing also includes dropped kerbs and tactile paving at the site access. These measures will improve the current pedestrian environment and provide a safer and more legible arrangement than currently exists.

The HA also notes the concerns raised regarding existing traffic speeds and road safety. The original Transport Assessment reviewed Personal Injury Collision data for the latest available five-year period between 2018 and 2022. It identified a small cluster of collisions in Pont Rhyd-y-Cyff, comprising four slight casualties and one serious casualty, with no pedestrian or cyclist casualties in that cluster. It also noted that, across the wider study area, there was a general decreasing trend in recorded personal injury collisions between 2018 and 2022. Whilst all collisions are regrettable, the available data does not indicate a pattern of pedestrian or cyclist collisions at the proposed access location that would justify a highway safety objection to the principle of the access, particularly when considered alongside the proposed active travel and crossing improvements.

The submitted Transport Assessment identifies that the site benefits from close proximity to local facilities, including bus stops, local shops, a post office, a convenience store, a community hall and schools. The Planning, Design and Access Statement similarly confirms that the site is close to bus stops, a local shopping parade, a community hall and schools, and that access for all modes is proposed from the A4063. Given the proximity of these facilities, it is important that the development does not simply rely on vehicular access, but also delivers improved pedestrian and cycle infrastructure. The HA therefore places significant weight on the active travel works being secured and delivered at an appropriate stage.

The proposed active travel route is being considered as part of a wider package of works associated with the three allocated housing sites in Pont Rhyd-y-Cyff. The HA understands that the delivery of the route will be split between three allocated sites, with the active travel route to be provided by the construction of the 100th dwelling across the wider allocation. The apportionment is understood to be 60 dwellings from this Persimmon Application, 35 dwellings from the Lewis Homes Application (P24/313/FUL recommended for approval at the previous planning committee on 8 May 2026), and 5 dwellings from the Trivallis site (not yet at planning application stage). On that basis, no more than 60 dwellings on this Application site should be occupied until the active travel works have been completed in accordance with the relevant highway agreement and to the satisfaction of the Local Planning Authority in consultation with the HA.

The active travel works are considered necessary to provide suitable pedestrian and cyclist connectivity between the allocated housing sites, the school, existing bus stops and the wider settlement. The latest Transport Assessment Addendum confirms that off-site highway mitigation will be delivered through a joint Section 278 Agreement with this developer and the developers of the two other allocated development sites, reflecting the shared highway mitigation requirements in the locality. It also states that sustainable transport contributions will be provided, subject to ongoing discussions. These works and contributions are

considered directly related to the development and necessary to make the proposal acceptable in highway and active travel terms.

In addition to the active travel works, the HA seeks a proportionate contribution towards public transport infrastructure serving the site. The existing bus stops on the A4063 provide access to services between Bridgend, Maesteg and Cymmer and are therefore important to the sustainability of the development. To improve the attractiveness and usability of these services, a contribution of £28,000 is sought towards bus stop upgrades, including real-time passenger information/API provision. This contribution is to be split equally between the three allocated housing sites and secured through the Section 106 agreement. The contribution is considered necessary to support modal shift and to improve the sustainable transport offer for future residents of the wider allocation.

In respect of parking, the latest Transport Assessment Addendum confirms that the 122-dwelling layout provides 273 resident spaces and 25 visitor spaces. It identifies a maximum SPG17 resident parking requirement of 284 spaces and a visitor parking requirement of 25 spaces, with the proposed resident provision being 11 spaces below the maximum standard. The Addendum concludes that the scheme remains consistent with the intent of the adopted parking standards, which set maximum levels of provision rather than minimum requirements. The HA accepts this position. The level of parking is considered acceptable in the context of the adopted parking standards, the site's allocated status, and the wider sustainable transport improvements being secured as part of the development.

The Local Authority's Highways Officer has also reviewed the proposed cycle parking arrangements. The latest Transport Assessment Addendum states that safe cycle parking opportunities are provided at all units, predominantly via private garden space, with cycle storage also capable of being accommodated within residential units where appropriate. This approach is considered acceptable in principle and will support the use of cycles for local journeys, particularly given the site's proximity to schools, bus stops and the proposed A4063 active travel improvements. The provision of secure cycle storage is consistent with the aims of the Active Travel (Wales) Act 2013 and the sustainable transport objectives of Planning Policy Wales and the Bridgend Replacement Local Development Plan.

The HA has reviewed the submitted layout and is not aware of any specific internal layout concern that would justify an objection at this stage. The submitted layout includes a network of roads and private drives, with the layout legend confirming that roads and footpaths are to be constructed to adoptable standards, with private footpaths to be constructed using concrete paving slabs. The final estate road details, drainage, street lighting, visibility, private drives, refuse collection arrangements, adoption limits and any retaining structures affecting the highway will need to be agreed with the HA through the detailed design and technical approval process.

Given the proximity of the site access to *Ysgol Gyfun Gymraeg Llangynwyd* and the wider school traffic environment on the A4063, the HA considers it necessary for a Construction Traffic Management Plan to be secured by condition. The construction phase has the potential to give rise to short-term highway impacts through contractor parking, delivery movements, loading and unloading, wheel washing requirements and construction traffic routing. These matters are particularly important in this location given the presence of

school-related pedestrian activity and peak-period traffic associated with school drop-off and pick-up times. The Construction Traffic Management Plan should therefore include details of construction access, delivery routes, contractor parking, site compound arrangements, wheel washing, hours of deliveries, measures to prevent mud and debris being deposited on the highway, and controls to avoid construction deliveries during school start and finish times unless otherwise agreed in writing by the Local Planning Authority in consultation with the HA.

In summary, the HA raises no objection to the proposed development, subject to the completion of the necessary legal agreements and the imposition of suitably worded planning conditions relating to the following:

Details of the Active Travel Route and ensuring its provision; providing a construction Traffic Management Plan; new access and vision splays; engineering details, parking spaces, garage and cycle provision, internal roads; Public Right of Way protection and a Travel Plan for future residents.

On balance and having regard to the objections raised it is considered that the proposed development is acceptable in highway terms and accords with Policies SP3, PLA3, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024) and advice contained within the Council's Supplementary Planning Guidance SPG17: Parking Standards.

Rights of Way

Policy PLA9: *Development Affecting Public Rights of Way* of the RLDP states that '*as part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the Public Right of Way **PRoW** network. Any predicted adverse impacts on the character, safety, enjoyment and convenient use of a PRoW must be mitigated*'.

The Council's Public Rights of Way Officer has advised that PRoW known as *Footpath 1 Llangynwyd Middle*, which forms part of the *Llangynwyd Middle Community Walk*, crosses the Application site.

The Planning, Design and Access Statement confirms that Public Right of Way Footpath 1 Llangynwyd Middle runs diagonally through the southeast of the site, and the submitted layout identifies the Public Right of Way as being unaffected by the development. The HA welcomes the retention of the Public Right of Way and any associated pedestrian connectivity, but any works the route must be protected during construction and be kept open to the public for use.

Whilst the Applicant has advised there would be no direct links on to the PRoW, the Public Rights of Way Officer has advised that consideration should be given to the impact of an additional 122 new homes on the future use and potential increase in the maintenance of the existing public footpath network. This is detailed within the Local Authority's Infrastructure Delivery Plan and highlighted in the master plan in support of the site's allocation examination. As such it is considered that it would be reasonable to secure an amount of £10,000 to towards the re- surfacing of FP1 Llangynwyd Middle which would be an improvement for the benefit of the wider community and comply with Policy PLA9. A

condition can also be imposed to ensure the path remains protected and open during construction works.

It has also been noted that the path leading to the Local Equipped Area of Play (**LEAP**) goes through the play area. This would prevent any residents walking their dogs from using this route as they would not be able to take their dogs into the play area. The LPA would seek to ensure the paths within the site are able to be used by everyone. It is considered that a condition should be imposed to look at the footpath alignment so that pedestrians could walk past the play area rather than through it. A suitably worded condition can be imposed.

Subject to the above it is considered the development would have no unacceptable impacts upon the PRow and comply with Policy PLA9.

Drainage

The submission indicates the development proposes to discharge foul and surface water flows to the mains sewer and a sustainable drainage system utilising existing watercourses

Foul Sewerage

The proposed development site is located adjacent to the catchment of a public sewerage system which drains to Maesteg Wastewater Treatment Works (**WwTW**). Welsh Water have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

Surface water

From 7 January 2019, new developments of 2 or more properties or development over 100m² of construction area require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (**SAB**) before construction work begins.

The submitted plans show that the surface water would drain to a retention basin and then be channelled to an existing watercourse. As the development is over 100m², a SAB Application will be required. As such, subject to SAB approval being sought and approved the development is considered to be acceptable in relation to surface water drainage. An advisory note can be attached advising the Applicant of this.

Welsh Water has also advised they have no objection subject to a note preventing surface water entering the public sewerage network. A condition can be imposed.

There has been some objection raised in relation to drainage and the school (*Ysgol Gyfun Llangynwydd*) have advised that they have had significant issues with drainage since moving to the site which they have been unable to resolve, despite several attempts, and are concerned that this development would make their situation worse.

The drainage issues at the school are not relevant to this Application. As stated above this Application would be subject to a SAB Application, which would ensure that its surface water is sustainably drained from the site without having any unacceptable impacts on any other parties/properties.

The Coal Authority have noted that where SUDs are proposed as part of the development scheme, consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site. A note can be attached advising the Applicant of this.

Water Supply

Welsh Water have advised that the water supply system in the immediate vicinity has insufficient capacity to serve the development and will also cause detriment to existing customers' water supply. The Applicant is advised that as part of any future water connection application under Section 41 of the Water Industry Act (1991), a hydraulic modelling assessment and the delivery of reinforcement works may be required at the same time as the provision of new water mains to serve the new development under Section 41 and Section 51 of the Water Industry Act (1991). A suitably worded condition can be imposed to ensure that this is undertaken.

To conclude, Welsh Water has no objection to the proposal subject to conditions and advisory notes.

Biodiversity/Ecology

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."* it further goes onto state 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 (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.

The site falls within the Site of Importance for Nature Conservation (**SINC**) of Tyn-Y-Waun. Policy DNP5: *Local and Regional Nature Conservation Sites* of the RLDP states that development within or adjacent to a SINC must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role. Developments that 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. Background Paper 20: *Biodiversity Net Benefit & New Development* highlights that, whilst there is a SINC present on the site, the information and detail captured from the survey work has fed into the development of the site’s masterplan from the outset to create a scheme that minimises adverse environmental impacts on habitats and species. The supporting masterplan illustrates how the scheme will carefully conserve areas of higher biodiversity value, with development restricted to areas of lower biodiversity value in addition to a number of enhancements provided on site.

As such, the adoption of a green infrastructure-led approach is key to the development of the site to integrate successfully with the existing environment whilst seeking to promote ecological resilience and achieve biodiversity net benefit. To support the Application the Applicant submitted the following documents and plans:

- Preliminary Ecological Appraisal Report by Soltys Brewster Ecology November 2022
- Green infrastructure Statement by Soltys Brewster (Rev. D) March 2026
- Stage 2 Ecology Report by Soltys Brewster March 2026
- Soil and Peat Management Plan by SLR March 2026
- Arboricultural Impact Assessment by Treescene dated March 2026
- Tree Survey by Treescene March 2024
- Tree constraints Plans by Treescene
- Tree survey report (Bats) by Soltys Brewster Ecology September 2024
- 2387301 - SBC - 00 - XX - DR - L – 001 Green infrastructure context plan
- 2387301 - SBC - 00 - XX - XX - L – 003 P03 phase 1 off site mitigation
- 2387301 - SBC - 00 - XX - DR - L – 004 Rev P08 Site Green infrastructure Plan
- 2387301 - SBC - 00 - XX - DR - L – 005 Rev P08 Strategic Landscape Plan

As stated earlier in this report, the proposed layout of the development has significantly changed during the Application due to the discovery of peat within the site.

Planning Policy Wales (Edition 12), Chapter 6 paragraph 6.4.34, states: *“Peat soils are extremely fragile and if compromised put at risk the resilience of the ecosystems they support. Peatland habitats cover only 3-4% of Wales yet store in the region of 20-25% of all soil carbon. Where peat is identified within proposed developments considerable weight should be given to its protection because of its special importance in underpinning and supporting national natural resources such as soil carbon, biodiversity and flood management, and unless other significant material considerations indicate otherwise it will be necessary to refuse permission.”*

As a result of this, the Applicant employed a peat specialist to consider this matter, and the layout has been redesigned with advice from the LPA and the Local Authority’s Ecologist, as well as a Specialist within Natural Resources Wales (NRW).

The Applicant has undertaken multiple phases of site reconnaissance, soil and peat probing and intrusive investigations have been completed at the site, and a comprehensive *Soil and Peat Management Plan* provided. It is proposed to retain the deeper, larger section peat in situ, with a dedicated buffer to protect it, and prepare a restoration and monitoring plan for this peatland habitat; that any excavated soils and peat from the construction process will be re-used for wetland creation and restoration of wetland habitat on the adjacent biodiversity enhancement site together with woodland and species rich grassland with similar monitoring and management (this is the smaller section outlined in red on Figure 1 and the blue area being the receptor site). Figure 9 below shows the green infrastructure constraints and the two areas of peat outlined in blue.

Figure 9 - Site plan showing peat discovered on site

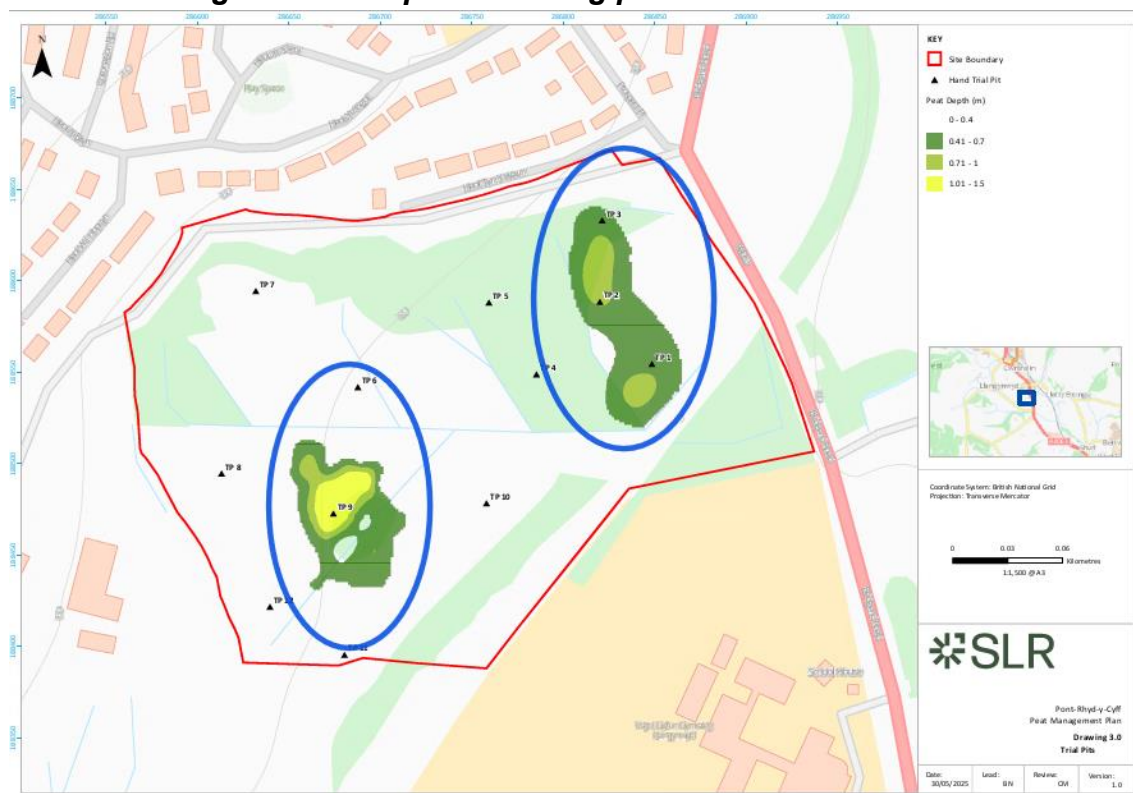
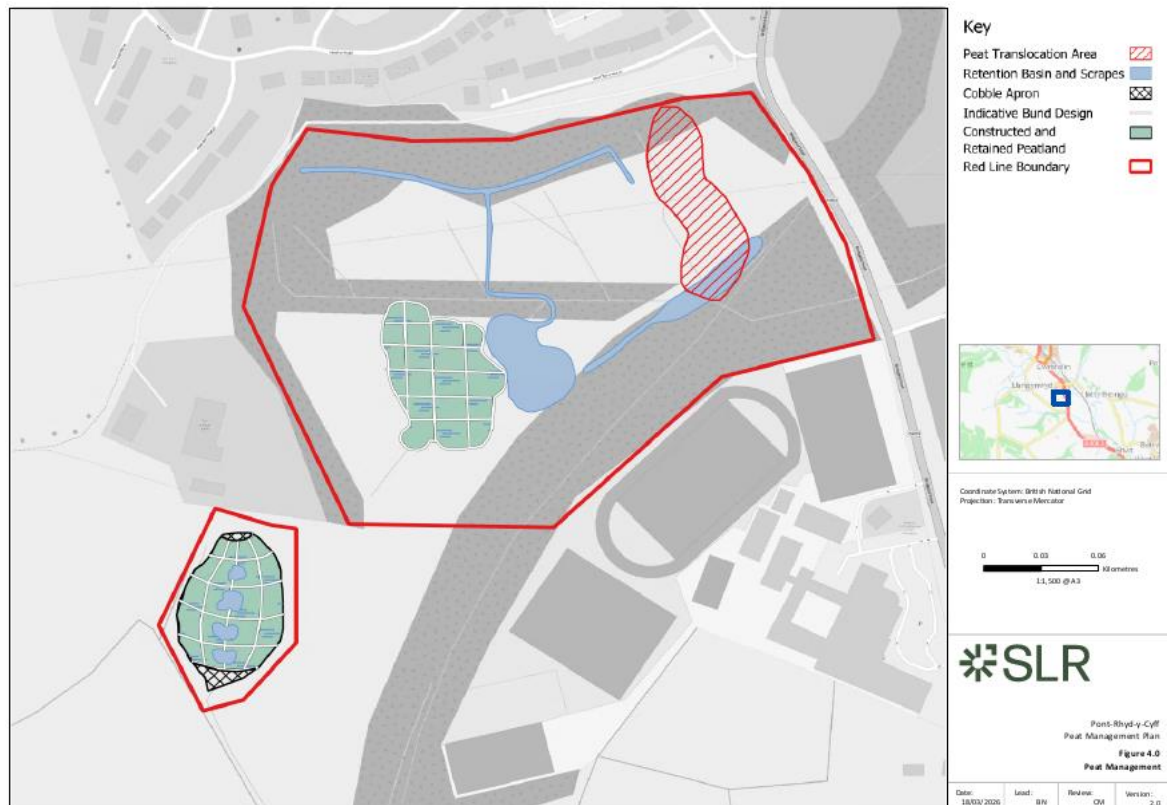


Figure 10 below show the area of peat hatched in red to the east of the site which will be translocated to the red outlined oval shape to the south of the main development site.

Figure 10 – plan showing translocated Peat Wetland area



The Council’s Ecologist has reviewed the revised Soil and Peat Management Plan (**SPMP**) (SLR, March 2026), including the updated wetland creation and peat restoration proposals within Appendix D. It is acknowledged that the Applicant has undertaken additional peat investigation work and revised the proposed peat management approach in response to comments raised by the LPA and NRW. This includes provision of a defined wetland restoration peat receptor area within the off-site mitigation land (edged red on Figure 10) (“**Peat Receptor Area**”), additional detail regarding peat handling and re-use methodologies, and the development of a more detailed monitoring and management framework.

The updated Appendix D proposals provide a more detailed approach to the proposed wetland creation and peat translocation strategy, and the additional information regarding spring water compatibility and the intended hydrological functioning of the Receptor Area is also noted and welcomed. This now provides greater confidence that the Applicant has appropriately considered the long-term management and restoration of peat soils affected by the development.

Notwithstanding the above, peat translocation and restoration proposals inherently involve a degree of uncertainty and long-term management dependency, particularly where peat soils are excavated, handled and relocated. It therefore remains important that the detailed implementation, monitoring and adaptive management measures are robustly secured through conditions.

NRW note there is no submitted Habitat Management Plan (**HMP**) reflecting the revised Peat Management Plan (**PMP**). While the PMP refers to habitat creation and management, the HMP has not been provided as part of the planning Application submission. As such, there is no clear framework demonstrating how peat management, wetland creation and retained peatland areas will be managed together in the long term. As such NRW advise that vegetation management will be required along with maintenance of features such as contour bunds. In addition, the PMP sets out monitoring and inspection measures, including reference to “*corrective actions*”, but these are not linked to defined objectives, thresholds or remedial measures within an HMP. As such NRW have advised an HMP should be produced to demonstrate how peat saturation, hydrological function and habitat condition will be monitored and managed adaptively over time. This can be imposed via a suitably worded condition.

The Stage 2 Ecology Report states the habitats identified within the off-site receptor area present opportunities for compensation, mitigation, and enhancement for the loss of areas designated as *Tyn-Y-Waun SINC*, and loss of several trees within the proposed development Application. As a result of those losses, the off-site Receptor Area provides scope for implementation of Step 3 ‘*mitigate/restore*’ and Step 4 ‘*Compensate off site*’ parts of the step wise approach within the PPW.

This approach was also applied to inform the avoidance, mitigation and enhancement measures described in the Preliminary Ecology Appraisal (**PEA**) Report (SBE 2022), which remain relevant. As part of the submission, a GI Statement and Strategic Landscape plan have been produced which illustrate the retained and new habitat features to be accommodated as part of the proposed development. Other recommendations, some of which are illustrated on the GI and Strategic Landscape plans include:

- Enhancement of existing ‘off-site’ grassland by additional seeding with species rich seed mix suitable for neutral pH and wet soil and subsequent management as a meadow; The same approach should be implemented for the grassland in the northern part of the development site
- To comply with PPW 12 Chapter 6 GI requirements, compensate the 2340 sq m woodland loss with a combination of new planting in the off-siter receptor area and management of retained/ created woodland;
- Line of trees habitats, particularly to the north and west of the off-site area could benefit from planting up gaps between the trees;
- Creation of wetland habitat feature around the ditch within the off-site area using shallow/degraded peat & soils from the eastern development parcel;
- Invasive species comprising *Himalayan balsam* to be managed/eradicated from the Application site and within the off-site area;
- Active management of retained/planted woodland to enhance its quality as well as the maintain/enhance the northern hedgerow identified within the northern part of the development site.
- A bespoke management plan should be produced and could be implemented to ensure that the enhanced/created habitat areas are appropriately manged, monitored and provide a benefit for Biodiversity.

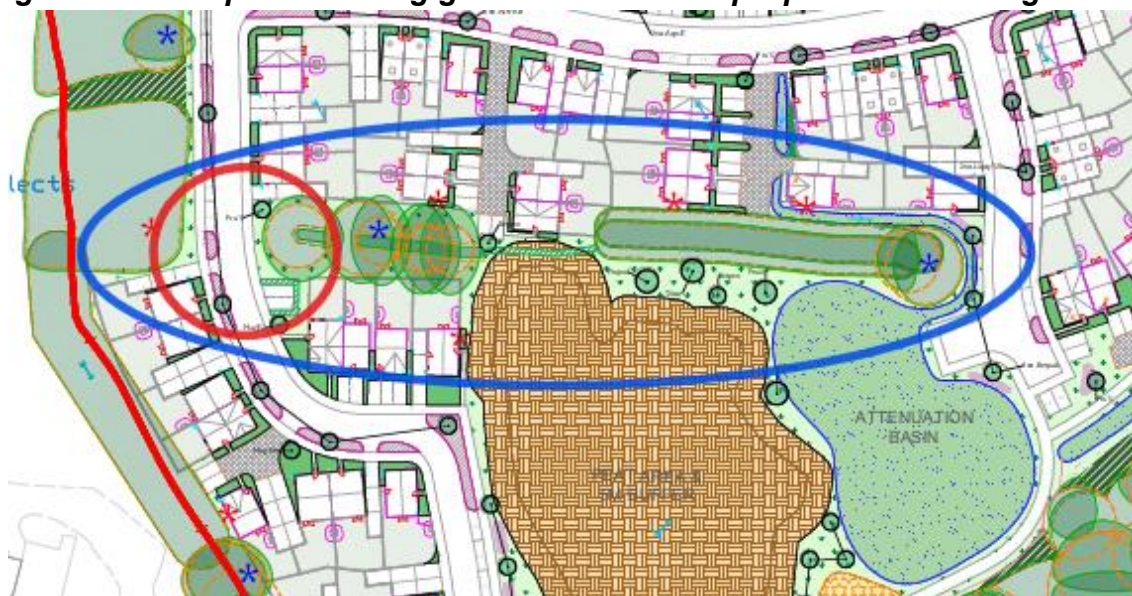
No details of lighting have been provided; as such a scheme would be required to ensure that vegetation and wildlife corridors remain dark.

NRW have reviewed the submission and advised there are watercourses within the proposed development site which are tributaries of the *Afon Llynfi*. Therefore, the proposed development site is hydrologically connected to the Afon Llynfi. As such, there is a risk of pollution during the construction phase of the development. NRW have recommended a construction environmental management plan (**CEMP**) is imposed as a condition. A suitably worded conditions can be imposed to ensure a CEMP is provided.

NRW have also advised the proposed development site is located within 1km of *Cwm Du Woodlands Site of Special Scientific Interest (SSSI)*. Although the proposed development site and the SSSI are linked by proximity to the watercourses, the SSSI is entirely terrestrial and located alongside a different tributary. Therefore, NRW would consider the proposed development is not likely to damage the features for which the Cwm Du Woodlands SSSI is of special interest.

The Local Authority's Ecologist has also reviewed the submitted revised ecological information, including the updated Green Infrastructure Statement. It is acknowledged that the Applicant has undertaken further work in response to previous ecological comments, including additional measures intended to maintain habitat connectivity such as replacement hedgerow planting where trees are proposed for removal in the central corridor, and further consideration of woodland edge habitat along the northern boundary. It is also noted that proposals to the eastern corridor to increase edge habitat have been considered and a condition could be imposed to narrow a small section of the road which would allow increased planting thus narrowing the gap caused by the road in the green corridor. This is shown below in figure 12 below with the green corridor consisting of tree and hedgerows outlined in blue. The narrowing being sought is where the red circle is shown to either allow for more tree retention or more trees or planting in this area.

Figure 12 - Site plan showing green corridor and proposed narrowing of road



Some residual concern remains regarding the extent to which retained and replacement habitat features would provide equivalent long-term ecological functionality following development, particularly given the introduction of housing, roads, lighting and associated urbanising influences within and adjacent to the existing ecological network. Whilst replacement planting and habitat enhancement measures would provide ecological benefit over time, newly established features would not immediately replicate the structure and functionality of existing mature habitat corridors. It is therefore important that robust long-term management, monitoring and lighting controls are secured through condition to ensure retained and created habitat corridors continue to function effectively for commuting and foraging bats and other wildlife.

It is noted that there have been objections in relation to the ecological impacts the development would have upon ecology and the wider SINC. It is acknowledged that the site forms part of the *Tyn-Y-Waun SINC* and supports habitats and ecological corridors of value, including woodland, marshy grassland, hedgerows and bat commuting and foraging habitat. It is also acknowledged that the development would result in some habitat loss and fragmentation within the SINC, and that newly created habitats would not immediately replicate the maturity or ecological functionality of existing habitats. The concerns raised regarding ecological connectivity, habitat fragmentation and application of the PPW stepwise approach are therefore recognised as valid planning and ecological considerations.

However, the updated GI Statement and supporting ecological information demonstrate that the layout has undergone iterative revision in response to ecological and peat-related constraints, including retention of the majority of woodland and dark corridor features, some additional connectivity planting, replacement planting proposals, off-site habitat enhancement measures, and amendments to the peat management strategy, particularly in relation to retention of the deepest peat body and inclusion of a surrounding buffer.

Whilst ecological impacts may still occur, it is considered that the Applicant has demonstrated that ecological constraints have informed the evolution of the layout and that mitigation, compensation and enhancement measures have been incorporated into the scheme. Subject to robust conditions securing detailed habitat management, monitoring and lighting controls mentioned above, it is considered that the ecological impacts of the development can be appropriately managed and mitigated.

In light of the above, the Local Authority's Ecologist and NRW have no objection subject to conditions relating to the following:

- A detailed Habitat Management Plan for all retained, restored and created habitats, including peat and wetland habitats, and the area of retained SINC. This should include long-term monitoring and adaptive management measures, management responsibilities and maintenance arrangements, establishment and restoration success criteria and remedial measures where monitoring identifies these criteria are not being met.

- A detailed lighting strategy demonstrating how impacts to retained habitat corridors and bat commuting routes will be avoided in accordance with Bat Conservation Trust guidance
- Invasive Species Management Plan which details the management and monitoring approach to invasive species on-site and within the off-site mitigation area. This should include treatment, biosecurity, and ongoing monitoring.
- Construction Environmental Management Plan detailing how the impacts to the environment will be minimised during construction. This should include pollution prevention, protection of retained habitats, particularly of tree, hedgerows and peat, buffer zones, reptile clearance methodology, and other species management.
- A scheme to narrow the break in the central green corridor where the access road intersects it near the Eastern boundary as shown in figure 12
- Conclusion and recommendation in Chapter 3 of the Tree Survey Report for bats is adhered to through construction.
- A condition to ensure protection of the trees, retained habitats and peat during construction
- A condition to secure a landscaping implementation schedule as per the Landscaping Plan
- A condition to secure a scheme detailing Bird boxes and bat bricks to ensure they are incorporated on every residential unit.
- Details and timetable of implementation of all off- site works and landscaping

To conclude, NRW and the Council's Biodiversity Policy Officer have reviewed the submissions in detail and have raised no objection subject to the conditions mentioned above, therefore, on balance and having regard to the objections raised, the proposed development is compliant with Policies SP3, SP18, DNP, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

Coal Mining Legacy

Part of the Application site falls within the defined *Development High Risk Area*; therefore within the Application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning Application.

The Coal Authority have advised their records indicate that within 20m of the site boundary there is a recorded mine entry (CA adit ref: 286188-010). The Coal Authority hold no treatment details for this mine entry and due to the historic source plans used to record its current position, this could vary by several metres. However, as the 20m zone only marginally intersects the southeastern boundary, it is unlikely that this would affect the Application site. In addition, a coal seam of workable thickness (shown as split due to a geological fault running through the site) is recorded to outcrop at or close to the surface of the site (southeastern corner; and through the central part of the site). If the coal seam has been historically worked, this could affect public safety and surface stability for the proposed development.

The planning Application is accompanied by a Site Investigation Report (14024/JJ/22/SI, June 2022), prepared for the proposed development by Intégral Géotechnique (Wales) Limited. The Report has been informed by an appropriate range of sources of historical, geological and coal mining information, including the results of intrusive site investigations. Eight rotary boreholes drilled to a maximum depth of 35m were carried out to confirm the presence or otherwise of unrecorded shallow coal mining activity.

Based on the results and an analysis of the finding of the rotary drilling works, Section 7.2 states that no evidence of any coal seams or potential mine workings was encountered where the rotary boreholes were positioned across the site. Borehole logs and a plan to illustrate where the boreholes were drilled are appended to the Report. Accordingly, the Report concludes (Section 11.1) that there is a low risk of the site being affected by past shallow underground mine workings and no specific mining related precautions are considered necessary in order to safely develop the site for its intended residential end use. The Coal Authority therefore has no objection to the proposed development.

Mine Gas

The Coal Authority have advised that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered. As a result, Shared Regulatory Service (**SRS**) (Environment) have been consulted. A coal mining risk assessment, including mine gas assessment, has been undertaken and this indicates no significant risk from mine gas legacy features.

Land Contamination

The SRS Environment Team has assessed the submission They have advised that no significant contamination was identified within soils in these areas. Part of the site includes a former tramline and associated structures, which may give rise to potential risks to human health and the environment for the proposed end use. This area was inaccessible at the time of the investigation and will need to be investigated, once clearance works have been undertaken.

The submission also identified peat deposits within the underlying natural ground which may pose a risk to the development from ground gas emissions. A programme of ground gas monitoring and risk assessment is required in relation to this.

A coal mining risk assessment, including mine gas assessment, has been undertaken and this indicates no significant risk from mine gas legacy features.

SRS have advised that 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. A condition can be imposed to impose this requirement.

As such SRS has no objection subject to conditions relating to ground gas protection, contamination assessment, remediation and verification, unforeseen contamination, imported soils and aggregates, use of site won materials and an informative statement in accordance with CIEH best practice.

In relation to Controlled Waters and the Environment, Natural Resources Wales (**NRW**) has reviewed the submitted report and have advised there are watercourses within the proposed development site which are tributaries of the *Afon Llynfi*. Therefore, the proposed development site is hydrologically connected to the *Afon Llynfi*. As such, there is a risk of pollution during the construction phase of the development. as such NRW have raise no objection subject to a condition requiring a construction environmental management plan (**CEMP**) to ensure control waters are protected during construction. This can be imposed via a suitably worded condition.

Renewable and Low Carbon Energy

Policy ENT10 (RLDP): *Low Carbon Heating Technologies for New Development* seeks to ensure that low carbon heating technologies are installed as part of all new major development. New major development must be accompanied by an ‘*Energy Masterplan*’ that demonstrates that the most sustainable heating and cooling systems have been selected. The Local Area Energy Strategy identifies that electric heating could be suitable in this area. If this is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10. An Energy Statement has been submitted with the planning Application which explains that the Applicant has carefully planned the transition to zero carbon through holistic design, energy efficiency and heating solutions, including a fabric-first approach, increased thermal efficiency, improved airtightness, improved glazing specifications, Solar PV, battery storage and low carbon heating technologies. Whilst the Energy Statement is informative, it is considered that further detailed information on which units will incorporate these technologies would be required in order to comply with Policy ENT10 and, as such, a condition can be imposed requiring a scheme to demonstrate the development complies with Policy ENT10.

Archaeology.

Heneb, the Local Authority’s Archaeological advisors, have reviewed the Application area against the information held in the regional Historic Environment Record (**HER**), which shows that the area is situated within the Registered Historic Landscape of Margam Mountain (HLW (WGI/MGI)2), specifically within the Historic Landscape Character Area of Llangynwyd (HLCA 005). The Character Area is described as “...*an important relict archaeological landscape; a palimpsest preserved within an interesting medieval/early post-medieval agricultural landscape. The dominant relict features comprise numerous and generally impressive prehistoric and medieval settlement with associated field systems.*”

The HER also shows that the *Dyffryn Llynfi* and *Porthcawl Railway Cutting* and the *Llangynwyd Tramway* are located within the southern and eastern extent of the Application area. There is also a record in the HER for structures situated immediately adjacent to the north eastern extent of the tramway, as also evident on the First, Second and Third Edition Ordnance Survey maps (dating from 1877 to 1918). The Application area is also adjacent to *Tyn-Y-Waun Farmstead*, a Grade II Listed Building, and noted in the HER as a

potential historic farmstead. It is considered that archaeological remains and deposits may be encountered during any ground disturbing works within the area.

The Applicant has submitted a Written Scheme of Investigation (**WSI**) for Archaeological Monitoring and Recording by Rubicon Archaeology (report no. RR1530, dated November 2025). The WSI document details a methodology for the recording of all archaeological remains that may survive in the Application area, in order to mitigate potential damage/destruction during the course of the development. Specifically, the WSI documents set out a programme of archaeological monitoring and recording. The document meets current professional standards and presents both a coherent and appropriate mitigation strategy.

Heneb recommend a condition requiring the Applicant to submit a condition securing the implementation of a programme of archaeological work in accordance with that outlined in the WSI: *“Land southwest of Pont Rhyd-y-Cyff, Llangynwyd, Bridgend: Written Scheme of Investigation for Archaeological Monitoring and Recording” (Rubicon Archaeology Report no. RR1530, dated November 2025)*, prior to any development taking place.

To ensure adherence to the recommendations, Heneb recommend that the condition should be worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014. A suitably worded condition can be imposed. Heneb have also requested a note be attached in relation to the archaeological works.

Waste Management

Policy ENT15: *Waste Management in Development*: requires that all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel. No details have been provided; however, a condition can be imposed to address such requirements.

Planning Obligations/Section 106 Contributions

Policy SP10 *Infrastructure* of the RLDP (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 secure such infrastructure must be provided by developers where necessary.

Such infrastructure contributions will be secured by means of planning agreements/obligations where appropriate and if deemed necessary.

Affordable Housing

Policy COM3 specifies a site-specific affordable housing policy of 15% for this site, with an anticipated quantum of 20 affordable homes based on the allocated number (in the RLDP) of dwellings (130). The proposed development is to deliver 18 affordable dwellings, which equals approximately 15% of the total number of dwellings proposed (122). This therefore

accords with the requirement set by Policy COM3. The site's affordable housing mix should respond to the prevailing housing need identified in the Local Housing Market Assessment (**LHMA**) for the Llynfi Valley. The s106 agreement should be worded to require the delivery of the agreed affordable tenure and unit mix outlined below. A tenure plan should be submitted to the LPA. The following tenure split is to be delivered on-site:

House type	Total Affordable Housing Units	Social Rent	Intermediate
1-Bed (2P)	6	6	0
2-Bed (3P)	7	2	5
3-Bed (4P)	3	1	2
3-Bed (5P)	2	0	2
Total	18	9	9

The Applicant is proposing to deliver 18 affordable dwellings (15% of 122 dwellings for the site as a whole). They are proposing to split affordable housing delivery between 1-bed (approximately 4.92% of total housing delivery), 2-bed (approximately 5.74% of total housing delivery), and 3-bed (approximately 4.1% of total housing delivery) dwellings. These are to be scattered throughout the site with no more than ten dwellings clustered together.

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*' ("**WDQR**"). Supporting paragraph 5.3.28 of Policy COM3 (RLDP) equally states, '*where affordable housing is provided, it should be constructed to Development Quality Requirement (DQR) 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 adopted Affordable Housing Supplementary Planning Guidance (**SPG13**), states that Applicants must demonstrate that proposals for all new affordable housing (including Social Rented and Intermediate dwellings), meet these WDQR standards. It is noted that the Applicant has provided a statement that all affordable homes are WDQR compliant. It is considered that the proposed clustering of affordable dwellings is in accordance with the adopted RLDP policy.

Social Rented dwellings will be transferred to a Council nominated Registered Social Landlord (**RSL**) at the transfer values (which are 42% of uplifted Welsh Government's Acceptable Costs Guidance (ACGs), as detailed within Appendix A (Table 2) of the adopted Affordable Housing 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*, as being large enough to place increased pressure on educational facilities within the catchment area.

The Education and Family Support Directorate have confirmed that Llangynwyd Primary School is currently over capacity and would require financial contributions for nursery school places and primary school places. This site, combined with the neighbouring housing allocation COM1(3) – Land South of Pont Rhyd-y-Cyff, for which there is a current planning Application (Planning Application: P/24/313/FUL), would collectively generate the need for 9 x nursery school places and 32x primary school places. This equates to £167,391 for the nursery school places and £595,168 for the primary school places. Based upon an apportioned area split (ha) between this site (7.33ha/77.81%) and COM1(3) (2.09ha/22.19%), the total education contribution total required for this site is **£593,347.16**, to be secured in the section 106 agreement.

Public Open Space

Policy COM10 (RLDP): *Provision of Outdoor Recreation Facilities*, requires the provision of satisfactory standards of Outdoor Recreation Facilities from all new residential development. 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 quantities of Outdoor Recreation Facilities are required to ensure compliance with COM10:

- Playing pitches: 3,367.2m²
- Other Outdoor Sports (non-pitch): 4,489.6m²
- Equipped/Designated play areas: 695.4m²
- Other Outdoor Provision: 841.8m²
- Allotments: 561.2m²

Recognising that not all the above Outdoor Recreation provision can be provided on a development of this size, the LPA would require a Local Equipped Area for Play (**LEAP**) and Local Area for Play (**LAP**) (together equalling 695.4m² in size), on-site to achieve policy compliance. The illustrative masterplan incorporates both a LAP and a LEAP.

The on-site LEAP measures approximately 413.67m² and the on-site LAP measures approximately 101.67m², equalling a combined area of 515.34m².

As the full spatial requirement for equipped/designated play areas (695.4m²) is not proposed to be provided on-site, an additional financial contribution is required to cover the remaining 180.06m² required by Policy COM10. The Outdoor Recreation Facilities SPG states that 'where more than one equipped play area is required on-site, the financial contribution should be apportioned using the ratio; 1(LAP): 4(LEAP): 10(NEAP). Therefore, the figures used to calculate the contribution for the remaining 180.06m² should be apportioned accordingly (with reference to Table 1 on page 11 of the Outdoor Recreation Facilities SPG):

- LAP (1 part) = 36.012m² (**£9,221.59**)
- LEAP (4 parts) = 144.048m² (**£11,663.57**)

The Council's preference is to adopt on-site facilities. As such, an appropriate maintenance sum should also be provided to cover a 25-year period. An additional contribution of **£34,388.92** is required for the maintenance of the LEAP and LAP (based on requirement of 695.4m²).

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, commuted sums will also be required in addition to the provision of on-site recreation facilities, to cover the equivalent cost of providing and maintaining (over a 25-year period) 3,367.2m² of '*playing pitches*' and 841.8m² of '*other outdoor provision*' facilities on-site. This equals a contribution of **£101,756.79** (Capital - £40,541.09 & Maintenance - £61,215.70) for playing pitches and **£105,359.68** (Capital - £53,984.63 & Maintenance - £51,375.05) for '*other outdoor provision*', equalling a combined total of **£207,116.47**. This will be used to upgrade existing provision within the vicinity of the development site.

All contributions for Public Open Space referred to in this section, including the inspection fee, to be secured in a s106 agreement.

Highways Active Travel

The Applicant will be required to make financial contributions of (i) **£9,000** for Traffic Regulation Orders (**TRO**) to cover the cost of publication of the TRO and (ii) **£9,333** towards upgrading the bus stops, both contributions to be secured by a Section 106 agreement.

In addition, the Section 106 agreement will secure the Applicant's proportionate obligation (together with the developers of the two neighbouring allocated sites), to deliver the A4063 Active Travel Route works, based on the apportionment of a cap of 35 dwellings from this development towards the combined 100-dwelling cap triggering the requirement for completion of construction of the Active Travel Route works (as detailed earlier in this report), as arranged with the developers of the two neighbouring allocated housing sites

Further, the Applicant will be required to make a financial contribution in the sum of **£9,333** (representing a one third apportionment of the total funding requirement of £28,000) towards the bus stop improvement package, to be secured in the Section 106 agreement.

The details for the Active Travel Route highway works will also need to be secured through appropriate Section 278/Section 111 and/or Section 38 agreements, as required.

Public Rights of Way

The Applicant will be required to make financial contributions of **£10,000** to towards the resurfacing of the Public Right of Way '*FP1 Llangynwyd Middle*' which would be improvement for the benefit of the wider community, to be secured in the Section106 agreement.

CONCLUSION

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 (adopted March 2024).

The site is identified as forming part of an overall wider strategic opportunity as one of three inter-connected sites allocated for housing under Policy COM1 of the RLDP; the development would provide 122 new homes (18 of which are affordable), and deliver an Active Travel Route between the three allocated housing sites, the school and the wider community creating a sustainable development within the locality and regenerating the wider area.

By securing the retention, restoration and long-term protection of the deep peat on-site, the creation of a new off-site wetland receptor habitat, biodiversity mitigation/enhancement area, as well as landscaping and biodiversity enhancements proposed within the site, the proposal comprehensively respects the peat habitat and the site's SINC status and secures Biodiversity Net Gain in line with PPW12. The conditions imposed will ensure long-term, sustainable habitat management; furthermore potential environmental and amenity impacts will be rigorously managed through a strict Construction Environmental Management Plan (CEMP). Pre-commencement conditions provide for any noise implications and drainage would be subject to a separate SAB application with the Local Authority's Drainage Section.

On balance and having regard to the objections received, it is considered that the proposal subject to the conditions set out within this report, represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP13, SP15, SP17, SP18 SF1, PLA9, PLA11, PLA12, COM1, COM2, COM3, COM6, ENT10, ENT15, DNP4, 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 secure as follows:

- I. 15% (18 units) of the total number (122) of residential units as affordable housing units in the mix 6 x 1-bed units (walk up flats communal access flats) 2x 2 bedroom units (walk up flats communal access flats/houses) 1 x 3 bed unit (house) Social Rented units and 5 x 2 bed units (walk up flats communal access flats/houses) 4x 3 bed units (houses) Intermediate units;
- II. a financial contribution of **£593,347.16** (Index Linked) towards Education provision within the locality of the Application site;
- III. a financial contribution of **£262,390.55** (Index Linked) towards the upgrading of Outdoor Recreation Facilities and/or public realm within the locality of the Application site;

- IV. a fee of **£360** towards the inspection/certification of on-site Outdoor Recreation Facilities.;
- V. That no commencement of construction of any dwelling pursuant to this Application shall occur unless and until (i) a completed s278/s111 Agreement for the Active Travel Route (ATR) Works has been entered into by the Applicant AND (ii) a substantive start on the ATR Works has occurred and has been demonstrated to the satisfaction of both the Local Planning Authority and Highways Authority and confirmed in writing to the Applicant;
- VI. a financial contribution of **£9,000** (Indexed Linked) towards Traffic Regulation Orders (TRO) to cover the cost of making and publication of the TRO Orders; and,
- VII. A financial contribution of **£9,333** (Index Linked) (representing a one -third apportionment of the total funding requirement across the 3 x allocated housing sites), towards the upgrade of the bus stops within the vicinity of the development.
- VIII. a financial contribution of **£10,000** (Index Linked) towards the resurfacing and/or improvements of ' *FP1 Llangynwyd Middle* Public Right of Way.
- IX. All public open space and Outdoor Recreation Facilities shall be (i) delivered and (ii) maintained by the developer to a standard acceptable to the Council until responsibility is passed to the Council / Management Company for adoption.

(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 aforementioned Section 106 Agreement subject to the following planning conditions:

RECOMMENDATION

(R34) That permission be GRANTED subject to the following condition(s):-

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:

RLB-02 Red line Boundary Revision J
 PL03 Planning Layout Revision D
 2751 501 Rev F Drainage Strategy
 2751 506 Rev D Road Longitudinal Sections
 2387301 - SBC - 00 - XX - DR - L – 001 Green infrastructure context plan
 2387301 - SBC - 00 - XX - XX - L – 003 P03 phase 1 off site mitigation
 2387301 - SBC - 00 - XX - DR - L – 004 Rev P08 Site Green infrastructure Plan
 2387301 - SBC - 00 - XX - DR - L – 005 Rev P08 Strategic Landscape Plan
 NC1V-001 to 008 NGrid Transformer Specs
 Ga1.1_MA_R21 001 Single Garage Index
 Ga1.1_MA_R21 101 Single Garage Sub Structure Plan Rev A

Ga1.1_MA_R21 102 Single Garage Floor Plan Rev A
 Ga1.1_MA_R21 103 Single Garage Elevation Side Gable Rev A
 Ga1.1_MA_R21 104 Single Garage Section Rev A
 Dg_End_R25 901 The Dallington End Proposed Plans
 Dg_End_R25 902 The Dallington End Compliance Plans
 Dg_End_R25 T001 The Dallington End Proposed Traditional Elevation T001
 Gz_End_R25 901 The Grizedale – Semi Detached Proposed Plans
 Gz_End_R25 902 The Grizedale – Semi Detached Compliance Plans
 Gz_End_R25 T001 The Grizedale – Semi Detached Proposed Traditional Elevation T001
 Gz_End_R25 T201 The Grizedale – Semi Detached Proposed Traditional Elevation T201
 Hd_End_R25 901 The Haldon End Proposed Plans
 Hd_End_R25 902 The Haldon End Compliance Plans
 Hd_End_R25 T001 The Haldon End Proposed Traditional Elevation T001
 Ro_TF_End_R21E 901 RevA The Rockcliffe Proposed Plans
 Ro_TF_End_R21E 902 RevA The Rockcliffe Compliance Plans
 Ro_TF_End_R21E T001 RevA The Rockcliffe Proposed Traditional Elevations T001
 Ro_TF_End_R21E T201 The Rockcliffe Proposed Traditional Elevations T201
 Sh_Det_R25 901 The Sherwood Detached Proposed Plans
 Sh_Det_R25 902 The Sherwood Detached Compliance Plans
 Sh_Det_R25 T001 The Sherwood Detached Proposed Traditional Elevation T001
 Up_End_R25 901 The Upton End Proposed Plans
 Up_End_R25 902 The Upton End Compliance Plans
 Up_End_R25 T001 The Upton End Proposed Traditional Elevations T001
 Wa_End_R25 901 The Wareham End Proposed Plans
 Wa_End_R25 902 The Wareham End Compliance Plans
 Wa_End_R25 T001 The Wareham End Proposed Traditional Elevations T001
 Wa_End_R25 T201 The Wareham End Proposed Traditional Elevations T201
 Be_Det_R25 901 The Barndale Detached Proposed Plans
 Be_Det_R25 902 The Barndale Detached Compliance Plans
 Be_Det_R25 T001 The Barndale Detached Proposed Traditional Elevations T001
 Be_Det_R25 T201 The Barndale Detached Proposed Traditional Elevations T201
 Re_End_R25 901 RevA The Birkdale Proposed Plans
 Ro_End_R25 902 RevA The Birkdale Compliance Plans
 Ro_End_R25 T001 RevA The Birkdale Proposed Tradition Elevations T001
 Ro_End_R25 T201 Rev A The Birkdale Proposed Tradition Elevations T201
 Q13723_A Pont Rhyd Y Cyff LAP
 Q12952_B Pont Rhyd Y Cyff LEAP

Design and Access Statement by High Light Planning March 2026
 PAC Report by High Light Planning Dated July 2024
 Heritage Statement by high Light Panning August 2024
 Health Impact Assessment September 2024
 Sustainability and Energy Statement by Persimmon
 Site investigation Report by Integral Geotechnique June 2022
 Supplemental Gas Monitoring Report by Integral Geotechnique dated 8th April 2026
 Preliminary Ecological Appraisal Report by Soltys Brewster Ecology Nov 2022
 Green infrastructure Statement by Soltys Brewster Rev E May 2026
 Stage 2 Ecology Report by Soltys Brewster March 2026
 Soil and Peat management Plan by SLR 26 May 2026
 Arboricultural Impact Assessment by Tree scene dated March 2026
 Tree Survey by Treescene March 2024
 Tree constraints Plans by Treescene
 Tree survey report (Bats) by Soltysbrewster Ecology Aug 2024
 Transport Assessment by Link Transport Planning June 2024
 Transport Assessment by Link Transport Addendum April 2026

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

3. Before beginning any development at the site, you must do the following: -

a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and

b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason: To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

4. Notwithstanding the submitted plans, prior to their use in the construction of the development hereby permitted, details and samples of the materials to be used in the construction of the external surfaces of the development including details of the windows, doors and road surfacing shall be 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 interest of the visual amenity of the area and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

5. Notwithstanding the submitted plan and prior to the first beneficial use of the development hereby approved a scheme indicating the positions, height, design, materials and type of boundary treatment and finish of any retaining structures to all property boundaries shall be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall have regard for ground dwelling species such as hedgehogs and reptiles to be able to move freely. The boundary treatment/retaining structures shall be completed, as approved, prior to the first beneficial use of the respected part of development and retained as such thereafter.

Reason: In the interest of the visual amenity of the area, residential amenity and to ensure the development complies with Policies SP3 and DNP6 of the Bridgend Replacement Local Development Plan (2024).

6. Notwithstanding the submitted plans, prior to the commencement of works to construct the Local Equipped Areas of Play (LEAP); the Local Area of Play (LAP) and any associated permanent footpath links AND a scheme detailing the design of the LEAP; the LAP and wider aspects of Public Open Space shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall detail the following:

- The LEAP and LAP shall be designed having regard to the advisory note in relation to LEAP and LAP designs attached to this decision Notice.

- The pathway to the LEAP shall also be re-positioned so that pedestrians are able to walk the route without having to go through the play facility.
- Details of Future Management of the LAP, LEAP and wider aspects of Public Open Space

The play areas and open space shall be implemented as approved in accordance with the agreed details and timing for implementation and maintained by the developer to a standard acceptable to the Council until responsibility is passed to the Council / Management Company for adoption. The areas thereafter shall be retained in perpetuity.

Reason: To ensure a satisfactory LEAP, LAP and wider public open space are provided and suitably managed having regards for the guidance provided and that the pathway to the LEAP is able to be used by all users (le dog walkers etc) in the interest of the future occupier of the site, visual amenity and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024)

7. Notwithstanding the submitted plan, no construction of any dwelling, public open space, permanent road or other permanent built development within the affected easement/area of the overhead electrical lines shall commence until a scheme detailing the removal, diversion or relocation of the overhead electrical lines has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented as agreed prior to the first beneficial use of any residential dwelling.

Reason

To ensure the overhead line is removed/diverted/relocated to a more suitable location outside of any residential curtilage and public space and to accord with Policy SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

8. Prior to the commencement of development, excluding site set-up, fencing surveys, investigations, ecological mitigation, archaeological works, remediation works and site clearance, a Construction Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any dwelling, details of the operational waste storage and collection arrangements, including bin collection day storage points on shared drives, shall be submitted to and approved in writing by the Local Planning Authority. The management of any waste material generated during the demolition, construction and operation of the development shall be implemented in accordance with the agreed Management Plans thereafter in perpetuity.

Reason: To ensure the appropriate disposal of any waste arising from the development in terms of protection of the environment and to ensure the sustainability principles are adopted during operational phase of the development in compliance with Policy ENT15 of the Bridgend Replacement Local Development Plan (2024).

9. Any work involving intrusive groundworks, soil stripping or ground reduction shall be undertaken fully in accordance with the approved programme of archaeological work as outlined in *“Land southwest of Pont Rhyd-y-Cyff, Llangynwyd, Bridgend: Written Scheme of Investigation for Archaeological Monitoring and Recording”* (Rubicon Archaeology Report no. RR1530, dated November 2025).

Reason: To mitigate the impact of the works on the archaeological resource and to ensure that the development complies with Policy SP18 of the Bridgend Replacement Local Development Plan (2024).

10. Prior to the commencement of development, other than works required to investigate, assess or remediate contamination, site clearance, site set-up, ecological mitigation, archaeological works and other enabling 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 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 in accordance with policy DNP9 of the Bridgend County Borough Council Replacement Local Development Plan.

11. Notwithstanding the submitted plans, prior to the commencement of development, other than works required to investigate, assess or remediate contamination, site clearance, site set-up, ecological mitigation, archaeological works and other enabling works, 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) Desk Top Study not required
 - (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present.
 - (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 in accordance with policy DNP9 of the Bridgend County Borough Council Replacement Local Development Plan.

12. Notwithstanding the submitted information, prior to the commencement of development, other than works required to investigate, assess or remediate contamination, site clearance, site set-up, ecological mitigation, archaeological works and other enabling works, 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 Replacement Local Development Plan.

13. The remediation scheme approved by condition 12 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 dwelling within the relevant phase of the development, 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 Replacement Local Development Plan.

14. 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 Replacement Local Development Plan.

15. 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 Replacement Local Development Plan.

16. 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 Replacement Local Development Plan (2024).

17. 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 Replacement Local Development Plan.

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

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents, to ensure no pollution of or detriment to the environment and prevent water discharging onto the public highway in the interest of highway and pedestrian safety and to comply with accord with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

19. The development hereby approved shall be connected to the mains sewerage system prior to the first beneficial use of each dwelling and retained as such thereafter.

Reason: In the interest of satisfactory drainage of the site and to ensure the development complies with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

20. No construction of any dwelling above slab level shall commence until a noise assessment has been undertaken by an appropriately qualified acoustic consultant which noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall provide details of the following:

i) Traffic noise due to its very close proximity to the A4063 in accordance with "Planning Guidance (Wales) Technical Advice Note (Wales) 11 Noise" to establish which noise exposure category the proposed dwellings will fall within and submit a report as to the appropriate sound insulation and boundary treatment remedial measures that are necessary to mitigate the impact of traffic noise. The report shall include an assessment of the LAeq 16 hours, LAeq 8 hrs, LMax levels and LA90. The noise assessment should be carried out within term time to include the additional traffic generated by the school.

ii) Noise from the adjacent existing Multi Use Games Area (MUGA) at the school which has potential to impact future residents

iii) An assessment of the noise impact from the proposed ASHPs in accordance with BS 4142:2014+A1:2019 and a limiting plant noise level which needs to be set to ensure there is no adverse impact on existing and future residential receptors from the operation

of the equipment. When assessing the ASHP noise, the worst-case operating noise levels shall be taken into account.

iv) The submitted noise report shall include any necessary mitigation to reduce any adverse impacts that have been identified.

Thereafter the development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

21. Notwithstanding the submitted Sustainability and Energy Statement, no construction of any dwelling above slab level shall commence until an Energy Masterplan has been submitted to and approved in writing to the Local Planning Authority that demonstrates that the most sustainable heating and cooling systems have been selected, following the sequential approach to identify low carbon heating technologies in accordance Policy ENT10 and how they will be used within the development. The development shall be constructed in accordance with the agreed details and retained as such thereafter.

Reason: To ensure the development incorporates low carbon technologies and to ensure compliance with Policies SP13 and ENT10 of the Bridgend Replacement Local Development Plan.

22. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), On plots 1 to 5, 72, 77, 78, 85, 86, 94, 95 to 98, 100 to 104, 105, 111, 112 to 115, 116, and 120 to 123, no buildings shall be erected other than those expressly authorised by this permission and identified on the approved drawings.

Reason: In order to safeguard the amenities of the location by enabling the Local Planning Authority to consider whether planning permission should be granted for garages or outbuildings having regard to the particular layout and design of the development and the proximity of trees and sensitive ecology areas, and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), there shall be no extension or external alteration to any building on plots 72, 77 85, 86, 94, 105, 111, 116 and 123 without the prior grant of planning permission in that behalf.

Reason: In order to safeguard the amenities of the location by enabling the Local Planning Authority to consider whether planning permission should be granted for extensions having regard to the particular layout and design of the development, the proximity of trees and sensitive ecology areas and to accord with Policies SP3 of the Bridgend Replacement Local Development Plan (2024).

24. No development, other than site set-up, temporary fencing/hoarding, surveys, ground investigation, archaeological investigation, contamination investigation, remediation works, ecological mitigation/protection works and installation of tree/habitat protection measures, 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 shall include:

- a) Construction methods: Method statement, details of materials, how waste generated will be managed.
- b) General Site Management: details of the construction programme including timetable, details of site clearance; details of site 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.
- c) Soil Management: details of topsoil strip, storage and amelioration for re-use
- d) 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.
- e) Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use;
- f) Traffic Management: details of site deliveries and wheel wash facilities and measures to control dust
- g) 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.
- h) Responsible Persons: Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- i) Noise and Nuisance: details relating to noise and vibration mitigation, hours of operation/construction, timescales for phases and measure to control dust and dirt. and Measures to control light spill during construction.
- j) Biodiversity Management: details of trees, retained habitats, hedgerow protection including buffer zones; invasive species management; species and habitats protection, avoidance and mitigation measures; reptile clearance methodology and other species management, Details of the toolbox talk for site operatives in relation to reptile clearance and the details of the ecologist that will be giving the talk and on call;
- k) Construction Drainage: details of construction drainage to include how the retained peat body and its buffer zone would be protected from contaminants from surface water during construction and measure to prevent any contaminated water from construction and any SAB drainage features from entering the protected peat area and its buffer.

No vegetation clearance or substantive construction works shall commence until the CEMP has been approved and the agreed CEMP shall be implemented as approved during the site preparation and construction phases of the development.

Reason: To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection of the environment during construction. and to ensure accordance with Policies accord with Policies SP3, SP17 and DNP5, DNP6, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

25. Prior to the installation of any permanent external lighting on the site, a detailed lighting scheme for the site shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all proposed lights, the specification, intensity of illumination, predicted lighting contours (lux plots), any mitigation measures required (including measures to reduce as far as practicable light spillage onto the adjoining properties and incorporate best practice guidance to ensure the retention of dark corridors for the movement of wildlife with no direct lighting of vegetation). The approved

lighting shall be implemented on site in accordance with the approved scheme only and retained as such thereafter.

Reason: In the interest of residential amenity, biodiversity and to prevent any unacceptable light spillage, and to ensure compliance with Policies SP3, DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

26. Notwithstanding Condition 2, the development shall be undertaken in accordance with Section 4.0: Conclusion and recommendations of the Stage 2 Ecology Report by Soltys Brewster Ecology dated March 2026

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with Policies SP3, SP16, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

27. Notwithstanding the submitted plans, no vegetation clearance, ecological receptor works or development works requiring use of the off-site mitigation/receptor site shall commence until a scheme detailing all proposed works and planting within the off-site mitigation/receptor site, including a timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. All works and planting shall be carried out in accordance with the agreed details and the agreed implementation programme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To avoid doubt and confusion, in the interest of biodiversity mitigation and enhancements and in accordance with Policies SP3, SP16, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

28. Notwithstanding the submitted plans, all dwelling units, shall incorporate either a suitably designed integral bat brick or suitably design bird box. A scheme providing details of the designs and location of each bird/bat box/brick shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as agreed prior to the first beneficial use of the residential unit they are located on and retained as such thereafter.

Reason: In the interest of Biodiversity enhancements and in accordance with policy SP3 and DNP6 of the Bridgend Replacement Local Development Plan (2024)

29. Notwithstanding the submitted plans, prior to the beneficial occupation of the first dwelling, a soft landscaping implementation programme shall be submitted to and approved in writing by the Local Planning Authority. This programme shall detail when the landscaping shall be planted having regard to any construction phases. All soft landscape works shall be carried out in accordance with drawing No. 2387301 - SBC - 00 - XX - DR - L – 005 Rev P08 Strategic Landscape Plan and the agreed implementation programme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

30. No site clearance, vegetation clearance or construction works shall take place within the relevant phase, root protection area, retained habitat area, hedgerow, peat area or buffer zone until protection measures for that phase/area have been submitted to and approved in writing by the Local Planning Authority. The approved scheme of protection measures shall be retained in place throughout the construction of the relevant phase of development hereby approved.

Reason: To ensure all existing trees, sensitive habitats and peat are protected throughout the construction of the development, in the interest of visual amenity, and to ensure the development complies with Policies SP3, SP17 and DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan. (2024)

31. Notwithstanding the submitted plans, prior to the construction of the section of estate road where the main road intersects the central green corridor/tree line, a scheme detailing measures for the narrowing of the gap in the central green corridor shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall create a narrowing of the road to one lane to allow more trees to be retained and increase the foliage in this area, thus reducing the gap within the central trees forming the green corridor and the perimeter trees. The development shall be undertaken in accordance with the agreed details and retained as such, thereafter.

Reason: In the interests of biodiversity and reducing the gap between the central green corridor and the perimeter trees, creation and enhancement of links between sites and their protection for amenity and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

32. Notwithstanding Condition 2, the development shall be undertaken in accordance the following:

- Green Infrastructure Statement 27th May 2026 rev E
- Soil and Peat Management Plan 26 May 2026 Revision 3.2
- Conclusion and recommendation in chapter 3 of the Tree survey report (Bats) by Soltys Brewster dated August 2024

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with policy SP3, SP16 DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

33. No vegetation clearance, soil stripping, groundworks or works within any area affected by invasive species shall commence until an Invasive Species Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and monitored in accordance with the approved Invasive Species Management Plan.

Reason: In the interest of eradicating and controlling invasive species and to accord with Policy DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

34. Prior to occupation of the first dwelling, or prior to commencement of works to create, restore or manage any retained or proposed habitat areas, whichever is sooner, a Habitat Management Plan (HMP) covering the application site and receptor site shall be submitted to and approved in writing by the Local Planning Authority. The HMP shall cover all retained, restored and created habitats, including retained peatland area, created wetland habitats, and the area of retained SINC as well as the off-site mitigation area. This should

include long-term monitoring and adaptive management measures, management responsibilities and maintenance arrangements, establishment and restoration success criteria and remedial measures where monitoring identifies these criteria are not being met. The HMP shall be implemented as approved and in accordance with the agreed timescales.

Reason: To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection and long-term management of the environment and to accord with Policy SP13, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

35. No development shall commence, other than site clearance, enabling works, ecological mitigation, archaeological investigation, ground investigation or remediation works, until detailed engineering drawings of the Active Travel Works have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The details shall include, but not be limited to, the horizontal and vertical alignment of the route, construction details, drainage, tie-ins to the existing highway, tactile paving, pedestrian and cyclist crossing provision, lighting, road markings, traffic signs, visibility requirements, any required retaining structures, and details of any land dedication, adoption or maintenance arrangements. The Active Travel Works shall thereafter be constructed in accordance with the approved details and secured through the relevant Section 278, Section 111 and/or Section 106 agreement as applicable.

Reason: To ensure that the development delivers appropriate active travel infrastructure and safe, convenient pedestrian and cyclist connections to local facilities, schools, public transport and the wider active travel network, in accordance with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan 2024.

36. No more than 60 residential units hereby approved shall be occupied or brought into beneficial use until the Active Travel Works have been completed in accordance with the approved details and the relevant Section 278, Section 111 and/or Section 106 agreement, to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the active travel infrastructure required to support the development is delivered at an appropriate stage and before occupation exceeds the agreed contribution trigger for this site, in accordance with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan 2024.

37. No dwelling shall be occupied until the site access onto the A4063, including visibility splays, footways, dropped kerbs, tactile paving, drainage, signing and lining, has 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 shall thereafter be retained free of obstruction above 0.6m in height.

Reason: In the interests of highway safety and to ensure that safe and suitable access is provided to serve the development.

38. No works generating construction traffic, other than surveys, investigations and ecological/archaeological/remediation works, shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of:
- a) Construction access, routing of construction traffic,
 - b) the parking of vehicles of site operatives and visitors,

- c) loading and unloading of plant and materials,
- d) wheel washing facilities, measures to prevent mud and debris being deposited on the highway,
- e) measures to control the emission of dust and dirt during construction,
- f) hours of construction,
- g) The routing and timing of construction traffic/deliveries to/from the site in order to avoid school drop off and pick up times,
- h) Details of Any construction lighting to have no unacceptable impacts upon residents, the highways and any vegetation ecological sensitive areas, and,
- i) the erection and maintenance of security hoarding.

The development shall thereafter be carried out in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of highway safety and to ensure that construction traffic is managed appropriately, having regard to the proximity of the site to nearby schools and the level of pedestrian activity on the A4063 during school start and finish times. in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

39. The parking spaces shown on the approved layout shall be provided prior to the beneficial occupation of the dwelling to which they relate and shall thereafter be retained for parking purposes.

Reason: To ensure that adequate off-street parking is provided and retained in the interests of highway safety and to prevent unnecessary on-street parking within the estate road layout in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

40. The cycle parking and storage facilities serving each dwelling shall be provided prior to the beneficial occupation of the dwelling to which they relate and shall thereafter be retained for cycle storage purposes.

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 in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

41. Prior to the beneficial occupation of the first dwelling, a 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 and public transport use by future residents, together with details of implementation, monitoring and review.
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, in accordance with national and local transport policy in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

42. No development above slab level, excluding temporary access works, enabling works and approved site access works, shall commence until full engineering details of the estate road layout, including carriageway and footway construction, drainage, street lighting, visibility splays, retaining structures, private drives, refuse vehicle tracking,

adoption limits and maintenance arrangements have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The estate road layout shall thereafter be constructed in accordance with the approved details and retained as such thereafter.

Reason: To ensure that the internal road layout is constructed to an acceptable standard and provides safe and suitable access for all users in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

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

Reason: To ensure that adequate parking facilities are provided within the curtilage of the site in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

44. The public right of way crossing the site FP 1 Llangynwyd Middle must be protected and available for public use at all times.

Reason: To ensure that the existing Public Right of Way is protected and remains safe and available for public use during the construction period and to comply with Policies SP3, SP5 and PLA9 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

45. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A) 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 (adopted March 2024).

The site is identified as forming part of an overall wider strategic opportunity as one of three inter-connected sites allocated for housing under Policy COM1 of the RLDP; the development would provide 122 new homes (18 of which are affordable), and deliver an Active Travel Route between the three allocated housing sites, the school and the wider community creating a sustainable development within the locality and regenerating the wider area.

By securing the retention, restoration, and long-term protection of the deep peat on-site, alongside the creation of a new off-site wetland receptor habitat, biodiversity mitigation/enhancement area, as well as the landscaping and biodiversity enhancements proposed within the site; the proposal comprehensively respects the peat habitat and the site's SINC status and secures Biodiversity Net Gain in line with PPW12. The conditions imposed will ensure long-term, sustainable habitat management, furthermore potential environmental and amenity impacts will be rigorously managed through a strict Construction Environmental Management Plan (CEMP). Pre commencement conditions would consider any noise implications and drainage would be subject to a separate SAB application with the Local Authority; s Drainage Section

On balance and having regard to the objections received, it is considered that the proposal subject to the conditions set out within this report, represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal

is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP13, SP15, SP17, SP18 SF1, PLA9, PLA11, PLA12, COM1, COM2, COM3, COM6, ENT10, ENT15, DNP4, 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.

B) ARCHAEOLOGICAL ADVISORY NOTE

The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

C) NOISE ADVISORY NOTE

The scope of the noise survey and monitoring locations should be agreed upfront with Shared Regulatory Services.

D) CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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.

E) COAL AUTHORITY ADVISORY NOTE

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during

development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242. Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

The Coal Authority have noted that where SUDs are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site.

F) DRAINAGE ADVISORY NOTE

As the development is over 100 m² SAB approval will be required. From 7 January 2019, new developments greater than 100m² of construction area require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (SAB) before construction work begins. The Applicant shall submit a sustainable drainage Application form to the Bridgend County Borough Council SAB. Further information in relation to the new legislation including the sustainable drainage Application forms can be obtained from the following link:

<https://www.bridgend.gov.uk/residents/recycling-waste-and-environment/environment/flooding/sustainable-drainage-systems/>

G) HIGHWAYS ADVISORY NOTES

1. Street nameplates reflecting the official street name allocated by the Council shall be erected by the developer at locations and to a specification to be agreed with the Council prior to beneficial occupation of the first dwelling house in the street that has been so allocated.
2. An information pack containing public transport information including timetables shall be provided by the developer on occupation of each residential unit.
3. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:
 - i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
 - ii) indemnify the County Borough Council against any and all claims arising from such works;
give not less than one calendar months' notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

H) WELSH WATER ADVISORY NOTES

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.

I) ADVISORY NOTE IN RELATION TO LEAP AND LAP DESIGNS

General principles for LEAPs to inform initial designs:

Mix of equipment

The equipment should be clustered to cater for different age ranges i.e. an area for toddlers at one end, an area for older children at the other end and a mixed age area in-between to allow for mixed-age play.

- Toddler areas should include equipment such as toddler swings, a sensory board, a springy, a play house, a small slide.
- Mixed age areas should include equipment such as a wheelchair accessible roundabout, a seasaw, a balance beam etc.
- Older children areas should include swings and larger climbing frames / slides.

This is not meant to be an exhaustive list of equipment, but is just provided to illustrate how the play area could be demarcated to show different age-based groupings. The issues are primarily choice of equipment (which should be metal for durability) and layout to ensure clear flow and demarcation throughout the LEAP.

General Principles for Play Equipment

- Swings: Swings for toddlers and swings for older children should be provided and located at the two extremities of the play area, not in a way that encourages children to run through the swing zone.
- Slides: should be rotated to face eastwards so that dew can be dried by early morning sun. No plastic slides only 100% steel slides – longer life span and cannot be melted due to vandalism.
- See-saws: tyre stoppers should be avoided. Tyres can wear out quickly which can expose wires and damages surfacing when digging them out and replacing. Rubber stoppers on a metal footing are better or a no stopper version.
- Any units that have low ground clearance should be sited on a rubber surface or resin bonded rubber bark for ease of maintenance as mowing under units can otherwise be difficult.
- Wheelchair roundabouts: a 1m wide ring of wetpour rubber should be put immediately around the roundabout to ensure a flush transition and a hard wearing surface for an area of concentrated foot traffic and dragging feet. Outside of this, bound rubber mulch is recommended to provide an accessible impact surface.
- Springies – accessible – front or side loading versions are better. A rear entry "climb in" unit introduces barriers, creates safety risks, and reduces usability for children with disabilities. A side opening springy play unit is better for DDA/inclusive design.
- Timber posts – As a general rule all timber posts should be installed in metal post shoes which makes replacement easier and increases longevity.

Points of exit and entry

- 2 points of entry/exit are welcomed – an accessible, bound pathway should also be provided throughout the play area to ensure inclusive access for prams, pushchairs, wheelchairs, trikes, mobility aids and walkers (Equality Act) and providing all with a safe, surfaced route.
- As a minimum, there should be a bound looped path that runs from gate to gate and loops around to the swing areas/other key pieces of equipment. Accessible play equipment should be accompanied with accessible surfaces. Rubber crumb matting should be used under high wear areas such as swings/slides and paths.
- Ensure gate widths accommodate wheelchairs and double buggies, and that latches are accessible yet child safe. Details of the gates should be provided, with confirmation of the gap between the opening leaf and the closed leaf with a drop bolt. If the residual gap between the two leaves when closed sits in the 8–25 mm range, then this would be considered a finger trap risk under BS EN 1176.

Seating

- Benches should be clearly shown, included within the central parts of the site and interspersed with the equipment. This will allow parents to watch children playing more easily in different age-based zones. Different families responsible for children within different age ranges can then choose to sit in the most appropriate part of the playground. Ensure seating locations offer clear sightlines across the whole play area/equipment.
- Benches should also have hard standing or rubber paths leading to them and be sat on a surfaced area. Bound rubber bark mulch can be a good option to allow for ease of maintenance and prevent undue build-up of mud and rubbish.
- Armrests are recommended for accessibility.

Bins

- Bins should be positioned near gates so they are visible and easily accessible for all (not surrounded by grass away from access routes).

Railings

- Details of the railings should be provided. The bow-top railing panels should provide clear openings below 89 mm to comply with BS EN 1176 requirements in respect

of head and neck entrapment. The spacing also avoids finger entrapment hazards. Bow top railings are great for children's play areas and are less climbable than flat top railings.

Surfacing

- Provide an accessible path to access equipment and benches, consider a continuous loop of bound surfacing linking all key items of equipment, seating areas and entrances.
- Areas in front of gates can quickly become muddy pits with only grass surfacing – need entrance aprons of bound hard surfacing.
- No grass matting visible to connect equipment. This is necessary to create a firm route between equipment.
- High-wear areas to incorporate bound surfacing, linked to other surface areas to avoid developing muddy areas on desire lines between equipment.

General Principles for LAPs to Inform Initial Designs:

- Access and Inclusivity and User Safety – the location of the LAP should support good visibility and safe supervision & natural surveillance
- Use durable, low-maintenance surfacing at equipment exits. Use entrance aprons of bound hard surfacing
- Consider incorporating low-key playable landscape features—mounds, logs, stepping stones, natural play routes. Mounding is welcome as natural playable feature and to create varied topography, separating space slightly into small sensory or quiet area. This also provides the opportunity to introduce tactile panels.
- Consider other small natural elements or low level planting to enhance & offer varied types of play.
- An accessible path or clear route should be provided through to access the equipment or bench, 2 points of entry/exit are welcomed.
- An accessible, bound pathway should be provided throughout the play area to ensure inclusive access for prams, pushchairs, wheelchairs, trikes, mobility aids and walkers (Equality Act) and providing all with a safe, surfaced route.
- No grass matting connecting between equipment in order to create a firm route between equipment
- High-wear areas should incorporate bound surfacing and be linked to other surface areas with potential for muddy areas to develop on desire lines between equipment.

Seating

- Benches should be clearly shown, ensuring seating locations offer clear sightlines across the whole play area/equipment.
- Benches should also have hard standing or rubber paths leading to them and be sat on a surfaced area. Bound rubber bark mulch can be a good option to allow for ease of maintenance and prevent undue build-up of mud and rubbish.
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JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None

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REFERENCE: P/24/719/BCB

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

LOCATION: Mynydd Cynffig Junior School Pwllgyath Street Kenfig Hill CF33 6ET

PROPOSAL: Demolition of Mynydd Cynffig Junior School, Air Training Corps facility, play area and loss of allotment gardens and construction of a new primary school, 2no. all weather sports pitches, solar panels, replacement allotment provision, play areas, open space, access & highways arrangements, parking, landscaping, drainage, off-site ecological mitigation at Bedford Park and Tondy Woodlands and all other associated works.

RECEIVED: 15 November 2024

DESCRIPTION OF PROPOSED DEVELOPMENT

This Application relates to the proposed demolition of Mynydd Cynffig Junior School, Air Training Corps facility, play area and loss of existing allotment gardens and the construction of a new primary school along with two all-weather sports pitches, solar panels, replacement allotment provision, play areas, open space, access & highways arrangements, parking, landscaping, drainage and all other associated works.

The proposal includes a 420-space replacement primary school which would include a 75-place nursery (full time equivalent).

The existing allotments to the rear of the school site are to be relocated to the rear of the new development.

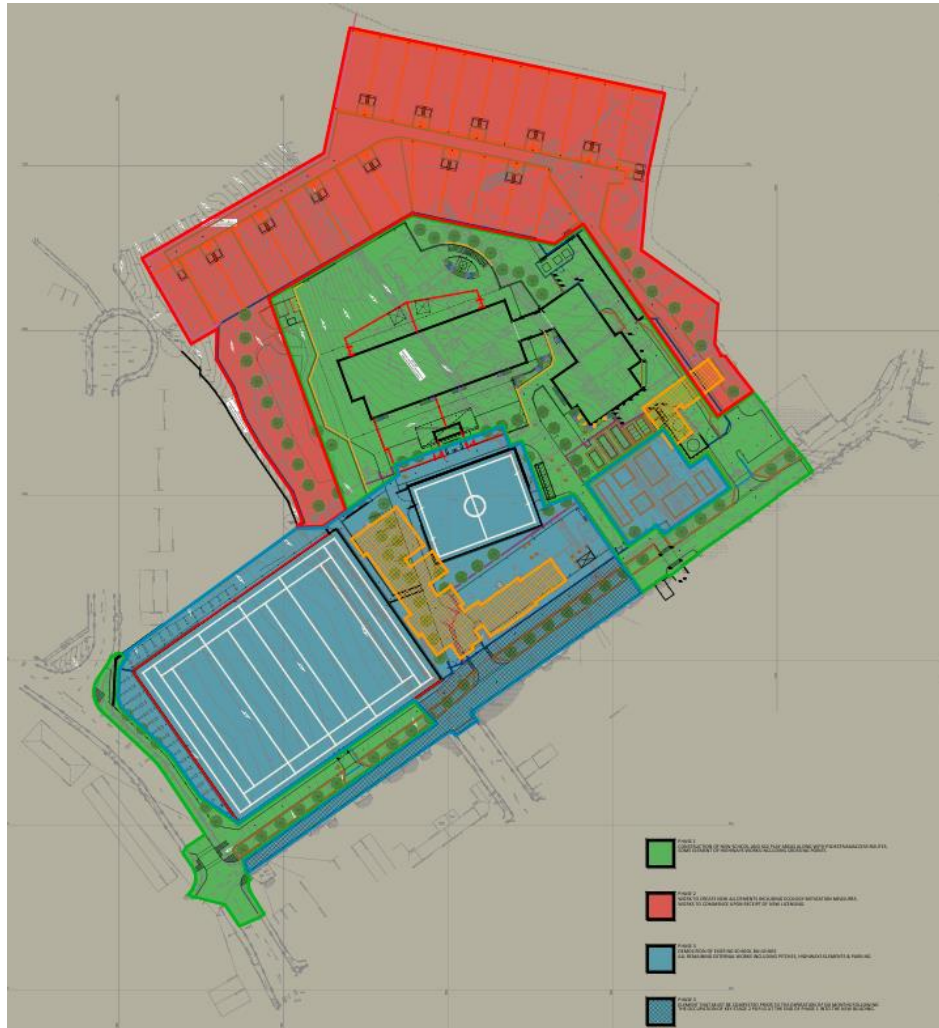
The new buildings and associated facilities have been designed for community use.

The proposal will be developed across three phases. The first phase (coloured green on Figure 1 below), will involve the development of the new school buildings and rear play yards along with some highways and active travel route improvements.

Phase two (coloured red on Figure 1 below), will involve the creation of new allotments at the northern section of the site, where a total of 26no. allotment plots are proposed to be developed to replace the existing 26no. allotments and the development of a bio-retention area to the west of the new classroom building.

The third phase of development, (coloured blue on Figure 1 below) will involve the demolition of the existing school buildings, the construction of the parking facilities for staff and visitors, the formation of an all-weather sports pitch and community park. A further element of Phase 3 will include the final stage of the upgrade of the adjacent highway which is to be completed within 6 months of the occupation of the new school buildings.

Figure 1 – Development Phasing and Location of Proposed and Existing Buildings



Access and Movement. Vehicle, cycle and pedestrian access to the site will be provided from the lane that runs parallel to Pwyllygath Street at the site's southern boundary, with a further pedestrian access from Croft Coch Road. The proposed staff access is located at the same location as the current southernmost vehicle access to the junior school.

A further vehicle access will be located further east along Pwyllygath Street and will provide delivery and maintenance access along with a connection to the private allotment parking spaces. A pedestrian access to the allotments will also be available at this location. An internal access route links from the site's southeastern access point to serve the allotments in the north of the site.

In respect of internal movement, the site proposes a network of footpaths which link the various elements of the scheme to enable pedestrian movement on foot. Additionally, an active travel route is proposed in the west of the site which links to existing active travel routes in the locality.

Layout. The proposed development will see the larger of the two all-weather sports pitches occupy the south-western section of the site, roughly in place of the existing school playing field. The second, smaller, all-weather sports pitch is situated to the south of the proposed school building, roughly in the place where the existing school yard currently lies.

The school administration and community buildings are situated broadly in the middle of the site, set back from the road to create a 'campus' style development, with the main built elements sitting at the heart of the site, surrounded by the associated sports pitches, school yard, soft play area and playground.

The allotments are located in the north of the site, creating an area of open space between the built structures of the school buildings and the woodlands to the north.

Appearance. The proposed school will be two storeys in height. Building height has been selected to respond to the site's surroundings, along with siting of the building in the centre of the site away from the site boundaries.

Landscape and Biodiversity. The proposed development adopts a comprehensive approach towards landscape planting and green infrastructure. Examples of landscaping details include new hedgerow planting, highway bio-retention areas, wildflower meadow seeding and turfed grass areas.

The proposed masterplan/site layout and computer-generated images (CGI) can be seen below in **figures 2 and 3**.

Figure 2 – Site Layout

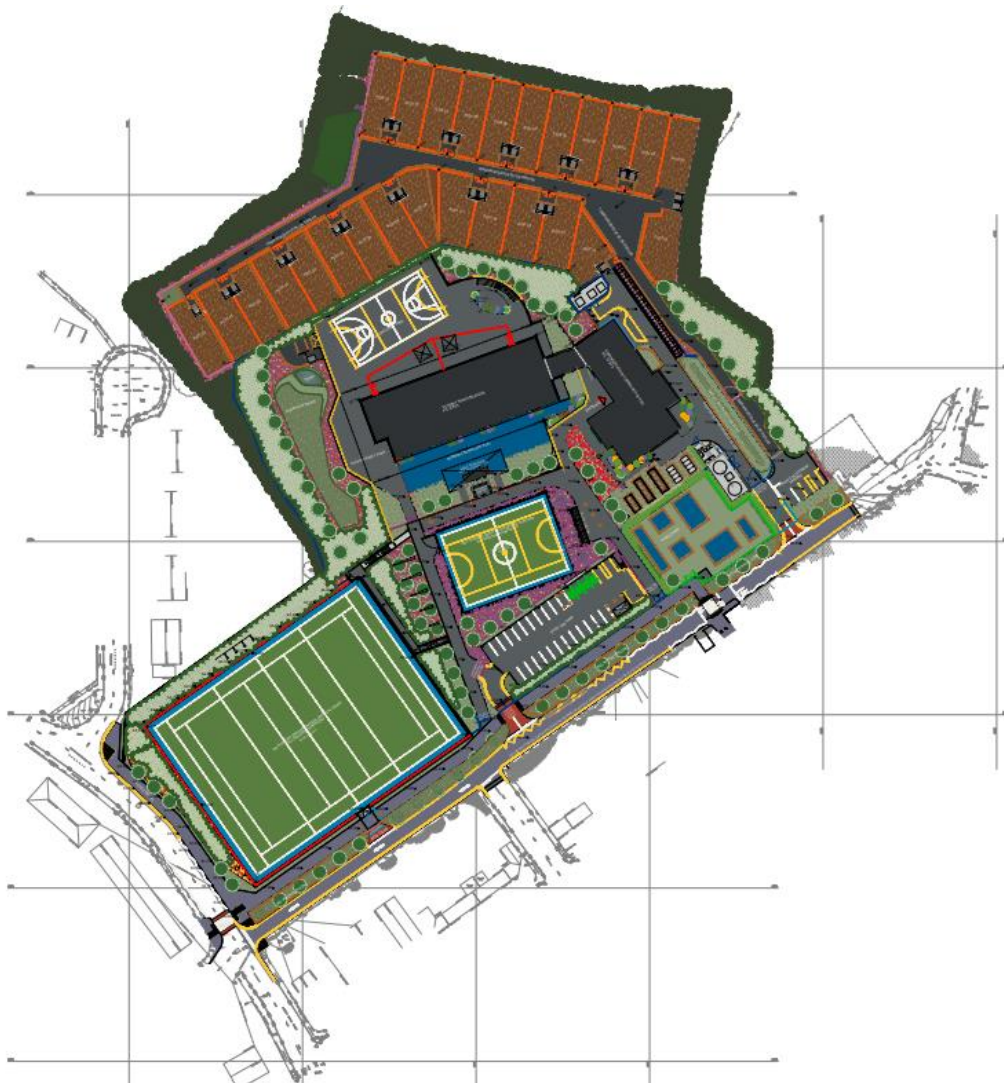


Figure 3 – Computer Generated Images of the School





The following documents have been submitted in support of the Application:

- Design and Access Statement – Asbri Planning October 2024
- Mechanical, Electrical, and Plumbing (**MEP**) Strategies RIBA work stage 3
- Noise Survey - Hunter Acoustics 29/07/2025
- PAC Report - Asbri Planning 2024
- Operational Energy analysis for NCZ Stage 2 July 2023
- Geotechnical and Geoenvironmental report - Terra Firma 2021
- Gas Monitoring - Terra Firma 2021
- Active Travel Review WSP 2023
- School Travel Plan 2022-2023
- Transport Assessment WSP 2024
- Low zero carbon Study Troup Bywaters + Anders, May 2024
- Thermal comfort Report Troup Bywaters + Anders August 2024
- Habitat Regs Assessment - Wildwood Ecology 05/09/2024
- Green Infrastructure Statement - Wildwood Ecology 2024
- Arboricultural Impact Assessment - Wildwood Ecology 2024
- Ecological Impact Assessment Report - Wildwood Ecology 2024
- Bat Survey Response – Wildwood Ecology, September 2025
- Bat Survey Response – Wildwood Ecology, October 2025
- Reptile Mitigation Strategy Report - Wildwood Ecology 15 August 2025
- Architectural Response – BCBC Major Projects Team July 2025
- Dormouse Strategy – Wildwood Ecology 14 May 2026

SITE DESCRIPTION

The Application site is situated within the village of Kenfig Hill and is located within the western section of the village, to the northwest of Pwyllygath Street. The site currently comprises a primary school, its associated playing fields and allotments to the rear. The site also includes the vacant Air Training Corps facility which is located to the north-east of the school.

The school site extends to approximately 3.85ha in total and is enclosed via a combination of fencing, traditional stone wall and trees and shrubbery.

The site's immediate surroundings are largely residential in nature, with dwellings surrounding the site in all directions. The gardens and outbuildings of the terraced properties fronting Pwyllygath Street back onto the lane which provides access to the school site. To the southwest of the site are newer semi-detached and terraced dwellings located on Croft Coch Road and Caer Wetrall.

The site consists of the existing Mynydd Cynffig Junior School which lies at the centre of the site along its southern boundary, whilst the allotments are situated along the central and eastern sections of the site. The main school building is of a traditional brick construction under a pitched felt and tile roof. The play area, which has playing facilities such as swings and slides, adjoins the Junior School to the northeast and meets the southern site boundary. The School's playing fields are located at the southwest and western sections of the site, whilst the remaining area of the site to the north largely comprises of shrubbery, vegetation and trees.

The site is situated on a gentle slope that rises from west to east. Both pedestrian and vehicle access to the Junior School can be obtained via a set of double gates along the southern boundary of the site, and an additional pedestrian access is located along the southwestern boundary of the site. This access enables pedestrians to cross the playing field to access the school buildings. Access to the allotments can be obtained via an unnamed road to the east of the play area, which provides both pedestrian and vehicle access to this area of the site.

The Application site also includes areas of the Tondy Woodlands and Bedford Park which are to be used for protected species habitat enhancement and restoration.

The Site Location is shown below in **Figure 4**.

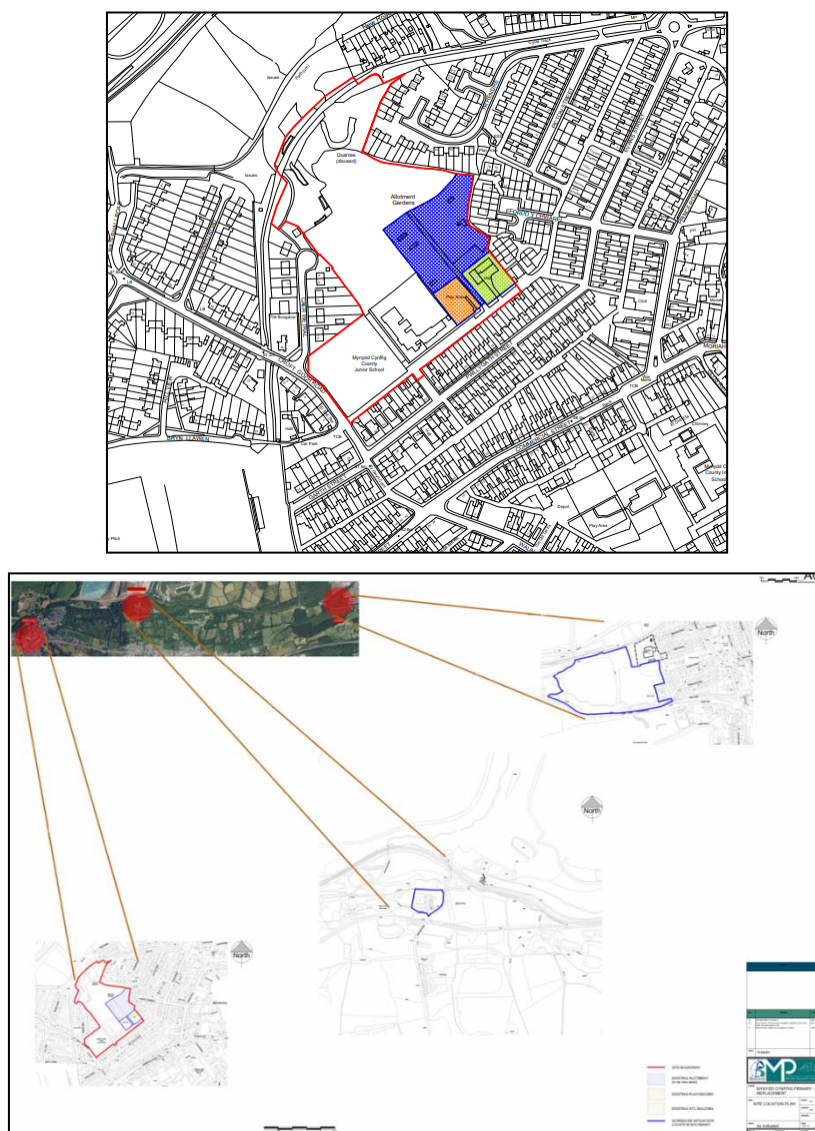


Figure 4 – Site Location Plans

Land to the rear of the school site forms part of the designated North of Pyle Site of Importance for Nature Conservation (**SINC**). This area is identified as containing bramble scrub and found predominantly to the north of the site. See **Figure 5** below.

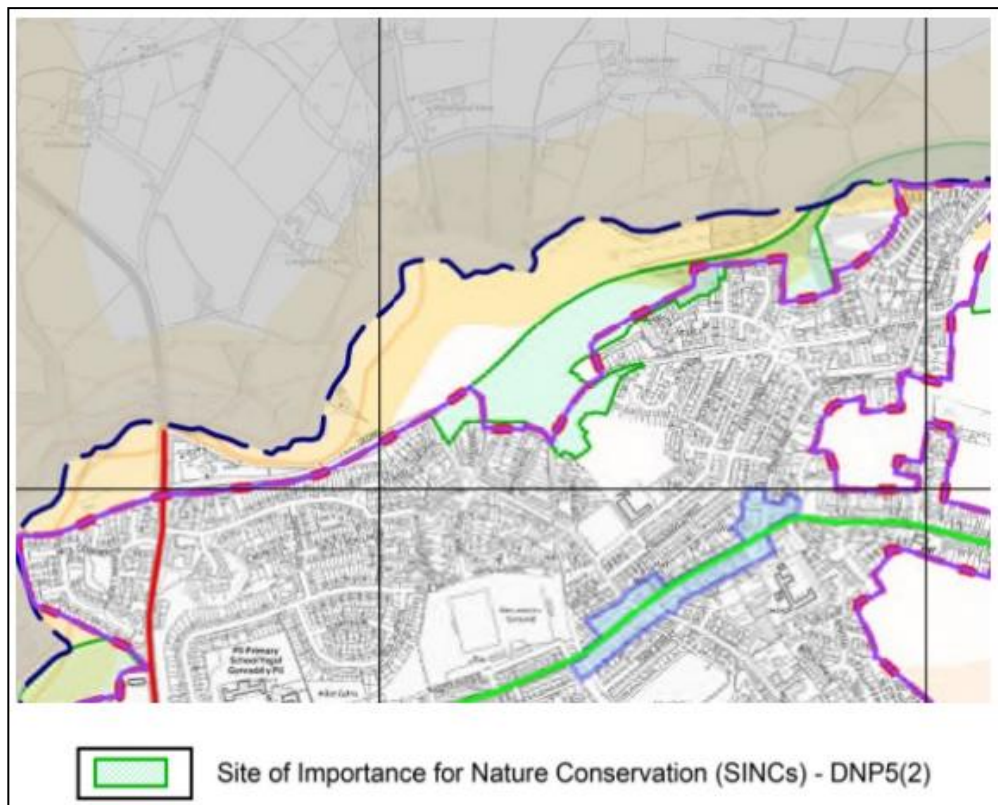


Figure 5 – SINC Plan

A review of NRW's Development Advice Map (**DAM**) shows that the site is located in Flood Zone A - as such it is considered to be little or no risk of fluvial or coastal or tidal flooding. Although, the Flood Map for Planning indicates the site is primarily located within Flood Zone 1, small pockets of the northwest and east of the site are susceptible to surface water and/or small watercourse flooding. These areas have been identified to lie within Flood Zones 2 and 3.

A review of Cadw's records shows that no listed buildings or scheduled monuments are located on site, with the closest being located approximately 200m to the east of the site in the form of The Talbot Institute, a Grade II Listed building.

The Coal Authority's interactive map shows that whilst the site lies within the Coal Mining Reporting Area, the site lies outside the coal mining high risk development area.

The site is located within the Settlement boundary of the Bridgend County Borough Council's Replacement Local Development Plan (2024) (**RRLDP**) proposals map.

A public footpath, namely *Footpath 19 Pyle*, crosses the site. The approximate alignment of the footpath as it relates to the location of the development (outlined in BCB013091 A001 Site Location Plan) is shown by a solid purple line on the attached plan. See Figure 6 below.

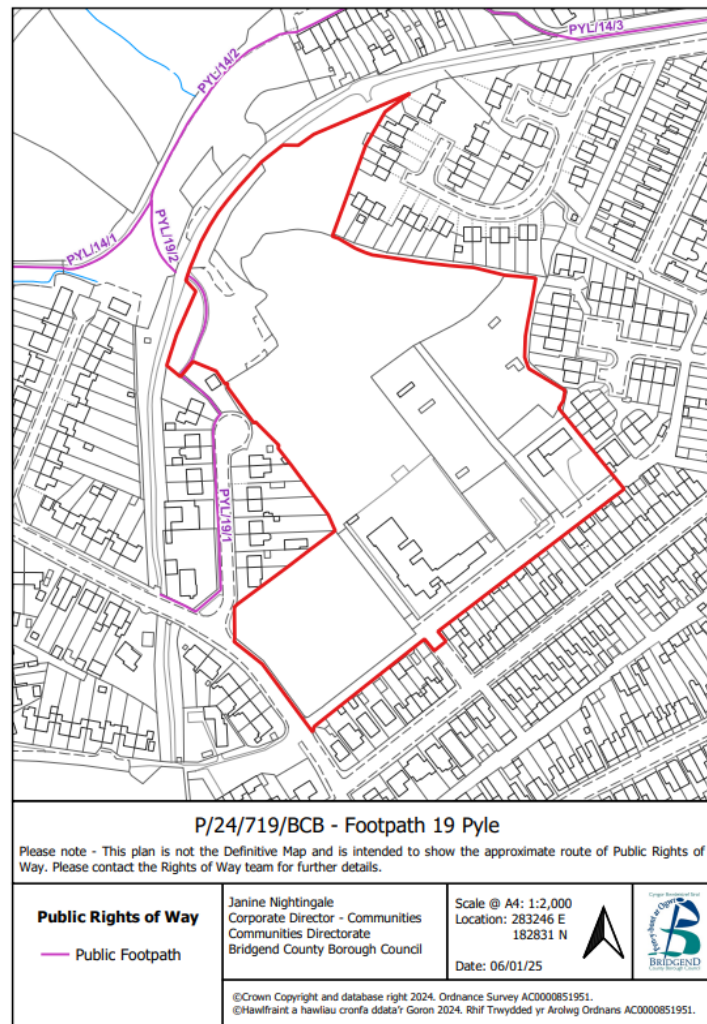


Figure 6 – Public Footpath Plan

PRE-APPLICATION CONSULTATION

The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended 2016) requires all Applicants proposing 'major' development to consult landowners adjacent to the Application site and key stakeholders prior to submitting the planning Application, and to demonstrate how consultation responses received have been considered and managed.

In line with the above, Pre-Application Consultation (**PAC**) exercise was carried out between 10th November to 8th December 2023, by Asbri Planning Ltd.

The issues raised by local residents were as follows.

1. *Changes to the local roads including parking restrictions*
2. *Increase pupil numbers and resulting increase in vehicle movements on local road network*
3. *No drop-off provided*
4. *Safety of children on streets due to increased traffic volumes*
5. *New community use of school site and impacts on surrounding areas*
6. *Effects of floodlighting on residential properties*
7. *Parking congestion on surrounding streets caused by community use of facilities*
8. *Inadequate on-site parking*
9. *Loss of existing facilities*
10. *Impact on biodiversity and natural habitats*

The comments above that were made as part of the Statutory Pre-Application Consultation

Process have been considered by the Applicant and addressed by the Applicant within the PAC Report. The final design and layout of the school was derived in part from these comments. Observations were also made by a statutory consultee which have also been considered and addressed within the PAC Report. It is considered the Applicant has complied with the PAC requirements as set out in The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended 2016).

EIA SCREENING

The Application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment (Wales) Regulations 2017. As such the Application has not been EIA screened.

The proposed development is located within a zone of influence of the following SAC sites:

- Kenfig SAC (c. 3km west)
- Cefn Cribwr Grasslands SAC (c. 1.1km east to south-east)
- Dunraven Bay SAC (c. 5.62km south)
- Blackmill Woodlands SAC (c. 8.92km north-east)

As such a Habitat Regulations Assessment (preliminary screening) as set out within the Conservation of Habitats and Species Regulations 2017 (as amended), was undertaken. This preliminary screening concluded that the proposed development would by itself, or in combination with any other development/project, be unlikely to have any likely significant effects on Kenfig SAC, Cefn Cribwr Grasslands SAC, Dunraven Bay SAC and the Blackmill Woodlands SAC. As such, an 'Appropriate Assessment' is not required.

RELEVANT HISTORY

P/25/13/HRA - Habitat Regulations Assessment: Screening in relation to planning Application P/24/719/BCB which is a full Application for the proposed demolition of Mynydd Cynffig Junior School, Air Training Corp facility, play area and loss of allotment gardens; construction of a new primary school, 2no. all weather sports pitches, floodlighting, solar panels, replacement allotment provision, play areas, open space, access & highways arrangements, parking, landscaping, drainage and all other associated works. Assessment not required 07/03/2025

P/98/99/FUL – Children's Equipped Play Area. Granted 24/03/1998

P/99/528/FUL - Demolition of Outhouse and Siting of Steel Container as Store. Approved 03/08/1999

P/94/47/FUL – Former ambulance hall – Proposed construction of two blocks of three link houses (6 in total). Refused 17/02/1994

83/785 – Temporary classroom. Approved 15/08/1985

83/1441 – Repair of fire damaged accommodation. Approved 20/01/1984

PUBLICITY

The Application was initially advertised on site (8th January 2025) and in the Press (Glamorgan Star) on 9th January April 2025.

Neighbours were notified of the receipt of the Application.

The period allowed for response to consultations/publicity initially expired on the 29 January 2025.

In response to concerns raised by residents regarding noise impacts and the effects of the proposed floodlighting of the sports pitch and extended evening use, the proposal was amended removing the floodlights and the Application was re-consulted with representations closing on 20th August 2025.

Following the receipt of further biodiversity information, a new site plan was submitted. This included an area of the Tondy Woodland which was to provide off-site dormice habitat to compensate for the loss of on-site habitat. The Application was again re-consulted with a closing date of 25th November 2025.

The Applicant then submitted further information including a Dormouse Strategy and revised location plan. This also included an additional area including part of Bedford Park which is to provide an off-site reptile translocation habitat in order to compensate for the loss of site existing habitat at the rear of the Application site. The Application was again re-consulted and the period for response closed 11th June 2026.

CONSULTATION RESPONSES

Pyle Community Council: No comments received.

Transportation Officer (Highways): No objection subject to conditions.

Public Rights of Way: *'The Application has been forwarded to the Rights of Way section for comment because it appears that the development may affect a public right of way. Indeed, following receipt of the Application the Rights of Way records were checked and I can confirm that these showed that a public footpath, namely Footpath 19 Pyle, crosses the site identified in the location plans provided. The approximate alignment of the footpath as it relates to the location of the development (outlined in BCB013091 A001 Site Location Plan) is shown by a solid purple line on the attached plan.'*

On closer inspection of the plans submitted with the Application, it would seem that none of the works associated with the proposed development would adversely affect the public footpath.

Having taken into account all the points outlined above, I can confirm that the Rights of Way Section would not object to planning Application P/24/719/BCB provided that the Applicant keeps the footpath clear at all times.'

Structural Engineer: *'I can confirm that the appropriate measures have been taken by appropriately qualified structural and geotechnical engineers to ensure the project is designed and delivered to the correct standards.'*

I have therefore no comments to make other than I am confident all measures have been taken to ensure the safe delivery of the project.'

The Coal Authority: No objection subject to the imposition of the conditions.

South Wales Fire and Rescue Service: No objection and standard advisories have been forwarded to the Applicant.

Land Drainage Officer: No objection subject to conditions.

Natural Resource Wales (NRW): We continue to have concerns with the Application as submitted. However, we are satisfied that these concerns can be overcome by attaching conditions to any planning permission granted.

Destination and Countryside Manager (Ecology): No objection subject to conditions.

Dwr Cymru/Welsh Water: No objection subject to conditions.

Shared Regulatory Services (Environment): No objection subject to conditions on earthworks and possible land contamination.

Shared Regulatory Services (Environmental Health): *'I have reviewed the amended acoustic report by Hunter Acoustics dated 29th July 2025 and also note that the flood lighting is no longer currently part of the scheme for the all-weather AGP. The removal of the floodlighting from the scheme means that there is unlikely to be a significant increase in its use from the current pitch during the winter period when it gets dark early. The report recommends a 2.2m acoustic barrier to further reduce the impact of the new pitch and the noise levels when in use are therefore predicted to be lower than what is currently being experienced by residents. However, with it being an artificial grass pitch, it is possible that its use will intensify when offered out for community use and a significant impact is still predicted, albeit that the noise levels will reduce from the current situation. It will therefore be necessary to restrict the operating hours of the pitches to ensure that they are not utilised at unreasonable times. It will also be necessary to request a noise limit for the school plant relative to the background levels.'*

Conditions are recommended to ensure that noise effects of the proposal are adequately mitigated.

South Wales Police Designing Out Crime Officer: No objections. A number of observations were made with a view to the school development seeking a Secured by Design (SBD) Gold Award. These have been passed onto the Applicant.

Heneb (Glamorgan Gwent Archaeology): We have reviewed the detailed information contained on your website and can confirm that the proposal will require historic environment mitigation.

REPRESENTATIONS RECEIVED

Councillor J Gebbie has made submissions supporting the proposed development and requested that the Application be considered by the Development Control Committee.

The Bridgend Ramblers advised that they had no objection to the proposal.

One representation in support of the proposed scheme was received from a Pwllgath Street resident.

A representation was received from one Pwllgath Street resident seeking clarification of the highways arrangements and traffic flow details on the access in front of the school.

Four objections were received, two from Pwllgath Street residents, one from an adjoining business owner and one from an adjoining Caer Wetrall resident. The concerns raised include:

- Proposed highway parking restrictions will limit parking at the rear of existing properties on Pwllgath Street
- The current poor condition of the highway carriageway
- Noise effects of vehicles using the highway
- Proposed floodlighting will create light pollution for local residents
- Query the time limits on the use of the floodlights

- Query whether new boundary treatment is required along the proposed artificial pitch and the adjoining properties on Caer Wetral and who would be responsible for its maintenance
- Existing railings around the school sports field are in poor condition and need replacement
- Proposed highway access to new school considered inadequate
- Existing access subject to significant congestion and presents a safety hazard for children and parents due to the lack of pavement
- Development would have impact on the operation of Lawsons Garage by delaying deliveries and supplies as well as creating difficulties for customers
- Suggest the proposal be reviewed in order to provide additional parking for customers of Lawsons Garage

COMMENTS ON REPRESENTATIONS RECEIVED

Factors to be taken into account in making Planning decisions must be Planning matters, that is they must be relevant to the proposed development and the use of land in the public interest.

Concerns have been raised with the proposal to illuminate the artificial sports pitch and the effects of light pollution and associated effects. Subsequently, the Applicant has decided to remove this element of development from the overall proposal. This will remove the possibility that the pitch will be used by the community during the hours of darkness. Any future proposals to floodlight the pitch would require a separate planning permission.

The submitted plans indicate that the external boundaries of the school site will be enclosed by new fencing of a form and type appropriate for the intended use. The retaining wall to the side/rear of the Caer Wetral properties will be maintained with the existing sports field at a height above the residential plots. Plans indicate that the new artificial pitch will be set back from these residential properties. The boundary treatment would remain as existing and new acoustic and security fencing established with an approximately 6m wide landscaping strip established between the boundary and the new pitch. The Applicant will be responsible for these new features.

Lawsons Garage, which is located to the north of the Air Training Corp building occupies a constrained site with limited on-site parking. This includes parking to the front of their existing buildings. It appears that vehicles associated with the business often park on adopted highway to the front of the property and nearby. The proposed development would see the upgrade of the highway in front of the school site and provision of parking restrictions along its full length. Time restrictions will limit some parking; however, the proposals will not remove all highway parking near the garage.

The proposed scheme includes a small area of on-site parking for allotment gardeners. The Applicant has not made any provision for additional parking for Lawsons Garage.

The material issues raised in the objections received are addressed in the Appraisal section of this report.

RELEVANT POLICIES

National Planning Policy:

Planning Policy Wales ("PPW" Edition 12) was revised and restructured in February 2024 to coincide with publication of, and to take into account the policies, themes and approaches set out in **Future Wales - the National Plan 2040**, and to deliver the vision for Wales that is set out therein.

Future Wales now forms part of the National Development Plan for all parts of Wales, comprising a strategy for addressing key National priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the Development Plan need to accord with Future Wales.

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

PPW12 takes the seven *Well-being Goals* and the five *Ways of Working* as overarching themes and embodies a placemaking approach throughout, with the aim of delivering *Active and Social Places*, *Productive and Enterprising Places* and *Distinctive and Natural Places*. It also identifies the planning system as one of the main tools to create sustainable places, and that placemaking principles are a tool to achieving this through both plan-making and the decision-making process.

Planning Policy Wales (Edition 12) para 4.4.1 states “*Community buildings and spaces provide an important focus for sustaining communities and their well-being. They cover a broad range of activities and services that can be delivered by the public, private and third sectors. Community facilities contribute to a sense of place which is important to the health, well-being and amenity of local communities and their existence is often a key element in creating viable and sustainable places. They can include schools, cultural facilities, health services, libraries, allotments and places of worship.*”

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven sustainable development (or well-being) goals/objectives. This report has been prepared in consideration of the Council’s duty and the “sustainable development principle” as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

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.

Technical Advice Notes, the Welsh Government has provided additional guidance in the form of Technical Advice Notes (**TAN**).

- 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) 18 Transport
- Technical Advice Note (TAN) 23 Economic Development

Local Planning Policy and Guidance:

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

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP9: Social and Community Infrastructure
- Policy SP13: Renewable and Low Carbon Energy Development
- Policy SP15: Sustainable Waste Management
- Policy SP17: Conservation and Enhancement of the Natural Environment
- Policy SP18: Conservation of the Historic Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA8: Transport Proposals
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy COM9: Protection of Social and Community Facilities
- Policy COM10: Provision of Outdoor Recreation Facilities
- Policy ENT10: Low Carbon Heating Technologies for new Development
- Policy ENT15: Waste Movement in new development
- Policy DNP5(2): Local and Regional Nature Conservation Sites
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural Resource and Public Health

Supplementary Planning Guidance

In addition to the adopted Replacement Local Development Plan, the Council has approved Supplementary Planning Guidance and the following are of relevance:

- SPG12 – Sustainable Energy
- SPG17 - Parking Standards
- SPG19 – Biodiversity

APPRAISAL

The Application is reported to the Council's Development Control Committee due to the Application being made by the Council and due to the level of public interest in the proposed development.

Issues

Having regard to the above, the main issues for consideration in the assessment of this Application are the principle of the development, visual impact regarding proposed scale, design and materials, impact on neighbouring properties, ecology, drainage, and highway/pedestrian safety.

Principle of Development

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans

(SDPs) and Local Development Plans (RLDPs).

The proposal is located within the Main Settlement of Pyle as defined by **Policy SF1** Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RRLDP**). It is also located within the Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area as defined by Policy SP1: *Regeneration and Sustainable Growth Strategy* of the RRLDP.

Policy SP9: Social and Community Infrastructure of the RRLDP states that in order to maintain and improve the quality of life of residents, existing educational and training facilities will be retained or enhanced. In the interest of improved service provision, all proposals for new or replacement social and community facilities must demonstrate that every reasonable attempt has been made to consider the co-location with another social and community facility before a stand-alone facility is considered. The proposal will see the co-location of an educational facility with play areas and an allotment site; therefore, it accords with Policy SP9.

The proposal would see the removal of an existing education facility, play area, an allotment site and Air Training Corps facility. **Policy COM9: Protection of Social and Community Facilities** of the RRLDP states that a proposal which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:

- A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off-site within the community; or
- Where it can be demonstrated that the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.

The existing allotment site is to be relocated to a different part of the site, the play area is to be replaced with new play areas and the education facility (Junior School) is to be replaced with a new primary school, all as part of the proposed development. The redevelopment will lead to enhanced provision of each community facility at the site; therefore it accords with criterion 1 of Policy COM9. In terms of the Air Training Corps facility, the Kenfig Hill Squadron has relocated to Porthcawl prior to the proposal coming forward and the building has remained vacant since, therefore it is acknowledged that the existing facility is no longer required for its current use. As such, the loss is justified taking into account the wider benefits of providing an enhanced education facility and as such accords criterion 2 of Policy COM9.

Policy SP3: Good Design and Sustainable Placemaking of the RRLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

- Demonstrating alignment with the principles of Good Design; and
- Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

As such the principle of development is acceptable subject to further design, residential amenity, highways, drainage and ecology considerations which are addressed within this report.

Impact on Visual Amenity and Character.

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

Strategic Policy SP2 - *Design and Sustainable Place Making* seeks to conserve and enhance the built environment 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 the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The Design and Access Statement (**DAS**) indicates that the vision for the development is to *‘provide a high-quality and attractive facility that aims to improve the outcomes of all its users be that staff, pupils, or parents and community groups.’*

The DAS notes that there are some considerable constraints associated with the site limiting flexibility with the proposed building position. The existing school building, which currently occupies the prime location, must remain in place until the new building is complete. The existing playing field is not large enough to accommodate the new building without bringing the façade of the teaching spaces extremely close to the boundaries of residential properties.

The remainder of the site has considerable level changes, and these have been addressed by creating split levels within the site to ensure the building form follows the ground levels where possible to do so. Whilst costly, the levels have created an interest within the building form which would not ordinarily be provided on a flat site.

Building orientation, particularly the Teaching Block, has been determined to ensure the effectiveness of Photovoltaic panels is maximised. The orientation also provides the building with free winter solar gain whilst facades incorporate measures to shade from the higher summer sun.

Finally, whilst the existing allotments require re-location as part of the overall scheme, they are a vitally important aspect of community life within the village. The redevelopment of the allotments will result in a betterment upon the existing provision of this important community facility.

The school administration and community building is situated broadly in the middle of the site, set back from the road to create a ‘campus’ style development, with the main built elements sitting at the heart of the site, surrounded by the associated sports pitches, school yard, soft play area and playground.

The allotments are located in the north of the site, creating an area of open space between the built structures of the school buildings and the woodlands to the north.

The proposed school will be two storeys in height. Building height has been selected to respond to the site’s surroundings, along with the building’s siting in the centre of the site, away from the site boundaries.

Visually, the proposed development is considered to be attractive, blending modern and traditional materials to present a contemporary addition to Kenfig Hill. A coherent yet contrasting design approach is used on the building elevations to create visual interest, utilising colour and texture to break up the various levels and building profile.

The palette of materials to be incorporated into the development draws on the surrounding streetscape and blends modern and traditional materials to create a distinctive, high quality appearance.



Figure 7 – Computer Generated Image of the School

This aesthetic, coupled with the resultant building form and size, delivers a facility capable of fully meeting modern educational needs whilst also reflecting its status as a valuable community destination.

The school car parking area sited adjacent to the centre of the site has been designed to ensure it would not be a dominant feature. It would be set back from the highway frontage of the site and its visual impact softened by complementary landscaping features. The second allotment car parking area would also be suitably setback behind landscape planting. It is considered that the proposed school building and wider landscaping would be a significant improvement over the existing site which is considered to have poor visual interest.

With regards to the new sports facilities – Artificial Grass Pitch (**AGP**) and Multi-Use Games Area (**MUGA**) - it is considered that these would provide an acceptable addition within the street-scene, given the proposed educational context of the site. It is intended that these facilities will also be accessible to the public outside of school hours. Turning to the proposed servicing areas, it is noted that they are located to the east of the new school building some distance from residential properties. However, given they would be appropriately screened, it is considered that these would not detract from overall character and appearance of the surrounding area.

It should also be noted that the proposal will also be designed to be compliant with ‘*secure by design*’ principles and as such the safety of the users has been carefully considered. The proposal also includes secure boundary treatments and gateways at boundaries alongside ensuring a high level of natural surveillance with well-lit areas.

The existing allotments would be relocated to the rear of the school campus and would provide a suitable transition between the proposed development and the Bedford Park SINC. The development of individual allotments by their owners would likely include vegetable gardens, outbuildings and greenhouses, a visual outcome typically found in community allotments.

It is considered that the proposed layout, design, scale and massing of the development and mix of landscaping areas is acceptable and would not have a detrimental impact upon the visual amenity of the area. Accordingly, it is concluded that the proposals accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024), and reflects the

Residential Amenity

Policy SP3 of the RRLDP criterion (k) states a development must ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected, which has been addressed as follows:

The site is generally located in a residential area and surrounded by residential dwellings. To the south are properties on the southwestern side of Croft Coch Road which currently look across to the school playing field. To the west is a short cul-de sac, Caer Wetrall containing semi-detached properties, a number which immediately abut and back onto the existing playing field.

To the southeast of the site are the mainly terraced properties which front onto Pwllgath Street. They have their rear facing gardens, outbuildings, garages and some parking fronting the rear access lane which also serves the existing school.

Overbearing/Overshadowing

The proposed school buildings are the only element of the proposal that could have the potential to overbear or overshadow any existing adjoining property, as all the other works along the boundaries and within the site are relatively low level and unlikely to have any unacceptable impacts. These works include car parking areas, access roads and paths, landscaping, sport pitches, some ground works which include level changes and security fencing.

The existing retaining wall alongside the Caer Wetrall properties would remain in place. New native species hedgerow planting of 6.2m wide is proposed alongside this residential boundary with a 2.2m high acoustic fence alongside the new all-weather sports pitch. It is considered that the proposed planting will appropriately mitigate any visual impact of the acoustic screen on neighbours.

The proposed school buildings would be sited a considerable distance from the nearest residential property. The proposed administration, community building and hall would be approximately 55m from the rear boundary of the nearest Pwllgath Street property. The two-storey classroom block would be located approximately 35m from the rear boundaries of the Caer Wetrall properties. At these distances, the proposal is not considered to have any harmful impacts.

Overlooking

In term of overlooking the Application is for a school and not considered to be habitable; as such there would be no issues with any distances between habitable room windows, however, the school could have the potential to overlook properties which is assessed as follows.

The south-east facing elevation of the school classroom block contains windows at both its ground and first floor levels. These would look across the adjacent soft play area, the smaller all-weather sports pitch and the staff carpark beyond. As this building would be located some 80m from the rear boundaries of the Pwllgath Street properties, no adverse impacts on privacy of residents could be anticipated.

The western end of the teaching block would be located approximately 35m from the rear boundary of the neighbouring Caer Wetrall properties. The boundary with the residential properties is to be landscaped and the area between the boundary and the building developed for sustainable drainage purposes. The first-floor windows on this block provide

natural lighting for internal passageways and a stair landing. Given the anticipated transitory and infrequent use of these spaces, and their distance from the adjoining private garden areas, no unacceptable loss of privacy could be expected.



Figure 8 – West Facing Classroom Elevation with Administration Building to the right

Noise

Policy SP3 Criterion (g) also states *“Development should Avoid or minimise noise, air, soil and water pollution”*. As part of the proposal the Applicant has submitted a Noise Survey undertaken by Hunter Acoustics.

The report noted:

- Distant road traffic is indicated to control the existing ambient noise climate during the daytime period.
- Noise surveys have been carried out across the site. The assessment concludes that a natural ventilation strategy is feasible for all areas of the proposed development.
- Noise map models have been generated to show noise propagation across the proposed development site from sports pitches. An impact assessment indicates, that with the inclusion of a 2.2m barrier around the main pitch, a significant to major noise impact is predicted during evening hours outside of normal school hours or outside of existing grass pitch use.
- Good acoustic design principles have therefore been followed to maximise distance from the pitch to receptors and by including screening. It is therefore considered appropriate that a suitably worded condition limiting hours of use of the pitch can be used to further control noise impact.
- Atmospheric plant noise limits have been set in accordance with BREEAM Pol 05 based on measured background sound levels. Due to very low daytime and night-time background sound levels, these limits may require negotiation to accord with BREEAM.



Figure 9 – Site Plan Showing Nearest Sound Sensitive Receivers and Measuring Locations

Shared Regulatory Services (Environmental Health) have considered the submission and have advised: *'I have reviewed the amended acoustic report by Hunter Acoustics dated 29th July 2025 and also note that the flood lighting is no longer currently part of the scheme for the all-weather AGP. The removal of the floodlighting from the scheme means that there is unlikely to be a significant increase in its use from the current pitch during the winter period when it gets dark early. The report recommends a 2.2m acoustic barrier to further reduce the impact of the new pitch and the noise levels when in use are therefore predicted to be lower than what is currently being experienced by residents. However, with it being an artificial grass pitch, it is possible that its use will intensify when offered out for community use and a significant impact is still predicted, albeit that the noise levels will reduce from the current situation. It will therefore be necessary to restrict the operating hours of the pitches to ensure that they are not utilised at unreasonable times. It will also be necessary to request a noise limit for the school plant relative to the background levels.'* Subject to the imposition of appropriate conditions no objections have been raised.

In terms of noise from construction, it is generally accepted that during construction there would be some disturbance from this development, however, this would be transient in nature. A condition can be imposed to show how this can be managed as part of a Construction Environmental Management Plan. As such, subject to conditions, there are no concerns in relation to noise.

Lighting

In terms of external lighting, the Applicant provided a Proposed Lighting Plan indicating the location of lighting and illuminance plots around the school site. Following feedback from Council's Environmental Health Officer (EHO) regarding the levels of light which would extend to residential properties, the Applicant has chosen to remove the proposal to floodlight the proposed all-weather pitch. All other lighting including that required for pedestrian and vehicle accesses, building security and street lighting has been retained.

The Council's EHO has raised no concerns over the levels of lighting now proposed.

Construction lighting may cause a nuisance and the Construction Environmental Management Plan condition will also consider construction lighting. As such, subject to the above-mentioned conditions, there are no concerns in relation to lighting.

Highway and Pedestrian Safety

Policy SP5: Sustainable Transport and Accessibility of the RRLDP states that new development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to local services. Development must be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks. Active travel is to be encouraged and reliance on private car use should be reduced.

Policy PLA11 of the RRLDP, stipulates that all development must be served by appropriate levels of parking in accordance with the adopted Supplementary Planning Guidance (SPG) on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Note 9 of SPG02 states that *"off-street parking should be available to meet the County Borough Council's guidelines for a dwelling of the size after extension"* and stipulates that the parking requirement for houses equates to 1 space per bedroom up to a maximum of 3 spaces. Each space must be 4.8m x 2.6m to accommodate a car parking space unless it is within a garage. Supplementary Planning Guidance Note 17 Parking Standards (SPG17) stipulates that *"garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m"*.

The proposal shows that active travel access will be from the principal frontage of the site with a further extension along Croft Coch Road. The pedestrian routes will be separated from the road carriageway with clearly controlled access points.

The adopted highway will be upgraded with new parking restrictions to control the movement of vehicles ensuring the safety of pupils, parents and caregivers.

The development will include a staff/visitor carpark towards the front of the site. A separate vehicle entry point will provide access to the rear of the administration/community building and also the allotment gardens. Covered and secure cycle parking will be provided for 30no. bikes. A small private carpark is proposed for allotment users. The upper entry/exist point provides access for vehicles servicing the overall site.

The Application is supported by a Design and Access Statement, Transport Assessment, Active Travel Review and School Travel Plan.

The Council's Highways Officer has reviewed the Application and his comments are reproduced in full below:

"The Application seeks planning permission for the demolition of the existing Mynydd Cynffig Junior School and the construction of a new primary school on the same site, to include the merger of the existing infant school currently located on a separate site within the Kenfig Hill catchment area. It is considered that the proposed development does not introduce a new land use at this location with an established educational use existing on the site for many years, therefore in highway network and traffic generation terms, the principal of a school operating at this location is established."

The Mynydd Cynffig site is located within a residential area and is served by a constrained local highway network, with access to the existing junior school via a rear lane off Pwllgath Street, which is limited in width at certain points and also provides direct access to residential garages and private rear gardens. It is acknowledged by the Highway Authority that the existing arrangements serving the junior school generate poor parking behaviour, congestion and obstruction to private garages during school drop-off and pick-up times, however, these issues are longstanding and form part of the baseline conditions against which the new proposed development must be assessed.

The transport strategy for the site has evolved over a number of years in response to these known constraints and to concerns raised by local residents and stakeholders. An initial Transport Assessment was submitted in 2022, with subsequent engagement between the Applicant, Education Department and the Highway Authority leading to a revised and updated Transport Assessment in 2024. This later submission reflects a more refined understanding of local conditions, school travel behaviour and the mitigation required to support the proposed school. In parallel, the Education Department has worked very closely with the Highway Authority to develop a package of on-site and off-site highway improvements aimed at addressing existing issues to better managing the forecast increase in pupil numbers associated with the new school. These measures are set out on the submitted highway layout drawings and form a central part of the acceptability of the scheme in highway terms.

In assessing the proposal, the Highway Authority has had regard to the following key issues:

- the increase in pupil numbers at the site arising from the relocation of the infant school*
- existing congestion, parking stress and access issues associated with the current school operation*
- the impact of school-related traffic on nearby residential streets, particularly Pwllgath Street and the rear access lane*
- the need to improve safety and legibility for pedestrians, including pupils and parents, during peak periods which was highlighted in the most recent school travel plan*
- the opportunity to reduce reliance on private car trips through targeted Active Travel measures*

The above matters are not new and are well understood locally and the assessment by the HA recognises that the continuation of the existing access arrangements without intervention would not be acceptable and would result in a detriment to highway and pedestrian safety. The proposed development therefore provides an opportunity to address and improve the lane and access points to the lane to benefit both local residents and new pupils attending the proposed school. The submitted transport assessments indicate an increase in pupil numbers attending the proposed school and the uplift is acknowledged and has been a central consideration in the highway assessment of the scheme. The Application is supported by an original Transport Assessment submitted in 2022 and a subsequent updated Transport Assessment submitted in 2024. The later assessment responds to ongoing engagement with the Highway Authority and reflects a more detailed understanding of baseline conditions, pupil travel behaviour and the mitigation required to manage the school operation. In considering the forecast traffic impact, it is important to note that the proposal does not represent wholly new demand generated by an additional school, but rather the relocation of existing infant school trips to the junior school site. The assessment therefore focuses on the redistribution and consolidation of trips rather than a simple net increase in movements across the wider network. The updated Transport Assessment forecasts an increase in vehicle movements associated with the infant school cohort, particularly during the AM and PM peak periods. However, this uplift is moderated by several factors which includes the relatively short distance between the existing infant school and the proposed primary school site, the likelihood that a proportion of redistributed trips are

already linked or shared due to siblings attending the junior school site, the implementation of targeted new Active Travel improvements intended to reduce short-distance car trips and physical highway and access improvements to the lane designed to manage vehicle movements more effectively.

The Highway Authority recognises the concerns of local residents in that theoretical trip generation figures do not always align with observed behaviour at school sites, particularly where existing arrangements are already subject to poor drop off and pick up practices and inappropriate parking. As such, the assessment has been considered alongside the known baseline conditions at the site, rather than in isolation. On this basis, while an uplift in traffic associated with the consolidated school is accepted, the Highway Authority is satisfied that, subject to the delivery of the proposed highway and Active Travel mitigation, the residual impact on the local highway network would not be severe in planning terms. The proposed development therefore accords with national and local transport policy, subject to appropriate conditions securing mitigation, monitoring and ongoing management.

The proposed lane reconfiguration is supported by targeted parking and stopping restrictions in the vicinity of the rear access lane, which will be implemented through the Traffic Regulation Order process. These measures are intended to address existing obstruction, unmanaged stopping and conflict between school-related traffic, pupils and parents walking in the lane carriageway and residential access to garages during peak periods. It is acknowledged that the introduction of time-limited restrictions will change for some residents how the kerbside operates during the morning peak. However, the restrictions are proposed for a limited duration and are specifically focused on the period when unmanaged stopping currently gives rise to the greatest safety and access issues.

Importantly, the purpose of the restrictions is not to remove residential access or parking in general terms, but to ensure that access to garages and private drives can be maintained during peak periods and to reduce the likelihood of residents being obstructed by school-related parking. Outside of the defined restriction period, normal parking arrangements would continue to apply and residents will be able to park on the lane in front of their accesses or garages. The Highway Authority considers that, in the context of an already constrained rear lane which currently amounts to unrestricted parking, dropping off and picking up, the proposed TRO's represent a proportionate response to an existing problem and are necessary to mitigate the increase in pupil numbers and support the safe and effective operation of the new school and surrounding highway network.

Turning now to the sustainability credentials of the site, the Application is supported by Active Travel audits and a programme of targeted walking and cycling improvements focused on the routes used by pupils. Since 2023, the school has undertaken "hands up" travel surveys to identify the principal desire lines of the current pupils and to avoid reliance on generic assumptions around modal shift. The resulting schedule of works, submitted to the Highway Authority is intended to address identified issues on the used routes such as lack of dropped kerbs and the widening of footways and is to be funded and delivered as part of this proposal. The Highway Authority notes that these measures sit alongside the physical access and highway improvement works shown on the submitted drawings, and together they form a coordinated mitigation package to support the new school and will be secured by a robust planning condition.

The proposed layout includes new pedestrian crossing features on the access lane and Croft Goch Road and the Highway Authority is satisfied that the delivery of the physical works can be secured through planning conditions and is integral to the acceptability of the scheme in highway terms. Notwithstanding the above, the proposed crossing on Croft Goch Road require implementation through the statutory Traffic Regulation Order process. The TRO process is separate to, and sits outside, the planning framework and it is not possible

for the HA to seek to control the timing or outcome of that statutory process through planning conditions, particularly where the planning authority has no ability to direct or guarantee the completion of the TRO within a specific timescale. The Highway Authority's traffic management section will continue to support internal delivery discussions with the Education Department to ensure the traffic management measures are progressed in a timely manner. However, for the purposes of this consultation response, the Highway Authority's recommendation is focused on securing the physical highway works and the school's operational management measures through the planning permission.

Subject to the delivery of the proposed access and highway improvement works, and the conditions set out below, the Highway Authority raises No Objection to the proposed development. The proposed scheme has been developed over an extended period with the Highway Authority and has evolved in response to local constraints and stakeholder concerns. The package of physical highway measures on the lane, access to the school, together with targeted Active Travel improvements and operational management, it is considered capable of supporting the proposed school without resulting in a material detriment to highway safety."

While acknowledging the concerns that have been raised by some Pwllgath Street residents and the owner of Lawsons Garage, no significant transportation effects are anticipated that would justify refusal on highway grounds, particularly when balanced against the current situation on the rear lane and the emphasis on active travel, and Travel Plan measures aimed at reducing car dependency. To provide further assurance, the HA will require a planning condition to deliver off-site active travel improvements and implement a School Travel Plan with mode shift targets. This approach ensures that, while there is some uplift in trips, can be appropriately managed and mitigated.

Whilst the absence of a formal drop-off zone may generate concerns among residents, it is consistent with the Council's approach to promoting Active Travel. Nevertheless, the reliance on surrounding streets for short-stay parking at the start and end of the school day requires careful monitoring. The HA will require the introduction of waiting restrictions through a traffic regulation order (**TRO**), School Keep Clear markings and two raised plateau pedestrian crossings on the highway frontage of the site. These measures can be secured by condition.

In conclusion, the transportation implications of the proposal have been robustly assessed and audited and subject to the imposition of appropriate conditions, relating to construction traffic management, construction and phasing, visions splays, parking provision, school travel plans, active travel improvements, Traffic Regulation Orders, and pedestrian crossings, the Highways Officer has advised that he has no objection to the proposal.

Accordingly, it is considered that subject to the conditions recommended by the Highways Officer, the proposed development is acceptable in highway terms and accords with Policies SP3, SP5, PLA8, PLA11 and PLA12 of the RRLDP 2024 and the Council's Supplementary Planning Guidance Note SPG17: Parking Standards.

Drainage

The Application form states foul water will be disposed via the main sewer. A foul water drainage layout has been provided. The Applicant will be required to obtain an agreement in principle from DCWW for foul water disposal to the public sewer.

The Application form further notes that surface water will be disposed via SUDs. A surface water drainage layout has been provided which identifies that surface water from the development site will be disposed to the public surface water sewer via a selection of SUDs features. Hydraulic calculations have been provided to confirm the site does not flood during

a 1 in 100yr + 30%CC storm event. DCWW have agreed to surface water disposal to the public sewer via the SAB consultation process. The Land Drainage Officer has confirmed that a SAB Application has been submitted and approved and that DCWW have agreed to surface water disposal to the public sewer via the SAB consultation process.

Dwr Cymru Welsh Water acknowledge that the development proposes to discharge foul and surface water flows to a public sewer and a 'Sustainable Drainage System' respectively. The proposed development site is located in the catchment of a public sewerage system which drains to Afan Wastewater Treatment Works (WwTW). DCWW have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. Subject to the imposition of appropriate advisory notes, the DCWW raise no objections.

Dwr Cymru Welsh Water have not raised any issues regarding water supply.

Biodiversity

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."* It further goes on to state 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 DNP5(2) Local and Regional Nature Conservation Sites identifies a portion of the site to the rear of the existing allotments as being a Site of Importance for Nature Conservation (SINC). The policy requires that *'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.'*

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.

Policy DNP8: *Green Infrastructure* requires that new development proposal integrate, protect and maintain green infrastructure assets and enhance their extent, quality, connectivity and multi functionality. Where their loss or damage is unavoidable, appropriate mitigation and compensation is required.

To support the Application the Applicant submitted the following documents and plans:

- Habitat Regs Assessment - Wildwood Ecology 05/09/2024
- Green Infrastructure Statement – Wildwood Ecology 2024
- Arboricultural Impact Assessment - Wildwood Ecology 2024
- Ecological Impact Assessment Report - Wildwood Ecology 2024
- Bat Survey Response – Wildwood Ecology, September 2025
- Bat Survey Response – Wildwood Ecology, October 2025
- Dormouse Strategy – Wildwood Ecology 14 May 2026
- Reptile Mitigation Strategy Report - Wildwood Ecology, 15 August 2025
- A905 – LANDSCAPING OVERVIEW AND LEGEND

The Green Infrastructure Statement (**GIS**) has identified a number of different existing habitats across the site which will be impacted by the development. These include:

- g4 – Modified grassland – in the south and central areas of the site
- h3d – Bramble scrub – north and central areas of the site
- c1f7 – Polyculture – eastern section of the site
- u1b5 – Buildings – southern extent of the site
- u1c – Artificial unvegetated, unsealed surface – south-east aspect of the site
- u1d – Sub-urban mosaic of developed and natural surface – southern area of the site
- Individual trees – across the site – approximately 35no.

The Applicant states that the proposed landscape plans for the site provides a significant improvement to the habitats that are currently present onsite resulting in Net Benefit for Biodiversity.



Figure 10 – Landscape Overview

The range of habitats from native tree planting, native hedgerow and scrub, native wildflower meadow planting, pond, swales, and bioretention zones will provide connectivity for a range of species across the site, in order to create new habitats to encourage new species into the area.

Additionally, the range of habitats proposed also increases the recreational attractiveness to the area providing a green space for recreational and educational purposes. The enhancements are contributing to improving Ecosystem Resilience (ER), and in the process also producing a series of improved Ecosystem Service (ES) contributions.

The Application notes that further enhancements will be provided to the site, as detailed in the Ecological Impact Assessment (ref: WWE20354 - Mynydd Cynffig Primary School ECIA_RevE, Wildwood Ecology, 2024) including:

- bird boxes.
- bat boxes.
- orchard area.
- main allotments.
- school garden and allotments.
- hibernaculum.

The Council's Biodiversity Policy Manager notes that the submitted information identifies the potential ecological impacts and constraints associated with the proposed development, including loss of habitats, the potential for indirect impacts on the adjacent North of Pyle Site of Importance for Nature Conservation, and the presence or likely presence of protected and priority species including dormice, bats and reptiles. Whilst the proposals will result in the loss of habitats within the development boundary, the submitted information demonstrates that the mitigation hierarchy has been applied where practicable and includes a comprehensive package of avoidance, mitigation, compensation and biodiversity enhancement measures. These include habitat retention, buffer zones, 3:1 tree replanting, precautionary approach to vegetation clearance, pre-commencement checks, habitat creation, native planting including drainage and water features, integrated bat and bird features, reptile mitigation including translocation, habitat enhancement within the SINC, and both on- and off-site dormouse habitat mitigation and enhancement.

Subject to the implementation of the proposed mitigation, compensation and enhancement measures, it is considered that the ecological impacts associated with habitat loss, indirect impacts on the adjacent SINC, dormice, bats, reptiles and other notable species can be adequately mitigated and compensated for.

The Dormouse Mitigation Strategy identifies that part of the proposed off-site enhancement area at Tondy Woodland is subject to the outcome of a camera trap survey to determine whether an identified hole is being used by badgers, and whether an appropriate buffer is required. Clarification will need to be provided on when this survey will be undertaken and, where necessary, how the findings will be incorporated into the final habitat management prescriptions to ensure the overall mitigation objectives can still be achieved. This detail can be incorporated into the updated Dormouse Mitigation Strategy.

The recommendations put forward by Natural Resources Wales (**NRW**) are supported including the recommended conditions The Dormouse Mitigation Strategy will need to be amended to address the matters identified within their consultation response.

To ensure the long-term success of the ecological mitigation and enhancement proposals, and to reflect the different management objectives, land ownership / management

agreements and delivery mechanisms associated with the various areas, three separate long-term management plans should be secured by condition, with reference to NRW's condition requirements and dormouse strategy amendments:

- **Application site Landscape and Ecological Management Plan (LEMP)** - setting out the implementation, establishment, management, monitoring and long-term maintenance of all retained and newly created habitats, landscaping, sustainable drainage features, and biodiversity enhancement measures within the Application site. This should include planting methods and plans for monitoring and replanting, should any planting fail, as well as success criteria and approach for retained and created habitats.
- **North of Pyle SINC Management Plan** - covering all areas of this SINC within the Applicant's control, this plan should set out measures to maintain and enhance the ecological condition of the SINC, manage edge effects arising from the development, maintain and enhance habitat connectivity, and deliver and manage biodiversity enhancement, including the dormouse mitigation proposals, the requirements included in NRW's consultation response, including ecological monitoring and review to inform adaptive management where necessary. This plan should also set out the management responsibilities and retention of a suitably qualified ecologist to monitor the works, dormouse tubes and to advise and update the management plan, as necessary.
- **Tondu Woodland Management Plan** - setting out the long-term habitat management, monitoring, funding, and adaptive management required to deliver the off-site dormouse mitigation and compensation, including the requirements included in NRW's consultation response, whilst also seeking wider biodiversity enhancement and ecosystem resilience benefits beyond those required specifically for dormice, where appropriate. This plan should set out the management responsibilities and the involvement of a suitably qualified ecologist to monitor the works and dormouse tubes, and advise on adaptive management, including measurable management objectives, success criteria and review periods. This plan should also include the management of invasive non-native species and appropriate biosecurity measures where required.

Suitably worded planning conditions should secure the implementation, long-term management, monitoring and financial commitment for these areas and their mitigation, compensation and enhancement measures and should cover the appropriate length of time e.g. 25+ years for dormouse mitigation with 5-year management plan review periods.

The submitted Reptile Mitigation Strategy, including the proposed translocation and habitat enhancement works at Bedford Park, is considered acceptable and should form part of the approved ecological mitigation documents. A suitably worded condition should secure the management and financial commitment for the Bedford Park enhancement area for a minimum of 5 years.

The proposed biodiversity enhancement measures as detailed in the Ecology Fitting Sheets are welcomed. Given the opportunity presented by the construction of a new school building and that swifts are a Section 7 species in Wales that are experiencing declines associated with loss of nesting opportunities, consideration should be given to the inclusion of integrated swift nesting features within the new building design.

NRW's concerns about the impacts on protected species remain but based on the submitted reports could be addressed by suitable planning conditions. They note the revisions made to the Dormouse Strategy in response to their previous comments and consider the proposed combination of both on-site and off-site mitigation measures to be acceptable. In terms of the proposed offsite compensation at Tondu woodland, the Dormouse Strategy sets out initial management measures for six areas, informed by an assessment of the

current condition of the woodland. These are to be undertaken prior to loss of onsite dormouse habitat to improve the woodland in the shorter term.

In addition, a commitment is made to management of Tondu woodland for dormice for a minimum of 25 years. Management measures include coppice rotation and thinning. However, no details of the coppice rotation length or coupe size have been included. It is therefore unclear how these management prescriptions will be interpreted and delivered and that they will be appropriate to this woodland and sensitive to dormice. Currently, management detailed in the strategy is also largely limited to the measures to be undertaken at the outset in the six areas identified. The management plan will need to be developed to include aims for the condition of the whole woodland and appropriate management for the proposed 25-year management period and this can be secured by condition. A 5-yearly review of the plan is required by NRW to ensure the plan is suitable and achieving the desired habitat condition, maintaining high value dormouse habitat. This should include a management schedule for the next 5-year period of the management programme informed by monitoring of dormice and an updated assessment of the condition of the woodland. Further details of the proposed habitat management are necessary to address the above issues but this can be provided through a planning condition that requires the agreement of a detailed long term Management Plan.

NRW note that day roosts of common pipistrelle and soprano pipistrelle bats have been identified in the buildings on site. From the information submitted, it is considered that the proposed development represents a lower risk for bats. As this is a lower risk case for bats, the development is not likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range. Appropriate avoidance and mitigation measures will be secured by conditions.

While it is acknowledged that the proposed development will have a number of potential ecological impacts, on balance, the proposal is considered to be compliant with Policies SP3, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of biodiversity.

Land Quality

As part of the Application, the Applicant has submitted a Geotechnical and Geoenvironmental report along with a Ground Gas Monitoring Results and Assessment report.

Shared Regulatory Services (SRS) Environment Team have advised that the Geotechnical and Geoenvironmental report includes a contamination assessment based on a detailed desk study and site investigations: The distribution of exploratory holes was limited by the location of existing buildings and also omitted the north-west of the site, proposed for allotment use. This information identifies contaminants of concern on parts of the site, requiring remediation to ensure the site is made suitable for use. Further site-based investigations and assessment are recommended to investigate the remaining parts of the site. It may be more practical to undertake the additional site works following demolition/clearance works and this is recommended.

The report also identifies a risk from mining legacy issues with the potential for mine gas. A mine gas risk assessment in line with current guidance is required in relation to this proposal. The above reports include an assessment of the risk from ground gas and identify the need for gas protection measures, but this does not include an assessment of the risk from mine gas. Any proposed protection measures will need to consider both issues.

In addition, any imported or site won materials material proposed for use at the development will need to be assessed in relation to the risk to human health and the environment from

contamination, prior to use.

The development includes proposed allotments, fruit trees, public open space and soft landscaping and all soils will need to be assessed for these uses in line with current guidance. Conditions and an informative have been recommended to address these concerns.

The Coal Authority (**CA**) have confirmed that the site falls within the defined Development High Risk Area where coal mining features and hazards need to be considered in relation to the determination of this planning Application.

CA records indicate the presence of one recorded mine entry (adit) within, or within 20m of the planning boundary. An untreated mine entry and its resultant zone of influence pose a significant risk not only to surface stability but also public safety.

CA notes the supporting Geotechnical and Geoenvironmental Report (July 2021, prepared by Terra Firma), which has been informed from appropriate geological and mining information. In terms of the Report's content, the Report confirms that the mine entry requires investigation to determine any necessary remedial measures. CA welcome the proposed built development, which has been designed around it and its zone of influence.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any remedial works and/or mitigation measures that may be necessary.

The Applicant should note that Permission is required from the Coal Authority's *Permit and Licensing Team* before undertaking any activity, such as ground investigation and ground works, which may disturb coal property. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit Application.

It should be noted that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The *Planning & Development Team* at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if our data indicates that gas emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific emissions have been noted by the CA, local planning authorities should seek their own technical advice on this matter.

CA notes the supporting Geotechnical and Geoenvironmental Report and its recommendations for intrusive site investigations to inform any remedial works and/or mitigation measures necessary. A condition is recommended accordingly.

Where SUDs are proposed, the Coal Authority advises that the Applicant should seek advice from a technically competent person to ensure that a proper assessment is made of the potential interaction between hydrology, the proposed drainage system and ground stability.

Archaeology

Heneb (formerly 'Glamorgan Gwent Archaeology'), have advised:

It remains the case that the Historic Environment Record (HER) shows that Mynydd Cynffig Junior School is recorded within the National Monuments Record of Wales (NMRW) by the Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW). The

footprint of the original school is shown on the Third Edition Ordnance Survey (OS) map (1919), and the Fourth Edition OS map (1937) shows the development of the area, and the extension and expansion of the school with additional buildings, which forms part of the existing buildings on site.

We note the amended details and additional documents that have been submitted for this Application, and there has been no further update to the document BCB0103091 Architectural Response 01: Replacement Mynydd Cynffig Primary School (dated July 2025, V1), which was in response to our earlier response to the Application dated 11th February 2025.

As previously noted in our response of September 2025; the document states that "...we cannot agree with the overall sentiments of the comments provided by Heneb. However, we will as a matter of course, retain appropriate records of the site and building." It also states that "...the existing building will be extensively photographed for record purposes. We will also commit to instructing the Principal Contractor to carry out a video and picture exercise via drone, which will provide a unique record of the site and buildings prior to any works taking place. These records will be held by both the Local Authority and by the school itself."

However, it is not noted within the document the professional standards and guidance in which the recording of the historic building will adhere to. It also does not state whether these proposals will be undertaken to an agreed and approved methodology and written scheme of investigation, or relevant details concerning submission of any resulting reports to the statutory Historic Environment Record following the requirements detailed in the Guidance for the Submission of Data to the Heneb Historic Environment Records (HER). Nor does it provide details for the submission and deposition of the project archive to the standards required by the RCAHMW. Consequently, our opinion and recommendation remains the same, which is reiterated below:

We have reviewed the Application area against the information held in the regional Historic Environment Record (HER), which shows that there are no records located in the Application area. Mynydd Cynffig Junior School and the Army Cadet Centre are however, recorded by the Royal Commission on the Ancient and Historical Monuments of Wales. A review of the historic ordnance survey maps shows the area on the First Edition OS map (1876) as mostly open land, with quarries within the north and northwest areas of the Application area and an old quarry to the east. The area remains relatively unchanged on the Second Edition (1899), with the quarries depicted as Old Quarries. The Third Edition OS map (1919) shows the school and ambulance hall depicted within the Application area, along with the surrounding residential development of the wider area. The Fourth Edition OS map (1937) shows further development within the Application area; with the extension of the school (with an additional building to the south west) and the extension of the ambulance hall, along with allotment gardens depicted to the north of the structures.

It is noted from the Application's submitted documents that the original structure of the school was demolished during the 1960s. It is also noted that further development occurred at the site, during the 1980s, with the demolition of the ambulance hall and with alterations and extensions undertaken to the remaining school building. Consequently, given the current information and previous construction activities at the site, it is considered unlikely that significant archaeological remains or deposits will be encountered during the course of the proposed works.

However, the school is considered to be of local historic importance, by virtue of the building's history and cultural significance; being a part of the early to mid-20th century development of the area. The demolition of the structure would result in its permanent loss and mitigation will be required in order to preserve the structure by record.

Therefore, as there has been no change since our recommendation and advice, it remains our advice that it is recommended that a historic building survey is made prior to any work commencing. We would recommend that this takes the form of a Level III survey as set out in “Understanding Historic Buildings: A Guide to Good Recording Practice,” Historic England, 2016. This will include a measured scale in the photographs and a directional plan.

To ensure that work is carried out in a suitable manner, we therefore suggest that a condition worded in a manner similar to model condition 73 given in Welsh Government Circular 016/2014 is attached to any consent that is granted in response to the current Application. This condition is worded:-

No works to which this consent relates shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority

The justification for the imposition of the condition would therefore be: -

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact.

Subject to the completion of the above, the measures proposed would meet the recommendations of Heneb ensuring that the development meets **Policy SP18** of the RRLDP.

Renewable and Low Carbon Energy

The proposed school buildings have been designed to achieve BREEAM Excellent and be Net Zero Carbon. It would therefore be highly efficient and fully in line with national commitments to address carbon emission levels and instil climate resilience in the development. The proposals have been undertaken in accord with the energy hierarchy of reduce (use less energy); efficiency (supply energy efficiently); renewables (use renewable energy); and manage (manage energy efficiently). The development is supported by an Energy Masterplan, as is required by Policy ENT10, Low Carbon Heating Technologies for New Development.

The MEP Strategies RIBA Work Stage 3 report has considered the use of a number of Low Zero Carbon technologies as part of the overall energy strategy for the proposed school. In each case the feasibility has been assessed in terms of energy and as a result will incorporate photovoltaic panels to reduce imported electrical power and hence reduce carbon emissions and also utilise air source heat pumps to provide heat to the development. It is considered that the proposal would comply with the requirements set out within Policy ENT10.

Waste Management

Policy ENT15 – Waste Management in Development – requires that all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

The submitted plans indicate delivery and maintenance access to the school along with designated areas for waste storage adjoining the rear of the administration building. It is

understood that appropriate waste management measures and processes will be undertaken by school staff in much the same manner as currently the case. As such, the built development will accord with the requirements of Policy ENT15 of the RRLDP.

CONCLUSION

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 (March 2024).

The proposed school is a vital part of the Local Authority's school modernisation scheme which will provide a new modern primary school and community facilities including external sport facilities that can be used by the wider community of Kenfig Hill. Whilst the loss of the existing allotment gardens is regrettable, they will be replaced on an extended portion of the wider site.

On balance, and having regards to the objections raised, it is considered that the proposal represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5, SP9, SP13, SP15, SP17, SP18, SF1, PLA8, PLA9, PLA11, PLA12, COM9, COM10, ENT15, DNP5, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

It is further considered that the recommendation 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

(R27) That permission be GRANTED subject to the following condition(s):-

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

Reason: To comply with the requirements 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:

Planning

Planning Application Form Asbri Planning
Planning, Design, and Access Statement Asbri Planning

Architecture

Site location plan (A001) Bridgend CBC A001 Rev C (12/05/2026)
Site Layout Full (A101) Rev A Bridgend CBC
Site Layout School (A102) Rev A Bridgend CBC
Site Layout Allotments (A103) Bridgend CBC
Proposed Site Sections (A104) Bridgend CBC A104 Rev A
Site Layout Phasing (A105) Revision A (received 06/03/2026) Bridgend CBC
General Arrangement Floor Plans (A107) Bridgend CBC A107 Rev A
Elevation Sheet 1 (A108) Bridgend CBC A108 Rev A

Elevation Sheet 2 (A109) Bridgend CBC A109 Rev A
External Feature Walls / Panels - Bridgend CBC A112 Rev A
Cycle Shelter and ASHP Enclosure (A113) Bridgend CBC
Sprinkler Tank and Refuse Enclosure (A114) Bridgend CBC
External Nursery Store (A115) Bridgend CBC A115 Rev A
Building Dimension and Reference Plan (A116) - Bridgend CBC A116 Rev A
Roof Plan (A119) Bridgend CBC A119 Rev A
Elevation Sheet 3 (A123) Bridgend CBC A123 Rev A
GA Sections Sheet 1 (A120) Bridgend CBC
GA Sections Sheet 2 (A121) Bridgend CBC
GA Sections Sheet 3 (A122) Bridgend CBC
External Materials (A134) Bridgend CBC
Additional Habitat (A136) Bridgend CBC
Ecology Fittings Sheet 1 (A137) Bridgend CBC
Ecology Fittings Sheet 1 (A138) Bridgend CBC
External Signage (A502) Bridgend CBC
Ext Window Schedule Elevations and Details Sheet 1 (A601) Bridgend CBC A601 Rev A
Ext Window Schedule Elevations and Details Sheet 2 (A602) Bridgend CBC A602 Rev A
Ext Window Schedule Elevations and Details Sheet 3 (A603) Bridgend CBC A603 Rev A
Ext Door Schedule Elevations and Details (A604) Bridgend CBC A604 Rev A
Curtain Wall Schedule Elevations and Details (A605) Bridgend CBC A605 Rev A
Window Shroud Details (A606) Bridgend CBC A606 Rev A
Boundary and Separation Fencing Sheet 1 (A901) Bridgend CBC
Boundary and Separation Fencing Sheet 2 (A902) Bridgend CBC
External Walls and Fences Details Sheet 1 (A903) Bridgend CBC
External Walls and Fences Details Sheet 2 (A904) Bridgend CBC
Landscaping Layout and Schedule (A905) Bridgend CBC
Landscaping Sheet 1 (A906) Bridgend CBC
Landscaping Sheet 2 (A907) Bridgend CBC
Landscaping Sheet 3 (A908) Bridgend CBC
Landscaping Sheet 4 (A909) Bridgend CBC
Soft Play Layout and Details (A913) Bridgend CBC
All Weather Pitch Sheet 1 (A914) Bridgend CBC
All Weather Pitch Sheet 2 (A915) Bridgend CBC A915 Rev A
Allotment Details Sheet 1 (A916) Bridgend CBC
Allotment Details Sheet 2 (A917) Bridgend CBC
Heritage Statement Bridgend CBC

Lighting

Lighting Data Sheet 1 THORN
Lighting Data Sheet 2 THORN
Lighting Data Sheet 3 THORN
Lighting Data Sheet 4 THORN
Lighting Data Sheet 5 THORN
Lighting Data Sheet 6 THORN
Lighting Data Sheet 7 THORN

Engineering

Site Clearance Sheet 1 (10058914-ARC-XX-020-DR-C-00001-P01) ARCADIS
Site Clearance Sheet 2 (10058914-ARC-XX-020-DR-C-00002-P01) ARCADIS
Site Clearance Sheet 3 (10058914-ARC-XX-020-DR-C-00003-P01) ARCADIS
Site Clearance Sheet 4 (10058914-ARC-XX-020-DR-C-00004-P01) ARCADIS
Surface Water Drainage Strategy (10058914-ARC-XX-050-DR-C-00001-P02.1) ARCADIS
Drainage Layout Sheet 1 (10058914-ARC-XX-050-DR-C-00002-P02.1) ARCADIS
Drainage Layout Sheet 2 (10058914-ARC-XX-050-DR-C-00003-P02.1) ARCADIS

Drainage Layout Sheet 3 (10058914-ARC-XX-050-DR-C-00004-P02.1) ARCADIS
Drainage Layout Sheet 4 (10058914-ARC-XX-050-DR-C-00005-P02.1) ARCADIS
Pond General Arrangement (10058914-ARC-XX-050-DR-C-00006-P01.1) ARCADIS
Pond Cross Sections (10058914-ARC-XX-050-DR-C-00007-P01.1) ARCADIS
Sports Pitch 1 Attenuation Layout (10058914-ARC-XX-050-DR-C-00008-P01.1) ARCADIS
Sports Pitch 2 Attenuation Layout (10058914-ARC-XX-050-DR-C-00009-P01.1) ARCADIS
Drainage Details Sheet 1 (10058914-ARC-XX-050-DR-C-00010-P01) ARCADIS
Drainage Details Sheet 2 (10058914-ARC-XX-050-DR-C-00011-P01) ARCADIS
Drainage Details Sheet 3 (10058914-ARC-XX-050-DR-C-00012-P01) ARCADIS
Earthworks Layout Sheet 1 (10058914-ARC-XX-060-DR-C-00002-P02.2) ARCADIS
Earthworks Layout Sheet 2 (10058914-ARC-XX-060-DR-C-00003-P02.1) ARCADIS
Earthworks Layout Sheet 3 (10058914-ARC-XX-060-DR-C-00004-P02.1) ARCADIS
Earthworks Layout Sheet 4 (10058914-ARC-XX-060-DR-C-00005-P02.1) ARCADIS
Highway Layout Sheet 1 (10058914-ARC-XX-070-DR-C-00001-P02.1) ARCADIS
Highway Layout Sheet 2 (10058914-ARC-XX-070-DR-C-00002-P02.1) ARCADIS
Paved Areas Layout Sheet 1 (10058914-ARC-XX-070-DR-C-00005-P01.1) ARCADIS
Paved Areas Layout Sheet 2 (10058914-ARC-XX-070-DR-C-00006-P01.1) ARCADIS
Paved Areas Layout Sheet 3 (10058914-ARC-XX-070-DR-C-00007-P01.1) ARCADIS
Paved Areas Layout Sheet 4 (10058914-ARC-XX-070-DR-C-00008-P01.1) ARCADIS

Vehicle Tracking Layout Sheet 1 (10058914-ARC-XX-070-DR-C-00013-P01.1) ARCADIS
Vehicle Tracking Layout Sheet 2 (10058914-ARC-XX-070-DR-C-00014-P01.1) ARCADIS
Vehicle Tracking Layout Sheet 3 (10058914-ARC-XX-070-DR-C-00015-P01.1) ARCADIS
Vehicle Tracking Layout Sheet 4 (10058914-ARC-XX-070-DR-C-00016-P01.1) ARCADIS
Allotment Access Road Long Section (10058914-ARC-XX-071-DR-C-00001-P01.1)
ARCADIS

Site Wide Cross Sections Sheet 1 (10058914-ARC-XX-072-DR-C-00001-P01.1) ARCADIS
Site Wide Cross Sections Sheet 2 (10058914-ARC-XX-072-DR-C-00002-P01.1) ARCADIS
Site Wide Cross Sections Sheet 3 (10058914-ARC-XX-072-DR-C-00003-P01.1) ARCADIS
Site Wide Cross Sections Sheet 4 (10058914-ARC-XX-072-DR-C-00004-P01.1) ARCADIS
Site Wide Cross Section Location Layout (10058914-ARC-XX-072-DR-C-00005-P01)
ARCADIS

Electrical

Proposed Security (E04 Rev B) Bridgend CBC E04 Rev C E04 Rev C
Proposed External Services (E12 Rev. D) Bridgend CBC
Proposed Solar PV Bridgend CBC E19 Rev B
Proposed Solar PV and Lighting Protection Systems Bridgend CBC (E20 Rev. B)
External Lighting (ZG-DWG-00022557062-EX1-R03-160824) ZG Lighting Bridgend CBC
External Lighting (ZG-DWG-00022557062-FLD-R03-160824) ZG Lighting

Mechanical

Sprinkler Water Supplies Builders Work Underground Main Layout Details and Hydrant
Tank Builders Work (25595-CFS-XX-XX -DR-Y-200 Rev.P02) COMPCO Fire Systems

Transport

Active Travel Review - WSP
School Travel Plan Mynydd Cynffig Primary School
Transport Assessment - WSP

Site Investigation

Site Investigation - Terra Firma
Gas Monitoring Terra Firma

Acoustics

Ecology

Habitat Regulations Assessment Wildwood Ecology
Ecological Impact Assessment Report * Wildwood Ecology
Arboricultural Impact Assessment Wildwood Ecology
Green Infrastructure Statement Wildwood Ecology
Bat Survey results Wildwood Ecology (18/09/2025)
Bat Survey results Wildwood Ecology (10/10/2025)
Dormouse Strategy Wildwood Ecology (14/05/2026)

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

3. The combined noise rating levels from any mechanical fixed plant and equipment when assessed in accordance with BS4142: 2014 at any residential premises shall not exceed the following limits:

Time Period	Maximum Noise rating level
Day (07:00-23:00)	37 dB LAeq,1 hour
Night (23:00-07:00)	30dB LAeq, 15mins

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

4. Prior to the installation of any fixed mechanical plant and equipment a scheme detailing the location and noise levels of all fixed mechanical plant and equipment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a noise technical report to demonstrate compliance with the noise rating levels in condition 3. The scheme shall be implemented as agreed.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

5. Prior to the Artificial Grass Pitch (AGP) being brought into beneficial use, a 2.2m acoustic barrier shall be installed around the boundary of the AGP as shown in 'Figure 7.1 - Proposed Barrier Location' of the acoustic report by Hunter Acoustics entitled "BB93 Environmental Noise Survey- Mynydd Cynffig Primary School HA reference: 6696/ENS1_Rev1 dated 29th July 2025. The barrier shall be continuous in length with no gaps and shall have a minimum surface mass of 10kg/m2. The acoustic barrier shall be built outside the perimeter pitch fencing so it is protected from being hit by balls and generating impact sounds. Details of the acoustic barrier shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate that the minimum mass will be achieved. The acoustic fence shall be maintained and be retained for as long as the permitted use continues.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

6. Use of the MUGA and AGP shall be restricted to between 08.00-19.00 hours Monday-Friday, 10.00-15.00 hours on Saturdays and 10.00-14.00 Sundays with allowance for extending up to 1 hour for the AGP at weekends only on up to a maximum of 6no.

occasions in any one year. The 6 occasions shall be included as single events so that if they are used for their extended times on a Saturday and Sunday consecutively, that shall be counted as 2 separate events). A record of the extended occasions within the twelve-month period shall be kept by the school and made available to the Local Planning Authority upon request.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

7. The proposed weld-mesh sports fencing around the MUGA and AGP shall be sufficiently stiff/robust to avoid high levels of metal impact noise and resonating fence sections in accordance with the recommendations in section 7.3 of the acoustic report by Hunter Acoustics entitled "BB93 Environmental Noise Survey- Mynydd Cynffig Primary School HA reference: 6696/ENS1_Rev1 dated 29th July 2025. Any low-level boundary retention system shall be 'padded' to avoid high impact noise.

Reason: In the interest of the amenities of the neighbouring properties, and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

8. That within six months of the completion of the occupation and beneficial use of Phase 1 of the development (Drawing A105 PHASING STRATEGY PLANNING REV A), all access arrangements, traffic calming, pedestrian crossing features, bollards, kerbing, lining/signing and all associated highway works shown on the approved highway layout drawings shall be fully constructed in accordance with the approved details (agreed through the Section 111 process with the Highway Authority) and have been made available for use in perpetuity.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

9. No part of the development shall be brought into beneficial use until the approved parking, servicing, and cycle storage areas (including EV charging, blue badge bays, and ALN drop-off spaces) have been fully implemented and made available for use. These areas shall be retained thereafter for their designated purpose.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

10. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include, as a minimum:

- construction access routes
- loading/unloading arrangements
- contractor parking not on the lane or Pwllgath Street
- wheel washing measures, type and location
- construction compound location
- measures to prevent obstruction of the highway
- temporary traffic management on the lane, Pwllgath Street and Croft Goch Road
- hours of construction working to avoid network peak periods such as school drop off and pick up
- a mechanism for highway related community liaison/complaints.

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

Reason: In the interests of highway safety.

11. After six months of beneficial use and before twelve months of beneficial use, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- An assessment of the new highway and active travel measures implemented and a monitoring and review programme with defined targets or improvements required
- objectives and measures to further reduce single-occupancy car trips
- arrangements for active travel promotion
- drop-off/pick-up management
- staff travel arrangements

Reason: In the interests of promoting sustainable modes of transport to and from the school in accordance with the Active Travel (Wales) Act 2013.

12. Within nine months from the date of consent, details of the off-site Active Travel improvement works identified through the submitted audits (including programme, scope and delivery triggers) shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be implemented in accordance with the agreed programme.

Reason: In the interests of promoting sustainable modes of transport to and from the school in accordance with the Active Travel (Wales) Act 2013 and to accord with Policies SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

13. Prior to beneficial use, the head teacher will submit an operational management plan to be approved in writing by the Local Planning Authority. The plan shall include as a minimum:

- staff/responsibility arrangements relating to drop off and pick up,
- management of the school frontage and rear lane during peak periods,
- communications to parents regarding highway and pedestrian safety matters,
- the arrangements for pupils with additional needs,
- measures to minimise obstruction to residential accesses and garages.

The school shall operate in accordance with the approved plan in perpetuity.

Reason: In the interests of highway and pedestrian safety.

14. The vehicular access entrance gates shall be set back not less than 5 metres from the nearside edge of carriageway.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

15. No structure, erection or planting between 0.6 metres and 2 metres in height above adjacent carriageway level shall be placed within the required vision splay areas of the site frontage relating to the staff car park access, delivery/allotment access and maintenance access at any time.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

16. No works whatsoever shall commence on site until the Traffic Regulation Order process has been funded and commenced by the Applicant, with confirmation of that commencement to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

17. The Application site shall be limited to the number of classrooms as identified in the agreed plans and as detailed in the Transportation Assessment.

Reason: In the interests of the free flow and safety of traffic, to maintain the operational capacity of the network and to ensure that parking demand, trip generation, and site infrastructure remain within the assessed capacity envelope and to accord with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

18. Prior to the commencement of the development, except demolition, 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) an intrusive investigation to assess the extent, scale and nature of contamination which may be present.

(ii) 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

(iii) 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 and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

19. Prior to the commencement of the development, except demolition, 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 and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

20. The remediation scheme approved by condition 19 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 and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

21. 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 accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

22. 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 Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

23. 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 Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

24. 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 Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

25. Prior to the commencement of any development works, except demolition, an assessment of the risk from mine gas* shall be submitted to the Local Planning Authority for its approval. This assessment must be carried out by or under the direction of a suitably qualified competent person**. The report of the findings shall include:

(i) a desk-based review of all available coal mining and geological information relevant to the Application site and the proposed development; a preliminary assessment of the risks to the proposed development from mine gas; a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages.

- (ii) an intrusive investigation and monitoring programme*** to assess the site for the presence of gases which may be present, if identified as required by the desk-based review.
- (iii) an assessment of the potential risks from mine gas to human health and property.
- (iv) an appraisal of gas protection options and justification for the preferred option(s).

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the CL:AIRE, 2021. Good practice for risk assessment for coal mine gas emissions CL:AIRE, Buckinghamshire. ISBN 978-1-905046-39-3 unless the Local Planning Authority agrees to any variation.

* 'The term 'mine gas' refers to gas with the principal components being methane, carbon dioxide, carbon monoxide, hydrogen sulphide and deoxygenated air.

** A 'suitably qualified competent person' would be expected to have a recognised relevant qualification, sufficient experience in dealing with mining legacy related issues and membership of a relevant professional organisation.

***Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries require a Coal Authority Permit.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

26. Prior to the commencement of any development, except demolition, a mine gas* protection scheme and verification plan must be carried out by or under the direction of a suitably qualified competent person** and submitted to the Local Planning Authority for its approval. The submissions shall include the proposed details of the scheme 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, together with a verification plan to demonstrate the effectiveness of the scheme.

All work and submissions carried out for the purposes of this condition must be conducted in accordance with the CL:AIRE, 2021. Good practice for risk assessment for coal mine gas emissions CL:AIRE, Buckinghamshire. ISBN 978-1-905046-39-3 unless the Local Planning Authority agrees to any variation.

* 'The term 'mine gas' refers to gas with the principal components being methane, carbon dioxide, carbon monoxide, hydrogen sulphide and deoxygenated air.

** A 'suitably qualified competent person' would be expected to have a recognised relevant qualification, sufficient experience in dealing with mining legacy related issues and membership of a relevant professional organisation.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

27. Prior to the occupation of any of the development works a verification report undertaken by or under the direction of a suitably qualified competent person*, demonstrating the completion and effectiveness of the protection scheme approved by condition 27 above, must be submitted to and approved in writing by the Local Planning Authority.

* A 'suitably qualified competent person' would be expected to have a recognised relevant qualification, sufficient experience in dealing with mining legacy related issues and membership of a relevant professional organisation.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

28. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

29. No works to the existing school building shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in advance by the Local Planning Authority.

Reason: As the building is of architectural and cultural significance the specified records are required to mitigate impact and to accord with Policy SP18 of the Bridgend Replacement Local Development Plan (2024).

30. Prior to installation, full details of lighting to ensure that sensitive habitat areas are not illuminated 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 external lighting to be used.
- Details of design features and operational measures to control and minimise spillage in key areas for protected species.
- Drawings setting out light spillage on retained and newly created habitats for protected species, demonstrating levels no greater than 1lux on these key areas.
- Details of lighting to be used both during construction and operation.
- Measures to monitor light spillage once development is operational.

The lighting shall be installed and retained as approved.

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 protected species and to accord with Policy SP3 and DPN6 of the Bridgend Replacement Local Development Plan (2024).

31. No development, including demolition or site clearance, shall commence until an amended Dormouse Mitigation Strategy and Habitat Management Plan for the provision, management and maintenance of the proposed habitats for dormice onsite and offsite has been submitted to and approved by the Local Planning Authority. The Strategy and Plan should include:

- Details of habitats and ecological features present or to be created at the site including their current condition.

- Results of the badger survey.
- Details of the planting to be delivered including species, planting densities and size of plants.
- Details of the desired conditions of habitats and features (present and to be created) as measurable attributes.
- Details of scheduling and timings of activities.
- Details of short and long-term management, monitoring and maintenance of new and existing habitat and ecological features at the site to deliver and maintain the desired condition.
- Details of replacement measures should any planting or ecological features die, be removed or become seriously damaged or diseased.
- Details of management and maintenance responsibilities.
- Details of how the delivery of the management plan will be financed and secured.
- Details of timescales, length of plan, and the method to review and update plans (informed by monitoring) at specific intervals as agreed.

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

Reason: To ensure necessary habitat management measures are agreed prior to commencement and implemented to ensure the onsite and offsite habitats are adequately managed for dormice in the long term and to accord with Policy DPN6 of the Bridgend Replacement Local Development Plan (2024).

32. No development, except demolition and/or site clearance in Phase 1, shall commence until a detailed Long-Term Management and Monitoring Plan for the onsite and offsite dormouse habitat is submitted to and agreed in writing with the Local Planning Authority. The plan shall include the following:

- Details of the financial measures to secure habitat management and species monitoring provisions.
- Identification of relevant land to be subject to be managed for dormice.
- Details of management and monitoring measures to be covered by the Plan.
- A management and maintenance plan, to be reviewed at minimum every 5 years over a 25-year management period
- Implementation of the above.

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

Reason: To ensure agreed measures of the Dormouse Habitat Management Plan are implemented and monitored ensuring that the onsite and offsite habitats are adequately managed for dormice in the long term and to accord with Policy DPN6 of the Bridgend Replacement Local Development Plan (2024).

33. No development except demolition and/or site clearance in Phase 1 shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the setting out the implementation, establishment, management, monitoring and long-term maintenance of all retained and newly created habitats, landscaping, sustainable drainage features, and biodiversity enhancement measures within the Application site. This should include planting methods and plans for monitoring and replanting, should any planting fail, as well as success criteria and approach for retained and created habitats.

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

Reason: To ensure necessary landscape and ecological measures are agreed prior to commencement and implemented to benefit biodiversity and to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

34. No development except demolition and/or site clearance in Phase 1 shall commence until a North of Pyle SINC Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall cover all areas of this SINC within the Applicant's control and should set out measures to maintain and enhance the ecological condition of the SINC, manage edge effects arising from the development, maintain and enhance habitat connectivity, and deliver and manage biodiversity enhancement, including the dormouse mitigation proposals, the requirements included in NRW's consultation response, including ecological monitoring and review to inform adaptive management where necessary. This plan should also set out the management responsibilities and retention of a suitably qualified ecologist to monitor the works, dormouse tubes and to advise and update the management plan, as necessary.

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

Reason: To ensure necessary biodiversity and ecological measures are agreed prior to commencement and implemented to benefit the SINC and to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

35. No development except demolition and/or site clearance in Phase 1 shall commence until a Tondy Woodland Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out the long-term habitat management, monitoring, funding, and adaptive management required to deliver the off-site dormouse mitigation and compensation, including the requirements included in NRW's consultation response, whilst also seeking wider biodiversity enhancement and ecosystem resilience benefits beyond those required specifically for dormice, where appropriate. This plan should set out the management responsibilities and the involvement of a suitably qualified ecologist to monitor the works and dormouse tubs, and advise on adaptive management, including measurable management objectives, success criteria and review periods. This plan should also include the management of invasive non-native species and appropriate biosecurity measures where required.

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

Reason: To ensure necessary biodiversity and ecological measures are agreed prior to commencement and implemented to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

36. No development except demolition and/or site clearance in Phase 1 shall commence until details of the Bedford Park reptile translocation and long-term management arrangements, including holding department / contractor responsibilities, funding, and monitoring and reporting responsibilities and requirements and habitat enhancement works as described in the Reptile Mitigation Strategy Report have been submitted to and approved in writing by the Local Planning Authority.

The arrangements and mitigation measures shall be implemented in accordance with the approved details.

Reason: To ensure necessary biodiversity and ecological measures are agreed prior to commencement and implemented to accord with Policies SP3, DPN6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

37. No development, including site clearance, shall commence until a site wide Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The Plan is to include details including when pre-commencement checks and surveys are to be undertaken, the role of an Ecological Clerk of Works to oversee construction where required, pollution prevention, biosecurity measures and invasive non-native species control where required

Reason: To ensure the protection of the water environment during site preparation and construction. and to accord with Policies SP3 and DPN9 of the Bridgend Replacement Local Development Plan (2024).

38. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

A) HIGHWAYS AUTHORITY ADVISORIES

1. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:
 - i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway;
 - ii) indemnify the County Borough Council against any and all claims arising from such works;
 - iii) give not less than one calendar months' notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.
2. It is a requirement under Section 153 of the Highways Act 1980 that any gates must be located and fitted so as not to open out over the highway.

B) DWR CYMRU/WELSH WATER ADVISORIES

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 us 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 11) 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.

C) COAL AUTHORITY ADVISORIES

1 – Ground Investigations

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission to enter or disturb our property will result in the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property

2 – Shallow Coal Seams

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities. To check your site for coal mining features on or near to the surface the Coal Authority interactive map viewer allows you to view selected coal mining information in your browser graphically. To check a particular location either enter a post code or use your mouse to zoom in to view the surrounding area.

D) HENEB ADVISORY

The archaeological work must be undertaken to the appropriate Standard and Guidance set

by Chartered Institute for Archaeologists (CIfA), CIfA regulations, standards and guidance | Chartered Institute for Archaeologists and it is recommended that it is carried out either by a CIfA Registered Organisation or a MCIfA level accredited Member Looking for an archaeologist? | Chartered Institute for Archaeologists.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None.

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REFERENCE: P/25/553/BCB

APPLICANT: BCBC Education Level 2, Civic Offices, Angel Street, Bridgend, CF31 4WB

LOCATION: Porthcawl Primary School, Meadow Lane, Porthcawl, CF36 5EY

PROPOSAL: Construction of a Welsh Medium Seedling School within the site boundary of Porthcawl Primary School, incorporating a car park, external play space and two all-weather pitches for use by Porthcawl Primary School

RECEIVED: 12 September 2025

APPLICATION/SITE DESCRIPTION

The proposed development is for a Welsh Medium Seedling School within the boundary of Porthcawl Primary School, incorporating a car park, external play space and two all-weather pitches for use by Porthcawl Primary School.

The site is approximately 5343 sq.m. in area and would be split into two parcels with the Nursery occupying approximately 180 sq.m. and the Seedling School 533 sq.m. The remainder of the site will comprise external play areas split between the facilities, landscaping and improved means of access. The site is relatively flat and currently occupied by Porthcawl Primary School. The area of land being proposed for the Seedling School forms part of the school's playing fields/area currently laid to grass.

The school site is surrounded by residential properties on each of its boundaries; Meadow Lane to the north, Pant Morfa to the south and east, and Greenways to the west.

The Site Location is shown below in Figure 1.

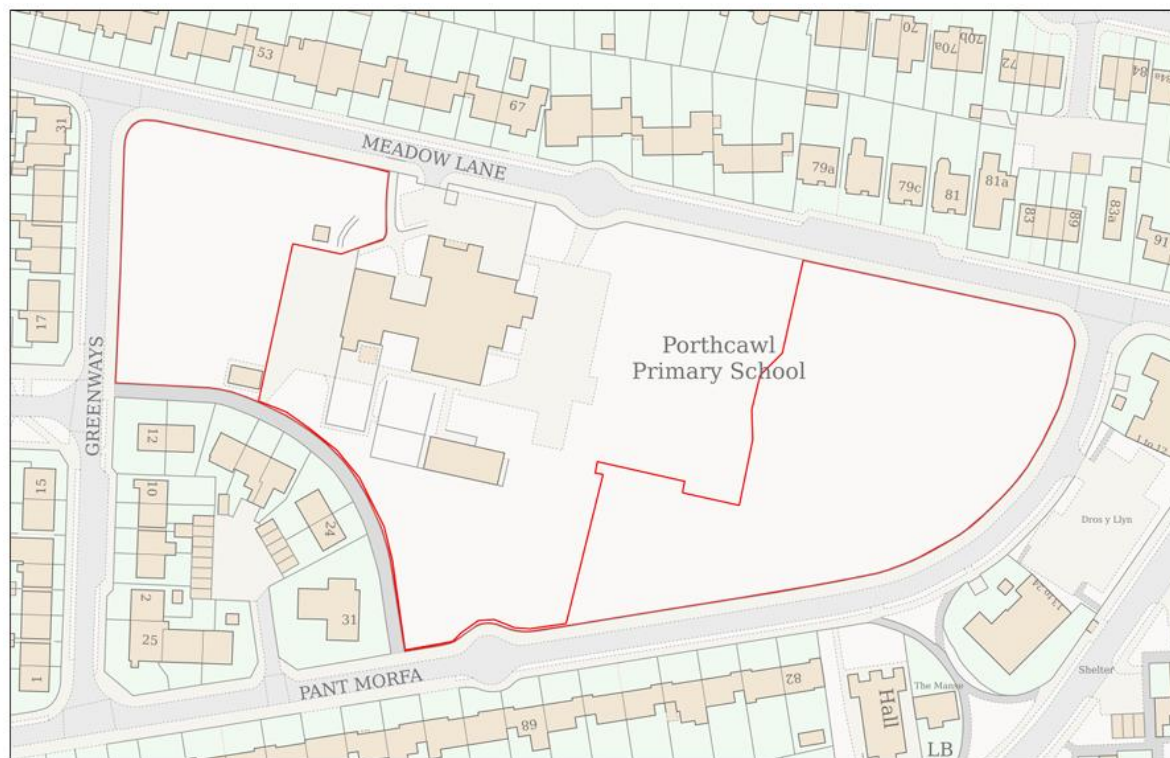


Figure 1 – Site Location Plan

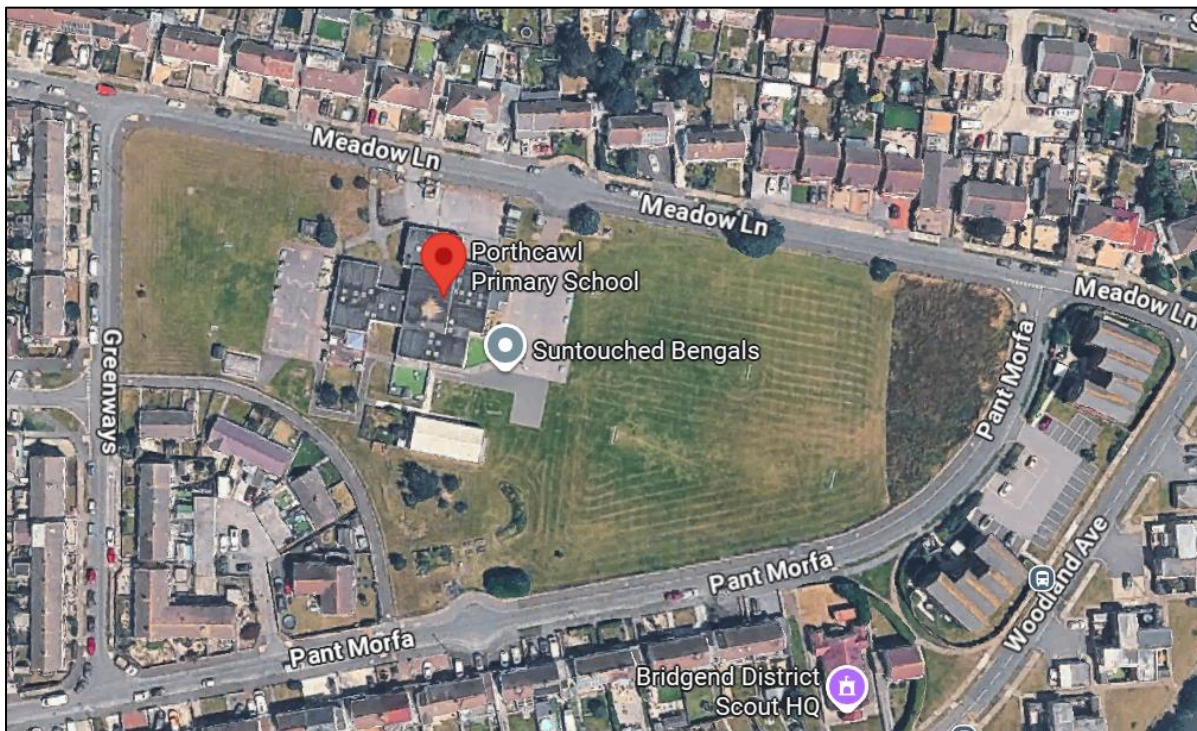


Figure 2 – Aerial image (Google Imagery, 2026)

The development proposes the erection of a Welsh Medium Seedling School incorporating a car park, external play space and two all-weather pitches for use by Porthcawl Primary School, which would be retained and remain in operation during the development operations.

The existing site and Primary School is accessed from Meadow Lane and the new Seedling School would be accessed from Pant Morfa.

The proposal is to build a new facility that includes a small school and childcare provision, offering 30 nursery places and 30 reception places, along with childcare for babies and young children from birth to school age. It will provide 16 full-time childcare places (or 32 part-time), plus 6 places specifically for children aged 0–2 and will also offer after-school and holiday care so children can be looked after throughout the day and year. All care and education will be delivered in the Welsh language. There would be approximately 8 – 10 full time staff employed at the site once running at full capacity.

The building would comprise the following:

- Admin office, playroom, children's WC, play equipment store, kitchen facilities, reception classroom, nursery, children's WC/cloakroom, staff and visitor accessible WC, cleaners store, circulation and lobby, and plant room.
- **Access and Parking:**
- Staff and users will access the site at the pedestrian gate which is positioned at the Southeastern corner.
- Staff will be able to park within the Car Park provided. The car park provision as well as providing staff parking also includes disabled spaces and charging points for electric vehicles. From the Car Park, staff and users will be able to make their way to the main entrance via the Disability Discrimination Act (**DDA**) compliant access routes.

External Facilities:

- two all-weather multi use games areas for the use of the primary school.

The proposed site plan/layout and computer-generated images (CGI) can be seen below in **Figures 3 and 4.**

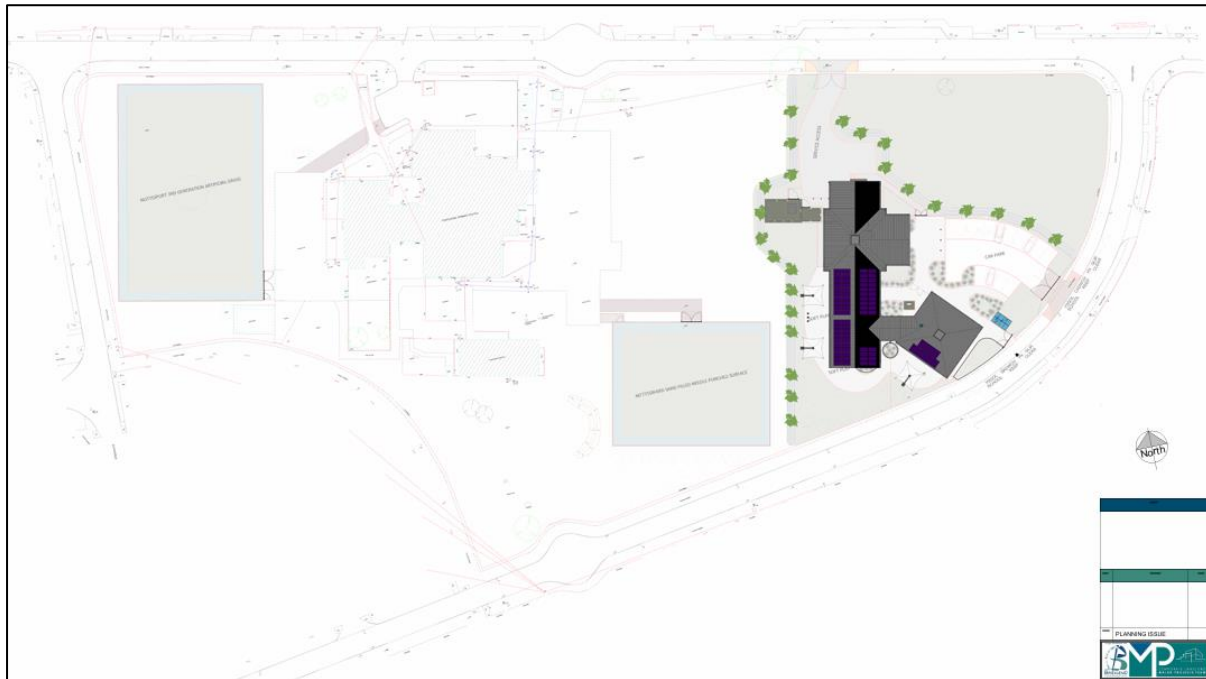


Figure 3 – Site Plan



Figure 4 – Indicative Computer-Generated Images of the School

The following documents have been submitted in support of the Application:

- Green Infrastructure Statement (September 2025) prepared by Bridgend County Borough Council Major Projects Architectural Team.
- Flood Consequences Assessment Revision 03 prepared (June 2026) prepared by Arcadis Consulting Limited.
- Transport Assessment Issue (August 2025) prepared by WSP.

- Pick-up/Drop-off Technical Note (March 2024) prepared by WSP.
- School Travel Plan Framework (February 2025) prepared by WEPCo Limited.
- Preliminary Ecological Appraisal (August 2024) prepared by Acer Ecology.
- SAB Drainage Strategy Report (April 2025) prepared by Arcadis
- Design and Access Statement and Appendix prepared by Bridgend County Borough Council Major Projects Architectural Team.
- Drainage Strategy APP A Topographical Survey (April 2024) prepared by John Vincent Surveys
- Preliminary Noise Impact Assessment (May 2025) prepared by Hunter Acoustics
- BB3 Environmental Noise Survey Assessment (May 2025) prepared by Hunter Acoustics
- Geotechnical and Geoenvironmental Report (January 2025) prepared by Terra Firma
- EV Charging details.
- Electrical data sheets External Lighting Piazza
- Electrical - Data sheets - Group Datasheet Piazza
- Electrical - Data sheets - External Lighting - R2I2
- Electrical - Data sheets - Group Datasheet R2I2
- Electrical - Data sheets - Solar Panels - sharp - mono datasheet (1)
- M&E planning drawings - mechanical - Worcester Bosch Monobloc Air Source Heat Pump
- M&E planning drawings - mechanical - Worcester Bosch Split Air Source Heat Pump
- Drainage strategy - App D- Info Drainage Calculations (April 2025) prepared by Arcadis.

EIA SCREENING

The Application site does not exceed the Schedule 2 threshold for development of this type as outlined within the Environmental Impact Assessment (Wales) Regulations 2017. As such the Application has not been EIA screened.

RELEVANT HISTORY

P/18/637/BCB New single storey extension to the side of school – Reg 3 – Deemed Consent - 17th September 2018.

P/14/682/FUL Cycle storage facility to accommodate 36 bicycles & 20 scooters within school grounds – Conditional Consent – 17th November 2014.

PUBLICITY

The Application was advertised on site (8th October 2025) and in the Press (Glamorgan Star) on 16th October 2025.

Neighbours have been notified of the receipt of the Application.

The period allowed for response to consultations/publicity expired on 23rd October 2025.

CONSULTATION RESPONSES

Porthcawl Town Council: No objections

Transportation Officer (Highways) – No objection subject to conditions

Land Drainage Officer: No objection.

Natural Resource Wales (NRW): Continue to have concerns, however, are satisfied that their concerns can be overcome by attaching a condition relating to pollution prevention.

Fire and Rescue Service: Standing Advice.

Dwr Cymru Welsh Water: No objection subject to condition.

Shared Regulatory Services (Environmental Health): No objection subject to conditions.

Education: No objection.

Heneb (Formerly Glamorgan Gwent Archaeology): No objection

South Wales Police: Offers advice.

REPRESENTATIONS RECEIVED

4 objections received as summarised below:

Residential Amenity

- Loss of daylight and overshadowing
- Loss privacy
- Service entrance directly opposite house
- Losing open green space
- Disruption

Highways

- Increased traffic
- Hatched school markings (denoting no parking) now marked as drop off/pick up.
- Parking already difficult.
- Potential danger

Drainage

- Potential adverse impact and overload of local drainage and waste
- Regular flooding is an issue.
- The proposed building will add to the reduction of drainage land, already reduced due to the recent construction of Two blocks of Flats with Car Park between Pant Morfa and Woodland Road, The Porthcawl Medical Centre and the Estate of Clos Y Mametz.
- Proximity to Meadow Lake.
- Extra cost to local residents from increased rates or contributions for services and insurance due to overwhelming of the present system provision.

Other

- The proposed use is not suitable for the area.
- Value of nearby properties
- Cause of anxiety and stress. Exacerbate mental health issues.

COMMENTS ON REPRESENTATIONS RECEIVED

Residential Amenity

Issues regarding residential amenity will be addressed in the later sections of this report.

Highways

Highways issues have been addressed in the highways section of the report.

Flooding

Appropriate measures will be in place to prevent overwhelm of the existing system.

Natural Resource Wales have requested a condition be added to ensure that necessary management measures are agreed prior to commencement of and implemented for the protection of the environment during construction.

Flooding concerns will be addressed further within the report below.

Other

The loss of uninterrupted views is not a material planning consideration.

Devaluation of property is not a material planning consideration.

Whilst the concerns relating to anxiety are noted, the personal effects of a development on an individual's health or well-being are generally not matters that can be given significant weight unless there is clear evidence that they arise directly from a material planning impact.

RELEVANT POLICIES

National Planning Policy:

Planning Policy Wales (PPW Edition 12) was revised and restructured in February 2024 to coincide with publication of, and to take into account, the policies, themes and approaches set out in, **Future Wales - the National Plan 2040**, and to deliver the vision for Wales that is set out therein.

Future Wales now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems, and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the development plan need to accord with Future Wales.

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

PPW12 takes the seven *Well-being Goals* and the five *Ways of Working* as overarching themes and embodies a placemaking approach throughout, with the aim of delivering *Active and Social Places*, *Productive and Enterprising Places* and *Distinctive and Natural Places*. It also identifies the planning system as one of the main tools to create sustainable places, and that placemaking principles are a tool to achieving this through both plan-making and the decision-making process.

Planning Policy Wales (PPW Edition 12) para 4.4.1 states: *“Community buildings and spaces provide an important focus for sustaining communities and their well-being. They cover a broad range of activities and services that can be delivered by the public, private and third sectors. Community facilities contribute to a sense of place which is important to the health, well-being and amenity of local communities and their existence is often a key element in creating viable and sustainable places. They can include schools, cultural facilities, health services, libraries, allotments and places of worship.”*

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven sustainable development (or well-being) goals/objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle" as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

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.

Technical Advice Notes, the Welsh Government has provided additional guidance in the form of Technical Advice Notes (TAN):

- Technical Advice Note (TAN) 11 Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 18 Transport
- Technical Advice Note (TAN) 23 Economic Development

Local Planning Policy and Guidance:

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

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP9: Social and Community Infrastructure
- Policy SP13: Renewable and Low Carbon Energy Development
- Policy SP15: Sustainable Waste Management

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA8: Transport Proposals
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy ENT10: Low Carbon Heating Technologies for new Development
- Policy ENT15: Waste Movement in new development
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural Resource and Public Health

Supplementary Planning Guidance

In addition to the adopted Replacement Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG) the following are of relevance:

- SPG12 – Sustainable Energy
- SPG17 - Parking Standards

- SPG19 – Biodiversity

APPRAISAL

The Application is reported to the Council's Development Control Committee due to the Application being made by the Council and the level of public interest in the development.

Issues

Having regard to the above, the main issues for consideration in the assessment of this Application are the principle of the development, visual impact regarding proposed scale, design and materials, impact on neighbouring properties, ecology, drainage/flooding and highway safety.

Principle of Development

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).

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

Policy SP9: Social and Community Infrastructure of the RLDP states that in order to maintain and improve the quality of life of residents, existing educational and training facilities will be retained or enhanced. The proposal seeks the construction of a Welsh Medium Seedling School which is a '*starter class*' school providing 30 full-time-equivalent nursery places, and 30 reception places which includes external play space, covered play area, bin store, cycle shelter and enhanced landscaping. Therefore, the proposed development accords with **Policy SP9**.

The site currently forms part of the existing Porthcawl Primary School with the land being proposed for the new seedling school forming part of the school's playing fields. **Policy COM9:** Protection of Social and Community Facilities of the RLDP states that a proposal which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless justified on one of the following grounds:

- 1) A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off-site within the community; or
- 2) Where it can be demonstrated that the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.

To mitigate the loss of the existing playing fields, the proposal will provide new outdoor recreation facilities onsite, including two new all-weather multi use games areas for the use of the primary school. As such, the loss is justified and accords with Policy COM9.

Policy SP3: Good Design and Sustainable Placemaking of the RLDP states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having regard to the natural, historic and built environment, by:

- 1) Demonstrating alignment with the principles of Good Design; and
- 2) Demonstrating a Sustainable Placemaking approach to their siting, design, construction and operation.

As such the principle of development is acceptable subject to further consideration of the design of the school, impacts on residential amenity, ecology and highway safety. Such matters including site drainage will be addressed in the following sections of the report.

Impact on Visual Amenity and Character.

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

Strategic Policy SP2 *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 the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The submitted visualisations (see **Figure 5** below) depict a contemporary, predominantly single-storey educational building arranged around a central courtyard area. The building has a low-profile form with a series of interconnected wings and hipped and pitched roof elements, helping to break up the overall massing and create the appearance of a collection of smaller building components rather than one large structure. The principal (east) elevation presents an active appearance, incorporating the main entrance within a prominent gabled feature that provides a clear focal point. The façade is articulated through the use of projecting and recessed elements with signage displayed on the front elevation.

The external materials comprise a combination of light-coloured rendered walls and areas of horizontal timber-effect cladding, providing visual contrast and a modern appearance. The roof is finished in a standing seam metal profile in a muted grey colour, with several roof-mounted photovoltaic solar panels visible on the principal roof slopes. Roof lanterns are incorporated into a number of the roof sections, which provide additional architectural interest.





Figure 5 – Elevation drawings

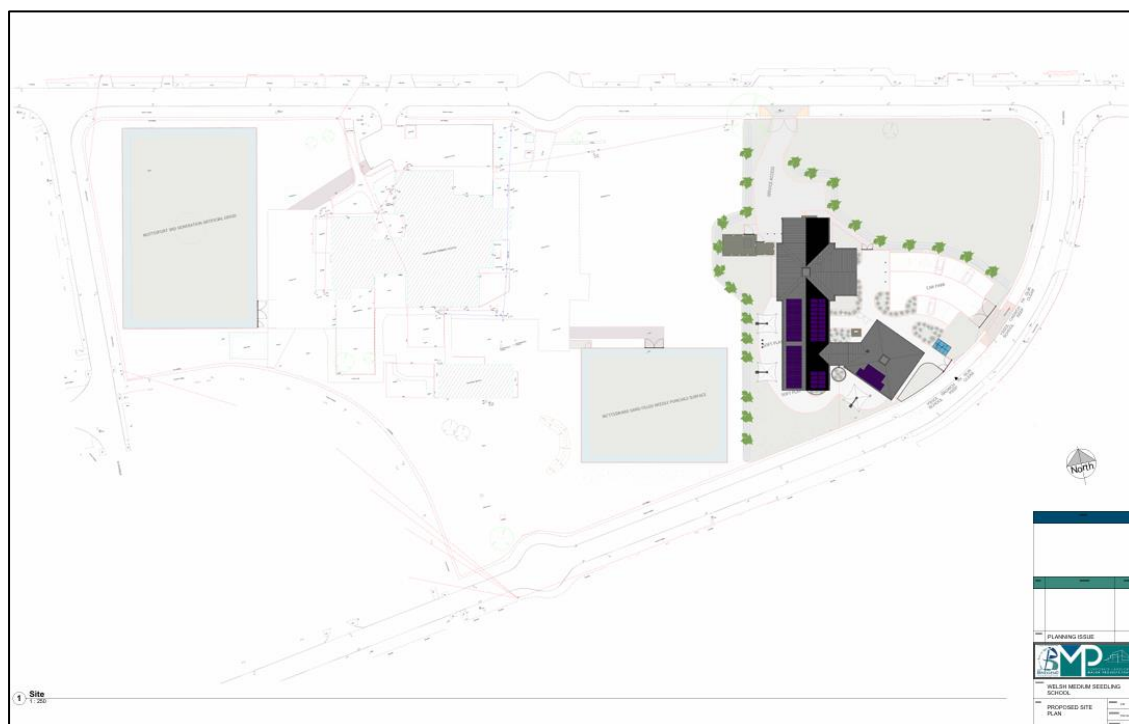


Figure 6 – Site Plan

The site layout plan shows the building positioned to the south-eastern corner of the site with associated access, parking and external amenity areas arranged around it. A curved car park is located to the eastern side of the development, accessed directly from the

adjoining highway. The parking area includes a number of standard parking spaces together with designated accessible parking bays located closest to the building's entrance. The curved internal access road and parking arrangement create a clear distinction between pedestrian and vehicular movement throughout the site.

Soft landscaping has been incorporated extensively throughout the scheme, including landscaped planting beds within the car park, perimeter tree planting and additional planting adjacent to the building. Trees appear to frame the site boundaries and help soften the visual impact of the development from surrounding viewpoints.

External amenity spaces with canopies are provided around the building, including identified soft play areas located to the western side of the site. These areas are separated from parking and vehicular circulation routes and benefit from landscaping.

Overall, the proposed development presents a contemporary building which incorporates a varied roofscape, high-quality external materials, renewable energy features and substantial landscaping. The layout appears well organised with the building, parking provision, play space and landscaped areas integrated into a cohesive site design. The landscaping plan shows there would be extensive landscaping between the boundary with Pant Morfa and the side elevation and front elevation of the building; this will soften the appearance of the building and reduce its impact on the street scene.

With regard to the two all-weather pitches, it is considered that these would provide an acceptable addition within the street-scene, given the proposed educational context of the site. Turning to the proposed servicing area and bin/sprinkler enclosure, it is noted that they are located to the Northwest corner of the site at the end of the service access, screened mostly from view by the school itself and trees to the rear.

The proposal has also ensured the safety of the users has been carefully considered and includes secure boundary treatments and gateways at boundaries while ensuring a high level of natural surveillance with well-lit areas.

It is considered that the proposed design, scale and massing of the development and mix of landscaping areas is acceptable and would not have a detrimental impact upon the visual amenity of the area. Accordingly, it is concluded that the proposals accords with Policy SP3 of the Bridgend Replacement Local Development Plan and reflects the aspirations for design quality within Planning Policy Wales and Technical Advice Note 12: Design (2016).

Residential Amenity

Policy SP3 of the RLDP, criterion (k), states a development must ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected, which have been addressed as follows:

The site is surrounded by residential properties: to the North are properties on Meadow Lane; to the west and south are properties on Pant Morfa and to the east properties on Greenways. The properties nearest to the proposed school building are numbers 97 Woodland Avenue, 82 – 76 Pant Morfa, the Scouts Hall, and the apartments within Dros-Y-Llyn. The entrance and parking area to the development is located on the south-east opposite the car park for the apartments. The houses nearest to the all-weather sports pitch located in the south-east area of the site are numbers 76 – 70 Pant Morfa. The houses nearest to the all-weather sports pitch located in the northwest area of the site are numbers 17 to 31 Greenways.

Photographs of the site



View towards Pant Morfa



View from Meadow Lane looking towards Pant Morfa (south)



View from Pant Morfa



View from Meadow Lane with Greenways on the right.

Overbearing/Overshadowing

The school building itself and the other works along the boundaries and within the site are all relatively low level so are unlikely to have any unacceptable impacts. These 'other' works include car parking areas, access roads and paths, landscaping, sprinkler compound and bin store, sport pitches, cycle shelters and canopies.

The proposed school building is single-storey and measures 36 metres at its widest and 50 metres in length, with a height of 5.96m which rises to a maximum of 7.39m. The Admin building is part 2-storey; the single-storey element measures approximately 47m long by 22m wide.

The position of the proposed school building in relation to the nearest residential properties is shown below in **Figure 7**.

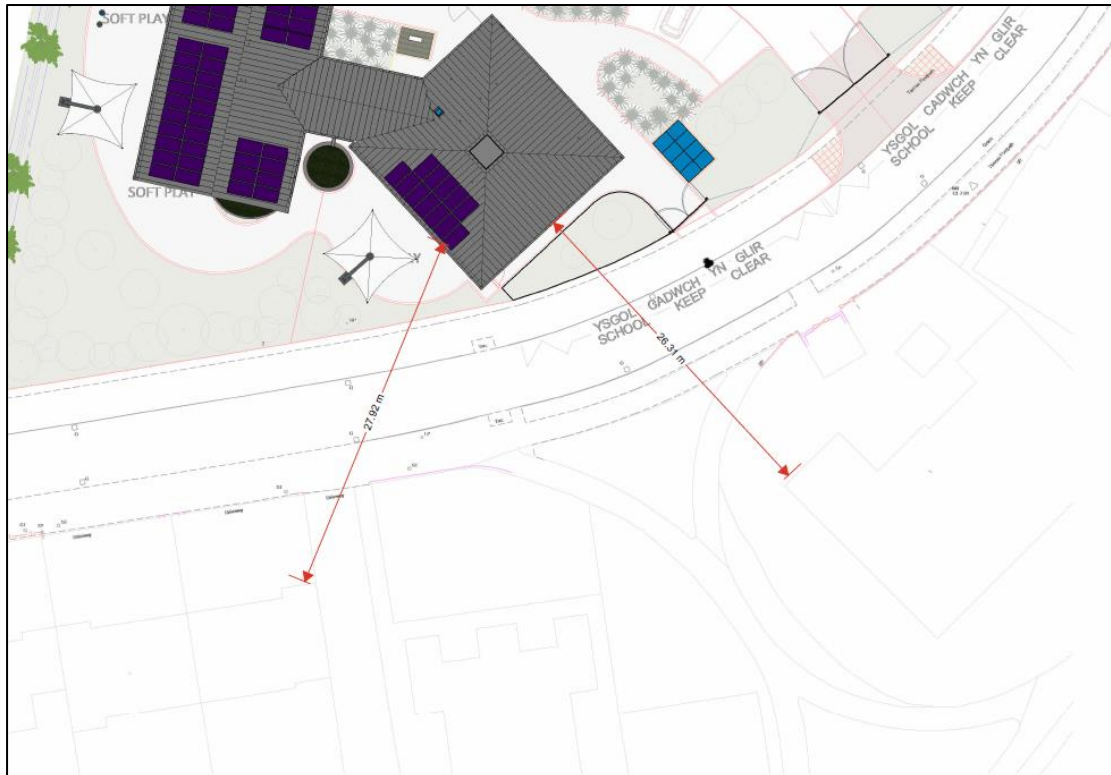


Figure 7 –

Indicative site plan showing distance to nearest residential properties

For reference, the measurements above show the residential properties nearest to the proposed school; No. 82 Pant Morfa (south-east) and the Dros Y Llyn apartments (southwest). The building in-between is the Bridgend Scouts HQ and therefore is not a domestic building. The measurements above show that the front elevation of the apartments is approximately 26 metres from the school and No. 82 Pant Morfa approximately 28 metres from the school. These distances are considered sufficient to ensure there is no unacceptable overshadowing or overbearingness caused to the residential properties. Furthermore, as previously noted, the school is single storey with a height of 5.96 metres which rises to a maximum of 7.39. In addition, there would be a good amount of landscaping between the school and the properties along Pant Morfa, further softening its appearance and obscuring it from view for these properties.



Figure 8 – Landscaping Plan

All other properties are further away from any structures as such; it is concluded that the proposal would have no unacceptable overshadowing or overbearing impact to surrounding properties.

Overlooking

In term of overlooking, the Application is for a school and is not considered to be habitable; as such there would be no issues with any distances between habitable room windows, however the school could have the potential to overlook properties which is assessed as follows.

The majority of the school is single storey with windows at ground level; it is considered that these windows due to the location, the distances from boundaries and the intervening boundaries and landscaping would not cause any issues with overlooking or loss of privacy.

In terms of any of the other features such as the playing fields, these are also far enough away from any residential property and at ground level, and would also be screened by boundary treatments and landscaping, and so would be unlikely to have any unacceptable impacts with regards to overlooking and loss of privacy. It should be noted that the site is already a school. As such it is concluded that the proposal would have no unacceptable impacts on overlooking or loss of privacy to any residential or adjoining property.

Noise

Policy SP3 Criterion (g) RLDP states: *“Development should Avoid or minimise noise, air, soil and water pollution”*. As part of the proposal the Applicant has submitted two reports: Preliminary Noise Impact Assessment and Environmental Noise Survey Assessment, 12th May 2025, both prepared by Hunter Acoustics.

The Environmental Noise Survey Assessment has therefore been commissioned to assess existing ambient and background sound levels on site and at nearby sound sensitive receptors.

The Preliminary Noise Impact Assessment (**NIA**) covers the:

- Proposed Sports Pitches
- Arrivals/departures from the car park for the proposed new school building.
- Noise limits for mechanical plant (including 3no external Air Source Heat Pumps).

The NIA report concludes that there would be a moderate noise impact at residences nearest to the sports pitches with LAeq noise levels indicated to fall up to 6dB above the existing ambient noise levels, marginally exceeding the 55dB(A) guidance value. (LAeq noise levels are indicated to fall in the same range as existing school play activities at Pant Morfa.) Lmax levels from children shouting of 74dB(A) is significantly above the proposed 65dB(A) value. Levels are marginally higher and of different character and likely to be more frequent than existing Lmax levels from occasional vehicle pass-bys. There is no significant impact indicated from balls bouncing on the ground or off the fence.

Whilst the NIA identifies a degree of noise impact at the nearest residential receptors, the predicted effects are not considered to be uncharacteristic of a school environment and are largely associated with normal sporting and recreational activity by pupils. Average noise levels remain broadly comparable to existing school playground noise and the NIA confirms that no significant impacts would arise from the physical operation of the pitches themselves. Having regard to the existing use of the site as a school and the intermittent nature of the identified peak noise events, the proposal is not considered to give rise to unacceptable noise impacts that would warrant withholding planning permission. It is also worth noting that the sports pitches will only operate during normal school hours.

In regard to the car park, an insignificant / no change impact is indicated from the proposed staff car park at the closest Sound Sensitive Receivers (SSRs).

In regard to the Air Source Heat Pumps (ASHP), predicted noise levels are indicated at $\leq 25\text{dB LAeq}$ at the closest residential receivers, well below the existing daytime background sound level of 41dB LA90 indicating a low impact. At $\leq 25\text{dB LAeq}$ ASHPs are also indicated to have a low impact if they are required to run during early hours of the morning.

Shared Regulatory Services SRS (Environmental Health) have considered the submission and have no objections subject to a condition that prevents the sports pitches from operating outside of normal school hours.

As such it is considered the noise generated within the school and its grounds, which include the parking areas and sports pitches would not have any unacceptable impact in relation to noise and disturbance.

In terms of noise from construction, it is generally accepted that during construction there would be some disturbance from this development, however this would be transient in nature. A condition can be imposed to show how this can be managed as part of a Construction Environmental Management Plan. As such subject to conditions there are no concerns in relation to noise.

Other amenity concerns

The concerns regarding anxiety, stress and health impacts are noted. However, no objective evidence has been submitted to demonstrate that the proposal would give rise to unacceptable health effects. Any construction-related disturbance would be temporary and capable of being managed through appropriate controls. Consequently, the concerns raised do not warrant refusal of the Application.

Air Quality

The submitted Transport Statement indicates that the development may generate approximately 186 arrivals and 186 departures during a typical day, equating to 372 two-way vehicle movements. Whilst this would result in an increase in traffic on the local highway network, the level of traffic generation is not considered significant in air quality terms. The site is not located within an Air Quality Management Area and there is no evidence to indicate that the additional vehicle movements would result in unacceptable increases in pollutant concentrations or materially worsen local air quality. Accordingly, the proposal is not considered to give rise to a significant adverse impact on air quality.

Lighting

In terms of external lighting, the Applicant has provided a plan detailing the lighting overspill from the development - this shows overspill to the edge of to be within 0.5 lux which is low. Furthermore, as the use of the building does not go beyond general 'Office Hours' and outside lighting will be photocell controlled with a programmable timer function included. The lighting in terms of residential amenity is considered acceptable.

Construction lighting may also cause a nuisance, as such the Construction Environmental Management Plan condition will also consider construction lighting. As such subject to the above- mentioned conditions there are no concerns in relation to lighting.

Highway and Pedestrian Safety

Policy PLA11 of the adopted Bridgend Replacement Local Development Plan (2024) (RLDP), stipulates that all development must be served by appropriate levels of parking in

accordance with the adopted SPG on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Note 9 of SPG02 states that “*off-street parking should be available to meet the County Borough Council’s guidelines for a dwelling of the size after extension*” and stipulates that the parking requirement for houses equates to 1 space per bedroom up to a maximum of 3 spaces. Each space must be 4.8m x 2.6m to accommodate a car parking space unless it is within a garage. Supplementary Planning Guidance Note 17 Parking Standards (SPG17) stipulates that “*garages may only be counted as parking spaces if they have clear internal dimensions, as suggested by Manual for Streets, for a single garage of 6m x 3m*”.

The proposed school site is located within a residential area and is served by a constrained local highway network, with primary vehicular and pedestrian access to the existing primary school via Meadow Lane and a secondary pedestrian access via an adopted footway link serving bungalows at the southwestern corner of the school grounds. Meadow Lane is a typical residential street with a carriageway width that allows two vehicles to pass one another. However, as the route provides direct access to a large number of residential properties and driveways, the presence of on-street parking at busier times of the day and evening along lengthy sections effectively reduces the street down to a single width carriageway. It is acknowledged by the Highway Authority that the existing arrangements serving the primary school generate poor parking behaviour, congestion and obstruction to private driveways during school drop-off and pick-up times, however, these issues are existing and longstanding.

The transport strategy for the site has been created in response to these known constraints and concerns raised by local residents and stakeholders. An initial Transport Assessment was submitted, with subsequent engagement between the Applicant, Education Department and the Highway Authority leading to the standalone access and drop off strategy which has formed part of the Transport Assessment.

In assessing the proposal, the Highway Authority has had regard to the following key issues:

- the creation of an additional, independently operated, primary school on the grounds of an existing primary school, namely the additional daily traffic movements generated by staff, parents, visitors and service delivery vehicles
- the existing congestion, parking stress and access issues associated with the existing school, which will continue to operate independently
- the impact of proposed school related traffic on nearby residential streets, particularly Meadow Lane, Pant Morfa and Woodland Avenue
- the need to secure safety and legibility for pedestrians, including pupils and parents, during peak periods
- the opportunity to reduce reliance on private car trips through targeted *Active Travel measures*

The Highway Authority recognises the concerns of local residents, in particular the existing short term on-street parking arising on weekdays from parental drop off and pick up activity, and the subsequent indiscriminate parking that arises on the surrounding residential streets, namely Meadow Lane, Greenways and Cilparc to the west of the school. The proposed school is considered to generate additional on-street parking on the adjacent residential streets at these times by parents dropping off and picking up pupils during school opening and closing times. However, as the proposed pedestrian and vehicular access serving the seedling school will be located on the eastern side of the school grounds via Pant Morfa, such parking is likely to be limited to the eastern end of Pant Morfa and the eastern end of Meadow Lane, where kerb side space is available throughout the day and the carriageway width accommodates two-way vehicle movements. Therefore, the additional short term on-

street parental drop off and pick up parking is unlikely to exacerbate the existing parking issues that arise at the western end of the school grounds.

The Transport Assessment has considered the known baseline conditions at the wider school site, rather than assessing the proposed school in isolation. The Highway Authority is satisfied that subject to the delivery of the proposed highway and active travel mitigation, the residual impact on the local highway network would not be severe in planning terms. The proposed development therefore accords with national and local transport policy, subject to appropriate conditions securing mitigation, monitoring and ongoing management.

In this respect, the Highway Authority would require the size and operation of the proposed school to be controlled via appropriate management plans, including a limitation on school pupils and staff numbers to ensure adequate off street parking facilities and to restrict the potential for uncontrolled levels of parental traffic that could be generated through expansion, a travel plan to promote and encourage sustainable modes of transport and to reduce the reliance on the private motor vehicle, a drop off and pick up management plan including staggered start and closing times to discourage excessive vehicle movements around the site at any given time, and a management plan to control the use and operation of the two proposed sports pitches.

The proposed site layout plan shows a new primary vehicular and pedestrian access via Pant Morfa, and a new secondary service and delivery vehicle access via Meadow Lane. The proposed off street parking area consists of a total of 13 off street parking spaces, together with a dedicated turning area to enable cars and a minibus to egress from the site in a forward gear. The supporting Design and Access Statement states that the proposed school shall accommodate up to seventy-six pupils from nursery to reception ages and a total of 8 to 10 full time teaching and ancillary staff.

With reference to SPG 17 Parking Standards, the proposed site layout plan provides an adequate level of off-street parking, together with cycle parking facilities and turning areas.

The creation of a new standalone access over the existing active travel route located along Meadow Lane in order to accommodate servicing and delivery vehicles associated with the school is considered acceptable given the negligible level of vehicle trips identified in the Transport Assessment. However, the creation of a formal crossing point with radius kerbing and tactile crossing points may encourage parents or local residents to indiscriminately park in this new access point causing an obstruction to the active travel route. Therefore, an amended scheme is required showing a less formal crossing point to include dropped kerbs and highway bollards. The use of this access will need to be strictly controlled via the submission of a Delivery Management Plan.

To prevent indiscriminate, unmanaged on-street parking and conflict being generated between school traffic, residential traffic, and vulnerable highway users in close proximity to the main school access, the proposed site layout includes the implementation of parking and stopping restrictions along Pant Morfa. This will be implemented through the Traffic Regulation Order process. The Highway Authority will require this scheme to be extended to include parking and stopping restrictions at the nearby Pant Morfa/Meadow Lane and Meadow Lane/Woodland Avenue priority junctions, and along a section of Pant Morfa opposite the proposed pedestrian access. It is acknowledged that the introduction of time-limited parking restrictions outside a few residential properties along Meadow Lane will impact some residents as to how the kerbside operates during morning and afternoon peak periods. However, the restrictions are only proposed for a limited duration, specifically focusing on the school opening and closing times when there is risk of conflict between vehicles and pedestrians, and an adverse impact on the free flow of traffic.

In terms of the sustainability credentials of the site, the site boundaries fronting Pant Morfa and Meadow Lane are already set back and provided with active travel routes, which will provide pupils, parents and staff with a safe means to access the site via sustainable modes of transport. In consideration of the likely desire lines for walking and cycling to and from the school, and the location of bus stops on Woodland Avenue, there is a need to improve the existing footway link running between Pant Morfa and Woodland Avenue. The alignment and width of the footway will need to be upgraded, together with the introduction of appropriate street lighting, dropped kerbs with tactile paving, and pedestrian guard rails at entry points near carriageways.

A scheme showing traffic calming measures at the Pant Morfa/Meadow Lane priority junction and the pedestrian crossing point along Pant Morfa will need to be submitted to and agreed with the Highway Authority.

To prevent indiscriminate drop-off and pick up parking occurring over the existing active travels routes abutting the site, bollards will need to be installed at regular intervals along a significant length of the Meadow Lane and Pant Morfa walking and cycling routes.

A construction traffic management plan will be required to ensure the construction of the proposed school does not adversely affect the safe operation of Porthcawl Primary School and the safety of existing pupils and parents as they use the residential streets serving the school.

In conclusion, the Highway Authority considers the proposed development, supported by relevant operational management plans, a localised a traffic calming scheme, improved walking and cycling connectivity, and the introduction of on-street parking and stopping restrictions, is unlikely to have a significantly detrimental effect on highway safety and the free of traffic in the area. It is acknowledged that the required parking and stopping restrictions will be implemented through the statutory Traffic Regulation Order process. The TRO process is separate to, and sits outside, the planning framework and it is not possible for the Highway Authority to seek to control the timing or outcome of that statutory process through planning conditions, particularly where the planning authority has no ability to direct or guarantee the completion of the TRO within a specific timescale. The Highway Authority's traffic management section will continue to support internal delivery discussions with the Education Department to ensure the traffic management measures are progressed in a timely manner. However, for the purposes of this consultation response, the Highway Authority's recommendation is focused on securing the physical highway works and the school's operational management measures through the planning permission.

Accordingly, it is considered that the proposed development is acceptable in highway terms and accords with Policy SP3, PLA11 and PLA12 of the RLDP 2024 and the Council's Supplementary Planning Guidance SPG17: Parking Standards.

Drainage

A review of the OS database notes the development is located within a defenced flood risk zone, is not located within 20m of a watercourse and is not proposing to increase flood risk elsewhere. The site is located on the edge of the defended flood zone. NRW in their response commented on the sea defences. Over the past 10 years, the Council have upgraded the Town Beach and Western Breakwater/Eastern Promenade Sea defences to bring them up to current standards and meet climate change levels. The sea defences are regularly inspected throughout the year and remedial works undertaken where applicable. Given the school development site is on the edge of the defended flood zone Land Drainage are satisfied with the development proposals from a flood risk perspective.

Foul Sewerage

The Council's Land Drainage Officer notes that foul water will be disposed of via the main sewer. The Applicant shall contact DCWW should any new connections be required to the public sewer.

Dwr Cymru/Welsh Water have stated that no problems are envisaged with the Wastewater Treatment Works for the treatment of domestic discharges from this site.

Surface water

The Application identifies that surface water from the proposed buildings will be managed via a combination of rainwater downpipes, rain gardens, traditional piped drainage networks and sub-surface filter drains, discharging to on-site attenuation prior to outfall.

Dwr Cymru/Welsh Water note that surface water is proposed to ultimately discharge to a surface water sewer that connects to a highway drain, which benefits from a positive outfall to a culvert discharging to a pond to the east of the site.

Provided that no adverse impacts arise on the downstream surface water sewer, this arrangement is acceptable in principle. However, surface water flows should be appropriately attenuated, and the connection should be made either downstream of the identified cracked section of the highway drain or at the location of the crack itself, thereby facilitating replacement of the defective section.

As the development site is over 100m² the Council's Land Drainage Officer has advised that a sustainable drainage Application will be required. Such an Application is currently being reviewed and is expected to be approved shortly. As such they have no objection to the development but have requested a condition to prevent surface water entering the public highway and a condition preventing land drainage to discharge directly or indirectly into the public sewerage system.

Sewer Protection

Welsh Water confirms that the foul flows arising from the development can be accommodated within the existing public sewerage network. The drain crossing the site has been confirmed as a highway drain rather than a Welsh Water public sewer and, therefore, no asset protection requirements arise in relation to this drain under the Water Industry Act 1991. Welsh Water requests a planning condition requiring that no surface water or land drainage is permitted to discharge directly or indirectly to the public sewerage network in order to prevent hydraulic overloading of the sewerage system and to protect the environment.

Water Supply

Welsh Water has no objection to the proposed development.

Flood Risk

The planning Application proposes highly vulnerable development (school). The Flood Map for Planning identifies the Application site to be at risk of flooding and within Flood Zone 3 (Sea) and Technical Advice Note 15 (TAN 15) Defended Zone.

Natural Resources Wales (NRW) have reviewed the updated Flood Consequences Assessment (FCA) undertaken by Arcadis, dated June 2026, revision 03. The updated FCA indicates that flood modelling has been undertaken to clarify tidal flood risk at the site, following previous concerns raised (Ref: CAS-302256-F9H1, dated 30 March 2026). NRW confirm they are satisfied with the level of information provided with regards to tidal flood risk.

The updated FCA has utilised acceptable extreme tide levels in the model update and has indicated that the site is not at risk during the extreme sensitivity scenario. Section 4.3.4 of the revised FCA acknowledges that Porthcawl is exposed to storm activity from the Bristol Channel and as such the coastline would be subject to flooding from wave overtopping. It also states that the original model produced by Arup does include an element of wave overtopping. An example of this is provided in Figure 4.9 of the FCA, which shows the estimated flood outlines (including wave overtopping) for the 0.5% (1 in 200 year) event and 0.1% (1 in 1000 year) event with 100 years' worth of sea level rise. It is noted that the school site is not shown to be affected. No detailed assessment of the wave climate at Porthcawl has been undertaken as part of the FCA, as it is considered disproportionate to the level of risk. In this instance NRW are satisfied with this approach. The current NRW flood map for Porthcawl has been produced by national scale still water level inundation mapping (JFLOW). This process is conservative as it shows all inland below the relevant flood level contour to be at risk, providing there is some hydraulic continuity between the sea and any low-lying inland areas. At Porthcawl, this hydraulic continuity is provided by a culvert which links the Wilderness Pond with the harbour/marina. This culvert has a large flap valve at its outfall, owned and maintained by Bridgend County Borough Council, which prevents tidal ingress.

In summary, NRW are satisfied with the level of assessment undertaken and that it has demonstrated that the site would not be at risk of flooding during the threshold frequency events.

Drainage concerns raised

It has been suggested that the development could lead to increased costs for local residents through additional charges or higher insurance premiums as a result of pressure on drainage infrastructure. However, no technical evidence has been provided to substantiate this claim. The proposal must comply with relevant drainage requirements and there is no evidence to indicate that it would give rise to financial costs for neighbouring residents.

Biodiversity

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 further goes on to state 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) (**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 of the 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.

To support the Application the Applicant submitted the following documents:

- Green Infrastructure Statement (September 2025) prepared by Major Projects Architectural Team BCBC.
- Preliminary Ecological Appraisal (August 2024) prepared by Acer Ecology.
- Proposed Landscape Plan Rev A (September 2025) prepared by Major Projects Architectural Team BCBC.
- Proposed Landscape Plan Sheet 1 September 2025) prepared by Major Projects Architectural Team BCBC.
- Proposed Landscape Plan Sheet 2 September 2025) prepared by Major Projects Architectural Team BCBC.
- Proposed Landscape Plan Sheet 3 September 2025) prepared by Major Projects Architectural Team BCBC.

The Preliminary Ecological Appraisal (PEA) for the proposed Porthcawl Primary School development at Pant Morfa found that the site is of generally low ecological value, comprising predominantly amenity grassland, a smaller area of semi-improved neutral grassland, and two young, scattered trees (sycamore and silver birch).

The site is located within 2km of several statutory and non-statutory nature conservation sites, including Kenfig SAC/SSSI/NNR, Merthyr Mawr SSSI, Locks Common LNR, and Pwll-y-Waun SINC. The assessment concludes that no significant impacts are likely on the statutory sites due to their distance from the development. However, because Pwll-y-Waun SINC lies only 80m east of the site, pollution prevention and construction management measures will be required to avoid indirect impacts.

The report's overall conclusion is that:

“...the development is not anticipated to result in any adverse impacts to any protected sites, habitats or species” and that “the site's ecological value will not present a fundamental constraint to the proposed development.” However, this is subject to conditions securing a CEMP, ecological mitigation measures and biodiversity enhancements.

The proposed landscaping and ecological enhancement measures are considered to represent a significant biodiversity gain over the existing amenity grassland. The provision of wildflower meadow areas, native trees and hedgerows, bird and bat boxes, hedgehog habitat features and SuDS infrastructure respond to the recommendations contained within the Preliminary Ecological Appraisal and will assist in mitigating habitat loss while delivering long-term ecological enhancements across the site. As such, the proposals are considered to satisfactorily address the ecological recommendations and support the delivery of biodiversity net benefit. These measures can be secured as suitably worded conditions.

Natural Resources Wales (NRW) have identified that due to the significant construction and excavation area needed for the project there is the potential for polluted surface water runoff from silt and chemical/oil storage. There are three surface water outfalls to Pwll-y-Waun Pond and one to Wilderness Lake. It is likely that surface water and highway drains around the site serve these outfalls as well as the risk of direct overland runoff. There are also surface water discharges to Porthcawl harbour to the west of the designated bathing waters which we understand are fed by surface and highway drainage around the site.

Therefore, in the absence of additional information or a comprehensive Construction Environmental Management Plan being provided in support of this proposal, they would advise that sufficient control of pollution prevention for the watercourses could be achieved by requesting a site wide Construction Environmental Management Plan, prior to the commencement of any works. This can be imposed via a suitably worded condition.

On balance, the proposed development is considered to be compliant with Policy SP3 DNP6,7 and 8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

Land Quality

As part of the Application, the following information has been submitted:

- Geotechnical and Geoenvironmental Report: Proposed Welsh Medium Seedling School at Porthcawl Primary School, Porthcawl (January 2025) prepared by Terra Firma.

The above report has not identified any contamination however the potential for this cannot be ruled out and the '*unforeseen contamination*' condition is requested. SRS have also indicated that should there be any materials imported as part of the construction of the development and site won material, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction 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. Conditions and an informative can be added in relation to the above.

Archaeology

Heneb (formerly Glamorgan Gwent Archaeology) have advised the information in the Historic Environment Record (**HER**) curated by them, shows that, that there are no known archaeological assets within the Application area, additionally it is situated outside of any Archaeologically Sensitive Area. A review of historic mapping indicates no archaeologically significant features or structures. The proposed works are in an area of low archaeological potential and therefore, it is unlikely that buried archaeological remains could be encountered during the groundworks. As a result, it is unlikely that significant remains will be encountered during the course of the proposal. Consequently, Heneb have no objections to the positive determination of this Application.

Renewable and Low Carbon Energy

The proposed Porthcawl Seedling School has been designed to fully accord with the requirements of Policy ENT10 – Low Carbon Heating Technologies for New Development, through the incorporation of low-carbon energy generation, highly efficient heating systems, and an enhanced building fabric approach.

The development will utilise air source heat pumps (ASHPs) as the primary source of space heating and domestic hot water generation. ASHP technology is recognised as a low-carbon heating solution and will significantly reduce operational carbon emissions when compared

with conventional fossil-fuel based heating systems. In addition, the building will incorporate roof-mounted photovoltaic (PV) panels to generate renewable electricity on-site, further reducing the development's reliance on grid-supplied energy and contributing to the overall operational energy performance of the building.

The viability of ground source heat pumps (GSHPs) was considered during the design development process. However, following an assessment of the ground conditions, together with the significant additional capital costs associated with installing this type of system, GSHPs were determined to be neither technically nor economically feasible. The proposed ASHP system therefore represents the most appropriate low-carbon heating technology for the site.

In addition to the low-carbon energy systems proposed, the building has been designed with a high-performance fabric-first approach, with thermal performance exceeding the minimum regulatory requirements. Enhanced levels of insulation, airtightness and overall building envelope performance will minimise energy demand and maximise the efficiency of the heating systems and renewable energy technologies.

The development is being delivered in accordance with Welsh Government funding requirements, which mandate that the new school achieve Net Zero Carbon in Operation (Net Zero Carbon in Use). The energy strategy for the scheme has been developed to meet this standard, and a Design Energy Performance Certificate (EPC) and supporting energy modelling can be provided to demonstrate compliance and verify the anticipated operational performance of the building (design EPC attached).

Accordingly, the proposed development satisfies the objectives of Policy ENT10 by incorporating appropriate low-carbon heating technologies, renewable energy generation and energy efficiency measures that together deliver a net zero carbon in-use building.

Waste Management

Policy ENT15 – Waste Management in Development – requires all proposals for new built development must include provision for the proper design, location, storage and management of waste generated by the development both during construction and operation of the site. Development must incorporate, as appropriate, adequate and effective provision for the storage, recycling and other sustainable management of waste, and allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel. No details have been provided, however, a condition can be imposed to address this matter.

CONCLUSION

The decision to recommend planning permission be approved 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 (2024).

On balance, and having regard to the objections raised, it is considered that the proposal represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval.

Accordingly, the proposed development is in accordance with Policies SP1, SP2, SP3, SP4, SP5 SP9, SP11, SP13, SP15, SP17, SF1, PLA11, PLA8, PLA12, COM9, COM10, ENT1, ENT2, ENT3, ENT15, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (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

(R27) That permission be GRANTED subject to the following condition(s):-

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:

Location Plan

Proposed Elevations A102

Proposed Elevations Sheet 2 A133

Proposed Ground Floor Plan A101

Proposed Building Dimension & Reference Plan A110

Proposed Canopy Location Elevations & Details A607

Roof Plan A111

Proposed External Sprinkler Tank Enclosure A106

Proposed External Enclosures – Cycle Shelter A107

Slab Penetrations – Setting out Plan A120

Existing Site Demolition/Alteration Items A004

Proposed Site Plan A100

Proposed Soft Play & Details A608

External Details A609

Proposed Landscape Plan rev A A600

Landscape Plan Sheet 1 A601

Landscape Plan Sheet 2 A602

Landscape Plan Sheet 3 A603

Proposed Site Fencing Rev A A604

Site Paving Arrangement rev B A606

External Details A609

3d Views 01 A900

3d Views 02 A901

Proposed U S Slab Layout A1001

External Signage A1007

Contractors Constraints A003

External Lighting Plan 080425

Electrical Services – Proposed Solar PV Installation E10

Electrical Services – Proposed External Services E16

Electrical Services – Proposed General & Emergency Lighting E01

Electrical Services – Proposed Security Systems E04

Proposed Mechanical Site Plan M01

Sprinkler System Water Supplies Builderswork Layout & Details WMSS-CFS-XX-01-DR-Y-0022

Drainage Strategy– App A -Topo Survey

Drainage Strategy – App B – Sewerage

Drainage Strategy App E – Drainage

Civil Drawings - 00003 Drainage Layout Sheet 1(1)

Civil Drawings - 00003 Surface Drainage Layout Sheet 1
 Civil Drawings - 00004 Surface Drainage Layout Sheet 2
 Civil Drawings - 00005 Foul Water Drainage Layout P02
 Civil Drawings - 00005 Foul Water Drainage Layout P03
 Civil Drawings - 00010 Surface Water Drainage Catchment Plan P02
 Civil Drawings - 00011 Foul Water Pipe & Chamber Schedules P02
 Foul Water Drainage Schedule 00011 P04
 Civil Drawings - 00012 Surface Water Pipe & Chamber Schedules P01
 Civil Drawings – 00050 Drainage Standard Details Sheet 1 P02
 Civil Drawings – 00051 Drainage Standard Details Sheet 2 P02
 Civil Drawings – 00052 Drainage Standard Details Sheet 3 P02
 Civil Drawings - 00001 Paving Layout Overview P03
 Civil Drawings – 0002 Paving Layout Sheet 1 P03
 Civil Drawings - 00003 Paving Layout Sheet 2 P02
 Civil Drawings - 00005 Contour Layout Overview P03
 Civil Drawings - 00006 Contour Layout Sheet 1 P03
 Civil Drawings – 00007 Contour Layout Sheet 2 P02
 Civil Drawings - 00009 Setting Out Point Tables P02
 Civil Drawings - 00010 Setting Out Layout P01
 Civil Drawings - 00010 Setting Out Points P02
 Civil Drawings - 00011 Vehicle Tracking Sheet 1 Service Access Layout P03
 Civil Drawings – 00012 Vehicle Tracking Sheet 2 Car Park P02
 Civil Drawings – 00001 Sitewide Cross Sections Overview P03
 Civil Drawings - 00002 Site Wide Cross Sections Sheet 1 P03
 Civil Drawings - 00003 Site Wide Cross Sections Sheet 2 P02
 Civil Drawings - 00004 Site Wide Cross Sections Sheet 3 P02
 Civil Drawings - 00001 Kerb Layout Overview P04
 Civil Drawings - 00002 Kerb Layout Sheet 1
 Civil Drawings - 00003 Kerb Layout Sheet 2
 00100 Kerb & Paving Details Sheet 1
 00101 Kerb & Paving Details Sheet 2
 00102 Kerb & Paving Details Sheet 3
 Civil Drawings - 00001 Signs & Marking Layout
 Sign Details Sheet 1 P02
 General Arrangement P03
 Site Clearance Overview P04
 Site Clearance Sheet 1 P04
 Site Clearance Sheet 2 P02

Green Infrastructure Statement (September 2025) prepared by Bridgend County Borough Council Major Projects Architectural Team.

Flood Consequences Assessment Revision 03 prepared (June 2026) prepared by Arcadis Consulting Limited.

Transport Assessment Issue (August 2025) prepared by WSP.

Pick-up/Drop-off Technical Note (March 2024) prepared by WSP.

School Travel Plan Framework (February 2025) prepared by WEPCo Limited.

Preliminary Ecological Appraisal (August 2024) prepared by Acer Ecology.

SAB Drainage Strategy Report (April 2025) prepared by Arcadis

Design and Access Statement and Appendix prepared by Bridgend County Borough Council Major Projects Architectural Team.

Drainage Strategy APP A Topographical Survey (April 2024) prepared by John Vincent Surveys

Preliminary Noise Impact Assessment (May 2025) prepared by Hunter Acoustics

BB3 Environmental Noise Survey Assessment (May 2025) prepared by Hunter Acoustics

Geotechnical and Geoenvironmental Report (January 2025) prepared by Terra Firma

EV Charging details.
 Electrical data sheets External Lighting Piazza
 Electrical - Data sheets - Group Datasheet Piazza
 Electrical - Data sheets - External Lighting - R2I2
 Electrical - Data sheets - Group Datasheet R2I2
 Electrical - Data sheets - Solar Panels - sharp - mono datasheet (1)
 M&E planning drawings - mechanical - Worcester Bosch Monobloc Air Source Heat Pump
 M&E planning drawings - mechanical - Worcester Bosch Split Air Source Heat Pump
 Drainage strategy - App D- Info Drainage Calculations (April 2025) prepared by Arcadis.

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

3. Before beginning any development at the site, you must do the following: -
 - a) Notify the Local Planning Authority in writing that you intend to commence development by submitting a Formal Notice under Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) in the form set out in Schedule 5A (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect); and
 - b) Display a Site Notice (as required by Section 71ZB of the 1990 Act) in the form set out in Schedule 5B (a newly inserted Schedule) of the DMPWO (or in a form substantially to the like effect), such Notice to be firmly affixed and displayed in a prominent place, be legible and easily visible, and be printed on durable material. Such Notice must thereafter be displayed at all times when development is being carried out.

Reason: To comply with procedural requirements in accordance with Article 24B of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) and Section 71ZB of the Town and Country Planning Act 1990.

4. Notwithstanding the submitted plans, prior to their use in the construction of the development hereby permitted, details and samples of the materials to be used in the construction of the external surfaces of the development including details of the windows, doors shall be 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 interest of the visual amenity of the area and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

5. No development, including 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:
 - 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 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.
 - 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; details of water consumption.
- 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
- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

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

Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to commencement of and implemented for the protection of the environment during construction and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024)

6. No development shall commence until, a Waste Management Plan for the proper design, location, storage and management, of any waste material generated during the demolition, construction and operation of the development shall be submitted to and approved in writing by the Local Planning Authority. All waste shall be treated in accordance with the agreed waste plan. The plan shall be implemented as approved.

Reason: To ensure the appropriate disposal of any waste arising from the development in terms of protection of the environment and to ensure the sustainability principles are adopted during development and complies with Policy ENT15 of the Bridgend Replacement Local Development Plan (2024).

7. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of traffic calming, pedestrian crossing features, bollards, kerbing, lining/signing and all associated highway works along Pant Morfa and Meadow Lane has been submitted to and agreed in writing by the Local Planning Authority. The highway improvement works 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 as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024)

8. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of a lining and signing drawing to support the Traffic Regulation Order Application has been submitted to and agreed in writing by the Local Planning Authority. The lining and signing works shall be completed in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024)

9. Notwithstanding the submitted plans, no development shall commence until a scheme for the provision of an improved active travel route between Pant Morfa and Woodland Avenue, including all necessary street lighting, guard railing and crossing points, has been submitted to and agreed in writing by the Local Planning Authority. The highway improvement works 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 as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024)

10. Notwithstanding condition (16) deliveries and servicing shall be undertaken in accordance with the Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Community and Resident Groups , details of which shall be submitted to and agreed in writing by the Local Planning Authority prior to the first beneficial use of the school, or other Quiet Deliveries Scheme which shall on review first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of residential amenity and to prevent any unacceptable noise, and to ensure compliance with Policies SP3 and DNP9 the Bridgend Replacement Local Development Plan (2024).

11. Notwithstanding the submitted plans, no development shall commence until a scheme showing an amended service delivery access via Meadow Lane, has been submitted to and agreed in writing by the Local Planning Authority. The highway improvement works 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 as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

12. Notwithstanding the submitted drawings, no works shall commence on site until engineering details of the traffic calming works, vehicle accesses and active travel route with sections, street lighting, surface water drainage, and any highway retaining structures (embankments or walls) have been submitted to and approved in writing by the Local Planning Authority. The works shall then be implemented in accordance with the approved details before the development is brought into beneficial use.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

13. No part of the development shall be brought into beneficial use until the approved parking, servicing, turning and cycle storage areas (including EV charging, blue badge bays) as shown on the Proposed Site Plan have been fully implemented and made available for use. These areas shall be completed in permanent materials with the individual spaces clearly demarcated in permanent materials in accordance with the approved layout prior to the development being brought into beneficial use and retained thereafter for their designated purpose unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

14. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include, as a minimum:

- construction access routes
- loading/unloading arrangements
- contractor parking
- wheel washing measures, type and location
- construction compound location
- measures to prevent obstruction of the highway
- temporary traffic management on the surrounding residential streets
- hours of construction working to avoid network peak periods such as school drop off and pick up
- a mechanism for highway related community liaison/complaints.

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

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

15. After six months of beneficial use and before twelve months of beneficial use, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- An assessment of the new highway and active travel measures implemented and a monitoring and review programme with defined targets or improvements required
- objectives and measures to further reduce single-occupancy car trips
- arrangements for active travel promotion
- drop-off/pick-up management
- staff travel arrangements

Reason: In the interests of promoting sustainable modes of transport to and from the school in accordance with the Active Travel (Wales) Act 2013.

16. Prior to beneficial use, a Delivery Management Plan shall be submitted to be approved in writing by the Local Planning Authority. The plan shall include as a minimum:

- Number, frequency and times of service delivery vehicles utilising the Meadow Lane access

The school shall operate in accordance with the approved plan in perpetuity.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

17. Prior to beneficial use, the head teacher will submit an operational management plan to be approved in writing by the Local Planning Authority. The plan shall include as a minimum:

- Staggered pupil start and finish times to co-ordinate with Porthcawl Primary School in order to reduce peak time congestion on the surrounding residential streets
- staff/responsibility arrangements relating to drop off and pick up,
- management of the school frontage and adjacent streets during peak periods,
- communications to parents regarding highway and pedestrian safety matters,
- the arrangements for pupils with additional needs,
- measures to minimise obstruction to residential accesses and garages.

The school shall operate in accordance with the approved plan in perpetuity.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

18. The sports pitches hereby approved shall only be used as an ancillary facility to the schools and at no time shall it be used by the public or private sports clubs without the prior written agreement of the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

19. As identified in the agreed Design and Access Statement and the Transportation Assessment the development within the Application site shall be limited to the number of classrooms, school staff and pupil numbers as follows:

- 30 full time-equivalent Nursery places
- 30 Reception places
- Childcare provision of 16 full-time spaces
- 10 Full Time staff

Reason: In the interests of the free flow and safety of traffic, to maintain the operational capacity of the network and to ensure that parking demand, trip generation, and site infrastructure remain within the assessed capacity envelope.

20. No works whatsoever shall commence on site until the Traffic Regulation Order process has been funded and commenced by the Applicant, with confirmation of that commencement to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

21. 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.

22. The use of sports pitches shall be limited to normal school hours only and shall not be flood lit at any time unless otherwise approved by the Local Planning Authority.

Reason: to protect the amenities of local residents and to ensure the development complies with Policies SP3 and 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 in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

24. 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 Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

25. Notwithstanding the submitted plans, no development shall commence until a scheme showing the proposed vehicular access gates via Pant Morfa and Meadow Lane being set back not less than 5 metres from the nearside edge of carriageway, and the accesses laid out with vision splays of 1.5m x 1.5m in both directions with the surface constructed in permanent materials has been submitted to and agreed in writing by the Local Planning Authority. The works shall be completed in accordance with the approved layout prior to the development being brought into beneficial use and shall be retained as such unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure the development complies with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

26. 1 x hedgehog nest shall be installed on site prior to the first beneficial use of the school building and retained as such thereafter.

Reason: In the interest of biodiversity and in accordance with policy SP3, SP16 DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

27. Notwithstanding the submitted plans, prior to the first beneficial use of the development details soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include planting plans; written

specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate (the scheme should include species/details of native hedgerow planting) (including phasing of work where relevant). The landscaping works shall be carried out in accordance with the approved details in accordance with the agreed implementation program and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024)

28. Notwithstanding the Submitted Plans, prior to the first occupation of any building hereby approved, a landscape and ecology management plan, including the long-term design objectives, management responsibilities and maintenance schedules, for all hard and soft landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority. This document will also detail the establishment and long-term management of retained and newly created habitats to maximise benefits for wildlife. It will include a graphical Ecological Enhancements Plan setting out the number, type and position of enhancement features, The landscape and ecology management plan shall be implemented and adhered to in accordance with the approved details thereafter.

Reason: In the interest of visual amenity, and to ensure the long-term management and maintenance of all landscaped areas within the site and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Bridgend Local Development Plan (2024).

29. Notwithstanding the submitted Plans, prior to the first beneficial use of the development, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing a minimum of 2 artificial nesting sites for swifts and a minimum of 2 bat tiles/bricks/boxes. The scheme shall include detail and locations of swift nesting boxes (swift boxes should be installed at least 5m above the ground and should be obstruction free for the entire 5m below) and bat tiles/bricks/boxes to new build elements. All approved artificial nesting sites and bat tiles/bricks/boxes shall be implemented in accordance with the approved details prior to the first occupation of the school building and retained as such thereafter.

Reason: In the interest of Biodiversity Enhancement and mitigation for the loss of habitat within the site and to accord with Policy SP3, SP13, DNP6 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

30. Notwithstanding the submitted plans, prior to the installation of any permanent external lighting on the site, a detailed lighting scheme for the site shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all proposed lights, the specification, intensity of illumination, predicted lighting contours (lux plots), together with proposed hours of operation and any mitigation measures required (including measures to reduce as far as practicable light spillage onto the adjoining properties and incorporate best practice guidance to ensure the retention of dark corridors and minimise lighting to retained and newly created habitat for the movement of

wildlife). The approved lighting shall be implemented on site in accordance with the approved scheme only and retained as such thereafter.

Reason: In the interest of residential amenity, biodiversity and to prevent any unacceptable light spillage, and to ensure compliance with Policies SP3, DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

31. The bin storage area hereby approved shall be provided in accordance with the approved scheme prior to the first beneficial use of the development and retained as such thereafter.

Reason: In the interest of visual amenity, residential amenity and to ensure adequate bin storage is provided for future residents and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

32. There shall be no outside storage of bins, equipment, waste, materials etc. except within the designated bin storage areas.

Reason: In the interest of visual amenity and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

33. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

Highways Note

1. The Developer is reminded that consent under the Town and Country Planning Act 1990 conveys no approval under the Highways Act 1980 for works to be undertaken affecting any part of the public highway including verges and footways and that before any such works are commenced the developer must:

- i) obtain the approval of Bridgend County Borough Council as Highway Authority to the details of any works to be undertaken affecting the public highway.
- ii) indemnify the County Borough Council against any and all claims arising from such works.
- iii) give not less than one calendar months' notice in writing of the date that the works are to be commenced to the Policy, Development and Transport Team Leader, Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend. Telephone No. (01656) 642541.

2. It is a requirement under Section 153 of the Highways Act 1980 that any gates must be located and fitted so as not to open out over the highway.

Dwr Cymru Welsh Water

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 Welsh Water is owned by Glas Cymru – a 'not-for-profit' company.

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.

Our response is based on the information provided by your Application. Should the proposal alter during the course of the Application process we kindly request that we are re-consulted and reserve the right to make new representation. If you have any queries, please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com

Land Drainage

As the development site is over 100m², a sustainable drainage Application is required. Maintenance of the sustainable drainage features will remain with the landowner. A sustainable drainage Application has been submitted to the BCBC SAB and will be approved shortly.

No surface water would be allowed to discharge to the public highway.

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

Crime Prevention

(i). Perimeter security.

The whole of the school site should be protected by fencing at least 2.4 metres in height and designed to be difficult to climb. Fencing and gates should meet the standard LPS 1175SR1 and be manufactured of weld mesh, expanded metal or similar. Fencing should be ground on a hard surface or embedded in the ground. There must be nothing adjacent to the walls/fencing to assist criminals in climbing over them and therefore gaining access into the school grounds.

Gates must be of the same height as the adjacent walls/fencing and must be kept locked when the school is unoccupied. Gates, other than the main entrance, must also be kept locked during school time. The gap under gates must be minimal to prevent persons from crawling under.

If padlocks and chains are used to secure the gates, they must meet appropriate security standards, e.g., Sold Secure.

Reason – To prevent crime and anti-social behaviour.

(ii). CCTV.

The external elevations of the building, main entrance, vehicle parking areas, bike and bin stores, and the pupil play areas should be protected by CCTV.

The images produced must be admissible in a court of law and the General Data Protection Regulations (GDPR) must be complied with.

All CCTV cameras must be protected against vandalism and be positioned in elevated positions. During school hours the cameras should be monitored from the reception area.

The CCTV recording equipment should be kept in a locked, secure internal room protected by the alarm system.

Reason – To deter and detect crime.

(iii). Lighting.

Lighting must protect the whole outside of the school building, bike stores, bin stores and vehicle parking areas. All fittings shall be vandal resistant and positioned in elevated positions.

The lighting must be controlled by photo electric cells or time switches and must complement and enhance the CCTV coverage on site.

The lighting protecting the car parking area must meet the British Standard 5489.

Reason – To increase public safety and to complement and enhance CCTV.

(iv). Landscaping.

Planting must be of a type that grows to a maximum height of 1 metre. Trees must be sited in locations that do not interfere with CCTV and lighting or provide an assist to climbing over the perimeter security. They must be bare stemmed to 2 metres from the ground and located away from buildings and perimeter security.

Reason – To increase surveillance.

(v). Signage.

Signs from the site entrance through to the school entrance must be clearly displayed and be multi-lingual.

Signs indicating that CCTV is in operation (if installed) should be in prominent positions on site.

Reason – To deter crime and to comply with GDPR.

(vi). Vehicular parking area and access.

Parking at school sites is often problematic due to a lack of parking spaces. There should be at least one parking space per member of school staff. The vehicle parking area must be lit, the lighting meeting the British Standard 5489, and it should be protected by CCTV, which should be monitored from reception during school opening hours.

The boundary of the parking area must be clearly defined. Bays must be clearly marked.

Vehicular access must be restricted to those areas necessary i.e., parking and service areas and access must be restricted to the entrance/exit point. Access into the staff car park should be controlled by a barrier system with access control fitted.

Reason – To restrict access and to prevent autocrime.

(vii). Bike stores.

Bike stores must be secure (please visit the SBD website www.securedbydesign.com for further information). They must be overlooked by rooms in the school and protected by lighting and CCTV.

Reason – To prevent bike theft.

(viii). Refuse and recycling store.

Waste disposal areas must be secure areas and sited away from the main building, as they can be a target for arson or provide access to roofs and windows. The refuse and recycling stores should be protected by doors/gates that have access control fitted, and they should meet SBD specifications.

Reason – To prevent arson and access to floors above ground floor level.

(ix). External furniture.

External furniture must be located away from buildings and perimeter security. They must be robustly constructed and either fixed in place or of a weight that is difficult to move.

Reason To prevent being climbing aids.

(x). Access to drainage and service areas.

Access to telephone junction points must if possible be prevented and manhole covers should be secured to prevent interference/removal.

Reason – To prevent metal theft.

(xi). Building shell security.

The design of the building must consider the need to prevent features that aid scaling or climbing, and hidden areas must be designed out.

The building must be constructed of materials that are resistant to attack. The first two metres of the external walls must be brickwork or materials of a similar strength.

Reason -To prevent burglary and anti-social behaviour.

(xii). Access control.

Access into building and from the lobby/reception area must be controlled by access control.

I would like to see an ability to lock down the building securely should there be an increase in threat and that appropriate doors and locking mechanisms are in place to achieve a reasonable delay both externally and internally creating layers of delay.

There needs to be a means to communicate a threat throughout the building to facilitate a lock down of the building, i.e., alarm or tannoy system. In addition, external fire doors should not have an automatic release mechanism off the fire alarm but should be manually opened and released from the inside. This will protect the occupants from impingement from the outside should the building occupants be required to implement a 'Lock Down.'

Reason – To prevent opportunist crime and to protect staff and children.

(xiii). School entrances and visitor control.

The number of public entrances into the school must be reduced to the minimum practicable.

They must be clearly signed and well illuminated.

All visitors must sign in and out and wear visitor badges.

Reason – To restrict visitors to areas and to identify them.

(xiv). Drainpipes.

Downpipes must be either flush fitting (i.e. square profile), protected or concealed within the cavities of the building.

Access to the roof of the school building must be made difficult.

Reason – To prevent access to upper floors and the roof area.

(xv). Doors.

All external doors must, where possible, meet the standard PAS 24 2022 or equivalent and must be third party tested and certificated by a UKAS accredited test house.

Fire doors must be alarmed so a signal on opening can be transmitted to the reception area. These doors must be signed to warn of alarm alert and have no visible external ironmongery fitted.

Doors that are described as fire doors, or where fire performance is declared or implied, are required to have third-party certification for smoke, security and fire performance.

All glazing to external door panels and adjacent to these door panels must be laminated.

Reason – To prevent burglary and to protect pupils and staff.

(xvi). Windows.

All external vulnerable windows must meet the standard i.e., PAS 24 2022 or equivalent and be third party tested and certificated. Any glazing in vulnerable windows must be laminated glass.

Reason – To prevent burglary.

(xvii). Intruder alarm system.

The building must be alarmed with the alarm system linked to a central monitoring station. Any alarm wires must be protected.

Consideration should be given to having a personal attack alarm installed linked to the intruder alarm system and central monitoring station. The panic buttons should

be in areas where staff are more vulnerable.

Reason – To deter and detect intruders.

Further detailed information can be obtained from the Secured by Design website www.securedbydesigning.com .

Contaminated Land notes

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.

Fire Safety

Standing Advice.

Upon examination of the submitted site plan, the Authority provides the following standard advice to assist the planning authority and developer. It is important that these considerations are addressed early in the development (delete as appropriate)

- 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

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

Appeals

The following appeal has been received since my last report to Committee:

APPEAL NO.	2068
APPLICATION NO.	A/26/2/ADV
APPELLANT	WILDSTONE ESTATES LTD
SUBJECT OF APPEAL	INSTALLATION OF DIGITAL ADVERTISEMENT HOARDING
LOCATION OF APPEAL	QUARELLA ROAD (JUNCTION WITH BOULEVARD DE VILLENAVE D'ORNON A4061) BRIDGEND CF31 1JN
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	DELEGATED OFFICER

The application was refused for the following reasons:

1. The proposed advertisement would, by reason of its size, inappropriate siting and design, constitute an unduly prominent and visually obtrusive feature to the detriment of the visual amenities of the locality including the nearby Arc Building and the Bridgend Conservation Area, contrary to the aims of Policies SP3 and SP18 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (Feb. 2024).
2. The proposed digital sign would, by reason of its size, illumination and siting, create a distraction to highway users at a busy junction with turning movements to and from Quarella Road and Boulevard De Villenave within close proximity to pedestrian crossing facilities to the detriment of highway and pedestrian safety, contrary to Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (Feb. 2024).
3. The application submission contains insufficient details and specifications of the proposed sign in terms of its height and advertisement content to enable a full assessment of all highway safety considerations to be made.

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

APPEAL NO.	2042
APPLICATION NO.	P/24/218/FUL
APPELLANT	MR H YILDIZTEKIN
SUBJECT OF APPEAL	CHANGE OF USE FROM RETAIL TO FOOD TAKEAWAY WITH THE INSTALLATION OF A NEW EXTRACTION SYSTEM
LOCATION OF APPEAL	34 BRIDGE STREET KENFIG HILL
PROCEDURE	WRITTEN REPRESENTATIONS
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.	2050
APPLICATION NO.	P/23/448/FUL
APPELLANT	E GARFIELD
SUBJECT OF APPEAL	CONVERSION OF AN EXISTING BARN INTO A 2 BED RESIDENTIAL DWELLING
LOCATION OF APPEAL	CYNHORDY FARM BRYN TERRACE LLETTY BRONGU MAESTEG
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	DELEGATED OFFICER
DECISION	THE INSPECTOR APPOINTED BY THE WELSH MINISTERS TO DETERMINE THIS APPEAL DIRECTED THAT THE APPEAL BE DISMISSED.

The Appeal and Costs decisions are attached as **APPENDIX B.**

APPEAL NO.	2057
APPLICATION NO.	P/26/239/FUL
APPELLANT	W VIDEAN
SUBJECT OF APPEAL	ALLEGED UNAUTHORISED BUILDING AND EXCAVATION WORKS
LOCATION OF APPEAL	23 LLAN ROAD MAESTEG
PROCEDURE	WRITTEN REPRESENTATIONS
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.**

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 L. Hughson-Smith LLB MSc MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 15/06/2026

Appeal reference: CAS-04662-X0R0Y3

Site address: 34 Bridge Street, Kenfig Hill, Bridgend CF33 6DD

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr. Haci Yildiztekin against the decision of the Bridgend County Borough Council.
 - The application P/24/218/FUL, dated 14 April 2024, was refused by notice dated 16 April 2025.
 - The proposed development is the change of use from retail to hot food takeaway with installation of an extraction system.
 - A site visit was made on 1 April 2026.
-

Decision

1. The appeal is allowed, and planning permission is granted for the change of use from retail to hot food takeaway with installation of an extraction system at 34 Bridge Street, Kenfig Hill, Bridgend CF33 6DD, in accordance with the terms of the application, ref: P/24/218/FUL, dated 14 April 2024, subject to the conditions set out in the schedule to this decision letter.

Application for Costs

2. An application for costs has been made by Mr. Haci Yildiztekin against Bridgend County Borough Council. This application is subject to a separate Decision.

Procedural Matter

3. The name of the appellant, as stated on the appeal form, differs to that on the original application form. As the right to appeal is reserved solely for the original applicant, the appeal will proceed in the name of the applicant as stated on the original application form.
4. I have taken the description of development from the appeal form since it is more accurate.

Main Issue

5. This is the effect of the proposal on highway safety, with particular regard to parking provision and the safe and efficient operation of the highway network in the vicinity of the appeal site.

Reasons

6. The appeal site comprises an existing commercial unit on Bridge Street, near a four-way signalised junction. It is located within a District Centre, as defined by Policy SP12 of the Bridgend County Borough Council Local Development Plan (LDP), where the surrounding area is characterised by a mix of commercial and residential uses, including a convenience store and a hot food takeaway nearby. During my site visit, albeit a snapshot in time, I observed that Bridge Street functions as a busy through route with a regular flow of traffic, including buses, and consistent pedestrian activity.
7. The carriageway immediately outside the appeal site is subject to double yellow line restrictions. There is short-stay on-street parking on Bridge Street opposite the site, limited to 30 minutes between 8am and 6pm. I observed that parking in these spaces, as well as at the nearby bus stop, can reduce the effective width of the carriageway, although this did not appear to significantly impede the free flow of traffic.
8. LDP Policy SP3 states that all development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives, including maximising opportunities for active travel and increasing public transport. LDP Policy PLA11 requires development to be served by appropriate levels of parking in accordance with the adopted SPG on parking standards.
9. The proposal does not provide any off-street parking or servicing area. However, Supplementary Planning Guidance Parking Standards SPG17 (SPG 17) sets out maximum parking standards for hot food takeaways and Note 6 of Supplementary Planning Guidance Hot Food Takeaway Establishments SPG 14 (SPG14) advises that, within district centres, on-street parking provision will be acceptable provided it would not infringe existing access or waiting restrictions. This approach is consistent with Planning Policy Wales (Edition 12) (PPW) which emphasises that parking standards should be expressed as maxima and that parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.
10. There is some disagreement as to whether the existing use is a laundrette or dry cleaners. Regardless, the proposed hot food takeaway would have different parking and traffic characteristics to both these uses, likely generating shorter visits and a higher turnover of customers, particularly at peak times. However, an increase in short-stay trips does not, in itself, demonstrate an unacceptable impact on highway safety or traffic flow.
11. The Council contends that customers and delivery drivers would park on the double yellow lines outside the site, causing obstruction near the signalised junction which would cause harm to highway safety. However, there is no substantive evidence, such as photographs or parking surveys, to indicate that such behaviour is likely, nor that existing nearby commercial uses, including the nearby takeaway, give rise to indiscriminate parking, disruption to traffic flow or effects the operation of the nearby junction. Whilst reference is made to one serious personal injury collision and another slight collision, limited information about their causes has been provided, and their relevance to the appeal proposal is therefore unclear. In any event, two incidents at different locations over a period of around five years do not indicate an established pattern of accidents in the vicinity of the appeal site.
12. The site lies within a District Centre where short-stay commercial activity is an established feature of the local highway environment. The 30-minute parking bays opposite are intended to serve such uses during daytime hours, consistent with my observations of regular vehicle turnover associated with nearby businesses, particularly the convenience

store opposite the appeal property. Although my site visit did not capture peak trading periods or the operation of a hot food takeaway, it nevertheless provided an indication of how short-stay parking demand is accommodated along this part of Bridge Street. Despite the presence of parking and waiting restrictions near the junction, I did not observe indiscriminate parking, obstruction, or disruption to traffic flow.

13. Furthermore, I have not been provided with cogent evidence to demonstrate that existing short-stay parking provision is insufficient, or that it would be unable to accommodate the likely demand arising from the proposed development. Based on my observations, and in the absence of evidence to the contrary, I consider the likely travel patterns associated with the proposed use would be consistent with the existing local highway environment and I am satisfied that reliance on nearby on-street parking would be appropriate.
14. Notwithstanding this, the appeal site is also in a sustainable location. It lies within an established District Centre, close to other shops and services, with a bus stop nearby on Bridge Street and the surrounding residential streets are within walking distance. There is, therefore, a realistic prospect that some trips would be made on foot, by public transport, or part of linked trips to other nearby shops and services.
15. It is likely the proposal would involve regular stock deliveries, in addition to customer and other delivery activity. However, stock deliveries could be managed to avoid peak operational periods through a Delivery and Servicing Management Plan, including delivery times and arrangements, which could reasonably be secured by planning condition.
16. Customer delivery activity is likely to be more frequent and less predictable than stock deliveries, particularly in the evening when residential parking demand is at its highest and the 30-minute on-street parking restrictions no longer apply. Whilst delivery drivers may operate to tight schedules, collections would generally be short-stay in nature and, in the absence of substantive evidence to the contrary, I am not persuaded that the availability of nearby on-street parking in the evening would be so constrained that drivers would be likely to park indiscriminately on the double yellow lines outside the appeal site, obstruct the highway, or require enforcement action by civil enforcement officers or the police.
17. It is also common for delivery drivers to collect multiple orders at once during busier periods, potentially reducing overall trip generation. Whilst bicycles, e-bikes or e-scooters are unlikely to be the primary mode of transport used by delivery drivers; there is no substantive evidence to suggest they are not a realistic option for at least some deliveries in the local catchment.
18. Drawing these matters together, I find that while the proposal would alter patterns of customer and delivery activity, it would do so within the context of an established District Centre characterised by short-stay parking and commercial turnover. Given the availability of nearby on-street parking, the site's accessible location, and the absence of compelling evidence to the contrary, I am not persuaded that the proposal would give rise to indiscriminate parking, obstruction, unsafe manoeuvres, or harm to the free flow of traffic or operation of the nearby junction. I, therefore, conclude the proposal would not have a harmful impact on highway safety with particular regard to parking provision and the safe and efficient operation of the highway network in the vicinity of the appeal site. This is in accordance with LDP Policy SP3 and LDP Policy PLA11 and would comply with the aims of SPG14 and SPG17. It would also align with the objectives of PPW.
19. The Council also refers to LDP policy SP17 in its decision notice. However, as this relates to the conservation and enhancement of the natural environment, it is not directly applicable in this instance, and I find no conflict with it.

Other Matters

20. I acknowledge the concerns raised by local residents and Pyle Community Council regarding noise and disturbance, including the proximity to residential properties, potential congregation outside the premises, and the operation of extraction equipment. However, the appeal site is situated within a mixed residential and commercial area on a busy road where activity levels are inherently higher than in predominantly residential settings, and in that context, I am not persuaded that any additional noise or disturbance would be so noticeable as to result in material harm. Moreover, conditions have been imposed to control noise from the extraction system and to manage odour, and I note that the Shared Regulatory Service (SRS) raises no objection. There is also no substantive evidence before me to suggest the proposal would result in poor waste management practices or contribute to unhealthy eating habits.

Conditions

21. I have amended the wording of some of the Council's suggested conditions in the interests of conciseness. Given my findings above, it is not necessary for the Delivery and Servicing Management Plan to include a management protocol for third-party delivery drivers. In any event, I do not consider such a protocol would be enforceable since it would be difficult to ascertain what vehicles are associated with the proposed use rather than other similar uses in the vicinity. The Council proposed more restrictive hours of operation than those advised by the SRS to limit potential late evening parking conflict during periods of peak residential demand. However, I do not consider this necessary in light of my findings above and have instead imposed a condition reflecting the longer hours recommended by the SRS. A condition is also required to secure biodiversity enhancements proportionate to the scale and nature of the development, in accordance with Chapter 6 of Planning Policy Wales (Edition 12), which affords significant weight to the absence of such measures.

Conclusion

22. For the above reasons, and having regard to all matters raised, I conclude that the appeal should be allowed.

23. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective to make our cities, towns and villages even better places in which to live and work.

L. Hughson-Smith

INSPECTOR

SCHEDULE OF CONDITIONS

1. The development shall begin no later than five years from the date of this decision.
Reason: To comply with the requirements 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:
 - LOCATION PLAN

- BRI-02 REV 1.2 EXISTING AND PROPOSED GROUND FLOOR PLAN
- BRI-03 REV 1.2 EXISTING AND PROPOSED FIRST FLOOR PLAN
- BRI-04 REV 1.2 EXISTING AND PROPOSED LOFT FLOOR PLAN
- BRI-05 REV 1.2 EXISTING AND PROPOSED ROOF PLAN
- BRI-08 REV 1.2 EXISTING AND PROPOSED SECTION A-A
- BRI-09 REV 1.2 EXISTING AND PROPOSED REAR ELEVATION
- BRI-10 REV 1.2 EXISTING AND PROPOSED SIDE ELEVATION
- BRI-11 REV 1.2 EXISTING AND PROPOSED SIDE ELEVATION
- PROPOSED CANOPY AND DUCTING INSTALLATION SPECIFICATION, dated 17.10.2024
- SPECIFICATION & EMAQ REPORT dated 17.10.24

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

3. No use of the premises as a hot food takeaway shall commence until a Delivery and Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall include details of the frequency and timing of commercial supply deliveries and measures to ensure that delivery and service vehicles do not stop within the 25 metre no waiting/no loading restriction adjacent to the signalised junction. The proposed hot food takeaway shall operate strictly in accordance with the approved Delivery and Servicing Management Plan for the lifetime of the development.

Reason: In the interests of highway safety and to prevent obstruction of the junction envelope in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

4. No use of the premises as a hot food takeaway shall commence until the extraction system and mitigation for the control of odour and noise has been installed in accordance with the approved details, including the document supplied by KADERFAB entitled 'Proposed canopy and ducting installation specification' Date: 17.10.2024 and 'Purified Air entitled: Specification & EMAQ Report' dated 17.10.24 and the approved drawings listed in Condition 2 of this planning permission. The extraction system and mitigation for the control of odour and noise shall be maintained and retained for the lifetime of the development.

Reason: In the interests of safeguarding the amenities of the area in accordance with Policy SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

5. The use hereby permitted shall not operate outside the hours of 11:00 to 23:00 Sunday to Thursday and 11:00 to 23:30 Fridays and Saturdays.

Reason: To protect the amenity of nearby residential properties in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

6. The rating level of the noise from the extraction system shall not exceed 38dBA as measured (or where this is not possible a combination of measurement and calculation) at any existing residential premises at the time of the grant of planning permission when assessed in accordance with BS4142:2014.

Reason: In the interests of residential amenity in accordance with Policy SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

7. The ground floor of the premises shall be used as a takeaway (Class A3 Use only), and for no other purpose including any other purpose in Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order.

Reason: In the interests of residential amenities in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

8. Prior to the commencement of development, a scheme of biodiversity enhancements shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement scheme shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development.

Reason: In the interest of protected species, in accordance with Policy 9 of Future Wales.



Appeal Decision

by L. Hughson-Smith LLB MSc MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 02/07/2026

Appeal reference: CAS-04855-M9K4F7

Site address: Cynhordy Farm, Bryn Terrace, Lletty Brongu, Maesteg CF34 0EA

- 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 Eiryl Garfield against the decision of the Bridgend County Borough Council.
 - The application P/23/448/FUL, dated 10 July 2023, was refused by notice dated 9 October 2025.
 - The proposed development is to 'convert an existing barn into a 2 bed residential dwelling for the applicant. The barn is a stone built structure with a pitched roof and dates back to early 1920's. The development will retain the size, scale and nature of the existing structure, whilst modernising the thermal performance and natural lighting features to produce an energy efficient dwelling. See enclosed Design Access Statement for more details'.
 - A site visit was made on 17 April 2026.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The description of development as stated on the appeal form indicates the proposed dwelling is for a retired agricultural worker. However, this did not form part of the original application, including the description of development, and limited evidence in this regard has been provided. As the appeal process cannot be used to evolve a scheme, I have determined the appeal based on the proposal and information considered by the Council.

Main Issues

3. These are:
 - a. Whether the proposed development is justified in its countryside location having regard to local and national planning policy; and
 - b. The effect of the proposal on highway safety.

Reasons

Countryside Location

4. The appeal site comprises a cluster of agricultural buildings at Cynhordy Farm, located in an isolated rural location, defined as open countryside by the Bridgend Local Development Plan (LDP), with the nearest settlement, Llangynwyd, around 1km away. The surrounding area has a distinctly rural character, comprising agricultural land interspersed with individual farmsteads and dwellings. The appeal site occupies an elevated position within the landscape and, whilst it benefits from some screening by existing features, it remains visible in wider views. As a result, the buildings are experienced as part of an attractive, open rural setting.
5. The proposal involves the conversion of an existing stone barn to a two-bed dwelling, including the removal and replacement of the existing blockwork lean-to structure with a two-storey extension. The proposal also includes the removal of the stone barn's small porch as well as the metal-clad Dutch hay barn and its attached lean-to store.
6. Based on the proposed plans, I am satisfied the scheme represents the conversion and extension of a rural building. Therefore, LDP Policy DNP1 applies which seeks to protect the integrity of the countryside and prevent inappropriate forms of development. It contains a presumption against development outside settlement boundaries, subject to specified exceptions. One such exception is the suitable conversion of, and limited extension to, existing structurally sound rural buildings where the development is modest in scale and clearly subordinate to the original structure. LDP Policy DNP2 also applies which sets out criteria for the conversion or renovation of rural buildings.
7. These policies are in general accord with Planning Policy Wales (Edition 12) (PPW) which strictly controls development in the countryside and advises that such development should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure and access, and should be of a design that respects the character of the surrounding area.
8. I acknowledge the proposal, due to the removal of existing structures, would result in a smaller overall footprint of built form compared to the existing situation. I also note that the proposed two storey extension would be lower in height than the existing Dutch barn. Nevertheless, the existing buildings, including the Dutch barn, have a simple agricultural appearance and are read as part of the rural character of the site and wider landscape.
9. In contrast, the proposed two-storey extension would replace a simple single-storey structure with a materially taller form that would rise above the ridge of the retained stone barn. Its increased height, narrower proportions and steeper roof pitch, compared to the retained barn, would give it a noticeably more domestic character and create an awkward and unbalanced relationship between the two elements. Rather than appearing limited and sympathetic, the extension would represent a substantial addition that would dominate the retained stone barn. Although the proposal includes the use of stone and incorporates the original trusses, this would not overcome the fundamental concerns regarding the overall development's scale, form and domestic character.
10. The domesticating effect would be compounded by the proposed fenestration. While the retained stone barn contains some existing openings, these are limited and reflect its simple agricultural character. The proposal would introduce substantial glazing to the southern elevation of the stone barn, together with numerous wide glazed openings to the front elevation of the proposed extension and several rooflights. Taken together, these additions would add to the domestic appearance of the scheme, would further erode the simple appearance and agricultural character of the appeal site and fail to satisfactorily

integrate into the surrounding rural landscape. The proposal would, therefore, conflict with LDP Policy DNP2 criterion 2) and LDP Policy SP3 which requires, amongst other things, all development to be appropriate to its local context including in terms of size, scale, height, massing, elevational treatment, materials and detailing.

11. The appellant refers to other dwellings in the local area which are said to have a greater impact on the landscape than the proposal. However, insufficient detail, such as specific addresses or planning histories, has been provided to allow a meaningful comparison. I have considered the planning permission for the Old House, Llangynwyd Village (ref: P/16/1003/FUL). This relates to the renovation and remodelling of a listed public house and associated outbuildings, along with the construction of an extension within the defined settlement boundary of Llangynwyd and was considered under the previous LDP. Given these differences in context and policy background, it is not directly comparable to the appeal proposal. I have, therefore, determined the appeal on its own merits.
12. For residential conversions, LDP Policy DNP2 (criterion a) also requires evidence that the building has been appropriately marketed for alternative uses, such as farm diversification, business, community, tourism or recreational uses, and that such alternative uses are not viable, and the advice contained in Technical Advice Note 6: Planning for Sustainable Rural Communities does not negate this requirement. I acknowledge the building lacks mains services, including electricity, water, sewerage and telecommunication. However, no detailed viability evidence, costed service information, marketing evidence, or other substantive assessment of alternative uses has been provided to demonstrate such alternative uses are not viable. Consequently, I am not satisfied that the requirements of Policy DNP2 in this respect have been met.
13. Turning to the sustainability of the location, the appellant states that Llangynwyd can be reached via a public bridleway/footpath which would reduce the need to travel by car. However, there is limited evidence to indicate the specified route is lit, surfaced, has dedicated pedestrian infrastructure, or would otherwise provide a convenient and practical everyday means of accessing services, public transport and community facilities, particularly in poor weather or during the hours of darkness.
14. Whilst the route may offer some opportunity for walking, I am not persuaded it would make the appeal site accessible for day-to-day needs. Future occupiers would, therefore, be likely to rely heavily on the private car. The proposal would, therefore, conflict with criterion b) of LDP Policy DNP2 and with LDP Policy SP5 which, amongst other things, seeks to minimise the need to travel, reduce dependency on the private car and enable sustainable access to employment, education, local services and community facilities.
15. Drawing the above together, the proposal fails to satisfy all the relevant criteria of LDP Policy DNP2 and, therefore, would not satisfy the exception requirements of LDP Policies DNP1. It would introduce an unjustified open market dwelling in the countryside, in a location where future occupiers would be likely to rely heavily on private motor vehicles, and through works which would fail to retain and respect the rural character of the existing agricultural building and surrounding landscape. The proposal would therefore conflict with LDP Policies DNP1, DNP2, SP3 and SP5, and with the objectives of Planning Policy Wales.

Highway Safety

16. LDP Policy SP5 which requires all development, amongst other things, to provide safe and efficient access to the transport network, and LDP Policy PLA12 states that all development must provide permeable, legible, direct, convenient, attractive and safe walking routes, as well as other things. One of the criteria of LDP Policy DNP2 is that

proposals for the conversion of rural buildings provide safe access for pedestrians and vehicles.

17. The appeal site is accessed from Bryn Terrace via an unadopted rural lane. I observed that the lane is narrow in places with restricted forward visibility at certain points, lacks a segregated footway and street lighting, and that opposing vehicles may need to slow, manoeuvre or make use of informal passing places. However, such characteristics are typical of rural lanes, where drivers are expected to proceed with appropriate caution. Therefore, in this context, these limitations do not, in themselves, indicate that the access is unsafe or incapable of accommodating the level of traffic likely to arise from the proposal.
18. The proposed two-bedroom dwelling is anticipated to generate approximately 6 to 8 vehicle movements per day. This represents a modest increase and would be unlikely to materially alter existing traffic conditions, particularly as the evidence indicates that the lane already serves a small number of dwellings as well as agricultural activity. Moreover, no substantive evidence is presented which demonstrates existing highway safety issues attributable to the current conditions or use of the lane, such as accident records, or that the development would materially worsen existing conditions.
19. The absence of lighting and a formal footway may reduce the attractiveness and convenience of the route for pedestrian, particularly during hours of darkness or inclement weather. However, as per my findings above, it is reasonable to expect that future occupants would predominantly rely on private vehicles for day-to-day travel. As such, pedestrian activity associated with the proposal is likely to be limited. Consequently, I am not persuaded that the development would give rise to a material increase in the risk of conflict between pedestrians and vehicles.
20. The appellant has drawn my attention to a permanent permission for holiday accommodation nearby (ref: P/16/508/RLX, formerly a temporary permission under application ref: P/11/282/FUL). However, I do not consider this development to be directly comparable to the proposal before me given it is for a different use and was determined under a different planning policy regime. Regardless of this, I am satisfied for the reasons given above that the level of traffic likely to be generated would be modest and would not give rise to unacceptable highway safety impacts or affect the safe operation of the lane. I, therefore, conclude that the proposal would not have an unacceptable effect on highway safety and would accord with the requirements of LDP Policies SP5, PLA12 or DNP2.

Other Matters

21. I am aware the proposed dwelling is needed to provide accommodation for elderly relatives and, whilst not planning policy, I note the Age Friendly Community Principles and National Strategy for Older People in Wales. I am also aware no local resident objections to the application were received. However, limited information has been provided regarding the relative's current circumstances, their specific accommodation and/or care needs, why those needs must be met at the appeal site, or what consequences would arise if the appeal was dismissed.
22. Notwithstanding that, there is no cogent evidence which persuades me that the scheme as designed represents the only viable means of meeting the appellant's needs. Nevertheless, I accept that the scheme would provide some benefits to the appellant, based on the evidence presented. However, I do not consider they would outweigh the significant harm I have identified in relation to the first main issue. Accordingly, I find that it is proportionate and necessary to dismiss the appeal.

23. I note the other benefits of the proposal as cited by the appellant including the re-use and long-term retention of an existing rural building, the likely efficient energy performance of the development and the provision of a high-quality residential unit. However, given the scale and nature of the proposal, the scope of these benefits would be limited and do not outweigh the policy conflict identified above in relation to the first main issue. There is also no substantive evidence that dismissing the appeal would have an adverse impact on the Welsh language.

Conclusion

24. I have found that the proposal would be acceptable in terms of highway safety, however the conflict with local and national planning policies is significant and a compelling factor that has led to my decision. For the reasons given above, and having regard to all matters raised, I conclude that the appeal should be dismissed.

25. 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.

L Hughson-Smith

INSPECTOR



Costs Decision

by L. Hughson-Smith LLB MSc MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 02/07/2026

Costs application in relation to Appeal Ref: CAS-04855-M9K4F7

Site address: Cynhordy Farm, Bryn Terrace, Lletty Brongu, Maesteg CF34 0EA

- The application is made under the Town and Country Planning Act 1990, sections 78, 322C and Schedule 6.
 - The application is made by Eiryl Garfield for a full award of costs against Bridgend County Borough Council.
 - The appeal was against the refusal of planning permission for 'the proposal is to convert an existing barn into a 2 bed residential dwelling for the applicant. The barn is a stone built structure with a pitched roof and dates back to early 1920's. The development will retain the size, scale and nature of the existing structure, whilst modernising the thermal performance and natural lighting features to produce an energy efficient dwelling. See enclosed Design Access Statement for more details'.
 - A site visit was made on 17 April 2026.
-

Decision

1. The application for an award of costs is refused.

Reasons

2. The Section 12 Annex 'Award of Costs' of the Development Management Manual ('the Annex') advises that, irrespective of the outcome of an appeal, costs may only be awarded against a party who has behaved unreasonably, and that such behaviour has caused the party applying for costs to incur unnecessary or wasted expense in the appeal process.
3. Whilst I note the applicant's concerns regarding the Local Planning Authority's lack of communication and collaboration during the planning application process, the LPA is not obligated to negotiate or provide advice to applicants on alternative proposals when dealing with applications. Nevertheless, the evidence of correspondence before me indicates that some engagement between the LPA and applicant occurred during the life of the application, including the LPA providing an overview of its concerns with the proposal in an email dated 20 March 2025. I do not, therefore, find the LPA acted unreasonably in this regard.
4. The Officer's Report does not fully address the public bridleway/footpath as an alternative walking route to the nearest settlement, or the other developments referred to by the applicant, including planning approvals ref: P/16/1003/FUL and P/16/508/RLX. However,

these matters were addressed adequately in the LPA's Statement of Case for the appeal and, as set out in the main decision I did not find the public bridleway/footpath to be a realistic walking route, nor did I find the cited planning approvals to be comparable to the appeal proposal. As such, I am not persuaded that the lack of detail on these matters within the Officer's Report amounts to unreasonable behaviour.

5. The applicant also contends that the LPA acted unreasonably in requesting structural and ecology information, given that the application was ultimately refused. Bridgend Local Development Plan Policy DMP2 requires rural buildings to be structurally suitable for conversion, it was therefore reasonable for the LPA to seek structural evidence. Similarly, given the proposal involved the conversion of a stone barn in the countryside, it was reasonable to request bat information, particularly given the barn was subsequently found to hold a small roost for bats. The application subsequently being refused does not make those requests unreasonable, as the information was necessary to properly assess the proposal.
6. There were significant delays in determining the application, well beyond the statutory time limits. I note that some delay was caused by the submission of ecology information after the application had been submitted. However, once this information was submitted, the application still took over a year to determine. Aside from workload pressures, there is limited substantive evidence before me to explain the extent of the delay, particularly given that the application was recommended for refusal on the 17th of July 2025, as stated in Table 1: Correspondence Timetable contained in the LPAs Response to Application for Costs Statement, yet the decision notice was not issued for around another 3 months. On the evidence before me, I find that the LPA acted unreasonably in delaying the determination of the application.
7. However, in order for costs to be awarded, the LPA's unreasonable behaviour must also have caused the applicant to incur unnecessary or wasted expense in the appeal process. Despite my finding that the LPA acted unreasonably in delaying the determination of the application, I found the council's reason for refusal in relation to the first main issue as set out in the main decision to be well founded. Therefore, this substantive matter in dispute between the parties could have only been addressed through an appeal. As the appeal could not have been avoided, I am not satisfied that unnecessary or wasted expense has been incurred because of the LPA's unreasonable behaviour.
8. For the reasons set out above, the application for the award of costs is refused.

L. Hughson-Smith

INSPECTOR



Appeal Decision

by P J Davies BSc (Hons) MA MRTPI

an Inspector appointed by the Welsh Ministers

Date of decisions: 07/07/2026

Appeal reference: CAS-04950-D1L4K3

Site address: Land at 23 Llan Road, Cwmfelin, Maesteg CF34 9HN

- The appeal is made under section 174 of the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991.
 - The appeal is made by Warren Videan against an enforcement notice issued by Bridgend County Borough Council.
 - The Enforcement Notice, numbered ENF/314/24/AC was issued on 16 February 2026.
 - The breach of planning control as alleged in the notice is 'Without planning permission the change of use of part of the land from a field to a parking area to serve 23 Llan Road, Cwmfelin by (i) the provision of a retaining wall ("**retaining wall**") located to the East of the garage on the land as shown in the approximate position by a blue line on the attached plan and (ii) a hardstanding area ("**hardstanding area**").
 - The requirements of the notice are: (a) Remove the retaining wall in its entirety (together with all resulting materials from the land); b) remove in their entirety all the aggregate materials that form the Hardstanding Area from the Land; c) Re-grade the Hardstanding Area and reinstate the slope on the Land to accord with the details in the attached Plan 402 dated 15 October 2024; and d) Seed the whole area previously covered by the Hardstanding Area and the Retaining Wall with grass.
 - The period for compliance with the requirements is by the expiry of Three (3) months after the date on which this Notice takes effect.
 - The appeal is proceeding on the grounds set out in section 174(2)(g) of the Town and Country Planning Act 1990 as amended.
 - A site visit was made on 22 May 2026.
-

Decision

1. The appeal is dismissed, and the Enforcement Notice is upheld.

Reasons

2. An appeal under ground (g) is that the time given to comply with the requirements of the Enforcement Notice is too short. In this case the period for compliance is three months.
3. The unauthorised works were carried out with the intention of complying with a condition on a planning permission for extensions and alterations to the existing house, 23 Llan Road. This required that parking space be provided for the approved development. A

subsequent planning application (Ref P/25/342/FUL) to regularise the unauthorised works was refused on 9 October 2025. In their grounds of appeal, the appellant states an intention to submit a pre-application enquiry to the Council to seek a solution to regularise these works via a full application. At the same time, it is claimed that the appellant used the site as a garden for many years and will seek to regularise this through the submission of an application for a Lawful Development Certificate for an Existing Use or Operation or Activity. The appellant is therefore seeking an extended period of compliance to allow time for a formal application to be prepared.

4. I have not been made aware of any progress with an application, and despite the appellant's assurances that these matters will be resolved, there is no certainty that planning permission will be forthcoming or that lawfulness of any change of use will be established. Nonetheless, the Council would have the discretion to delay actively pursuing the requirements of the Notice if it is satisfied that suitable progress is being made. Indeed, this course of action is acknowledged by the Council in this case. Bearing in mind that planning permission for the unauthorised works was refused some time ago and that a period of time has elapsed since enforcement proceedings were commenced, I find that extending the period of compliance would further prolong the identified public harm without justification.
5. I find that the specified period of compliance reasonably balances the competing private and public interests. As such, I conclude that the appeal should not succeed.

Conclusions

6. For the above reasons, and having regard to all matters raised, I conclude the appeal should be dismissed, and the Enforcement Notice upheld.
7. 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.

P J Davies

INSPECTOR

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Meeting of:	DEVELOPMENT CONTROL COMMITTEE
Date of Meeting:	23 JULY 2026
Report Title:	TIMETABLE FOR PREPARATION OF NEXT SET OF SUPPLEMENTARY PLANNING GUIDANCE 2026/27
Responsible Chief Officer:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	ADAM PROVOOST STRATEGIC PLANNING AND TRANSPORTATION MANAGER
Policy Framework and Procedure Rules:	The report content has no direct effect upon the policy framework and procedure rules.
Executive Summary:	The Replacement Local Development Plan (RLDP) was adopted by Council on 13 March 2024 and is the formal basis to determine planning applications. This report advises Members of the intention to progress six Supplementary Planning Guidance documents in 2026/27 to support implementation of the RLDP's policies and allocations. These include Educational Facilities and Residential Development, Planning Obligations and Infrastructure, Parking Standards, Green Infrastructure, Biodiversity and Employment. Adopted SPGs act as material considerations in determining planning applications and provide additional topic-based guidance to elected members, the public, developers and applicants. SPGs do not introduce new planning policies, rather build on adopted policy and provide additional clarity and interpretation.

1. Purpose of Report

- 1.1 The purpose of the report is to update Development Control Committee Members on the preparation of the next set of Supplementary Planning Guidance documents (**SPG**) to support the policies and proposals of the adopted Replacement Local Development Plan (**RLDP**). It outlines a timetable to pursue adoption of six SPGs within the current financial year 2026/2027: (i) Educational Facilities and Residential Development, (ii) Planning Obligations and Infrastructure, (iii) Parking Standards, (iv) Green Infrastructure, (v) Biodiversity and (vi) Employment.

2. Background

- 2.1 Members will be aware that the RLDP was adopted by Council on 13 March 2024. As such, the adopted RLDP is the legal basis for making land use planning decisions in Bridgend County Borough. It is imperative to prepare a suite of up-to-date SPGs to support the RLDP by building upon and providing more detailed guidance on the policies contained in the RLDP. Each SPG will identify relevant RLDP planning policies likely to affect the topic, summarise related planning issues and provide guidance to elected members, the public, applicants and developers on how to meet and comply with the relevant RLDP policies.
- 2.2 Since adoption of the RLDP, four SPGs have been adopted by Council: Affordable Housing (June 2025), Retail and Commercial Development (September 2025), Outdoor Recreation Facilities (January 2026) and Houses in Multiple Occupation (February 2026).
- 2.3 Adopted SPGs act as '*material considerations*' in planning decision-making and carry significant weight as evidence when determining a planning application, either via a delegated officer decision or a Development Control Committee resolution. An up-to-date suite of SPG documents will prove essential in the proper determination of applications that are anticipated to come forward during the RLDP period, especially in the delivery of the five strategic sites identified in the RLDP.

3. Current situation/ proposal

- 3.1 The Council's Strategic Planning Policy Team are seeking to bring forward six new SPG documents to Committee for discussion and progression throughout the remainder of 2026/27. As per current practice, Members of Committee will be asked to volunteer to act as '*champions*' in each area to inform and assist in the development of each draft SPG. A Member Workshop will then be held to discuss each draft SPG in more detail before seeking Cabinet approval to commence public consultation. Once agreed by Cabinet, each draft SPG will be subject to public consultation (for 6 weeks) prior to being finalised and then reported back to Cabinet for approval to seek adoption at Council.
- 3.2 The six SPGs that are due to be progressed towards adoption are as follows:

1. Educational Facilities and Residential Development

The SPG will update the existing SPG 16: *Educational Facilities and Residential Development*, adopted in 2021. The purpose of this SPG is to explain the Council's approach to the provision of educational facilities and outline how planning obligations will be sought to provide or increase the capacity of education and school facilities as part of new residential developments. Councillors Griffiths, Haines and Hughes were nominated as Member *Champions* to assist in production of this SPG.

An initial draft has already been subject to public consultation between 17/03/2026 and 28/04/2026 and responses to that consultation are currently being reviewed before the SPG is progressed towards adoption.

2. Planning Obligations and Infrastructure

This new SPG will clarify how planning obligations will be secured (where appropriate) and monitored to deliver key infrastructure and support implementation of the RLDP. It will also consolidate the suite of SPGs that contain thematic planning guidance on different forms of planning obligation (i.e. Affordable Housing, Education and Recreation). A non-technical supplemental guide will also be produced alongside this SPG to explain how planning financial contributions may/may not be spent. A Member champion is sought to assist progressing this SPG, with initial discussions expected to take place from August 2026.

3. Parking Standards

The SPG will update the existing SPG 17: *Parking Standards*, adopted in 2011. It will detail parking requirements for new developments, while addressing sustainability considerations including ‘*active travel*’ (walking, cycling and public transport use), electric vehicle infrastructure and *travel plans* to reduce private car reliance. A Member champion is sought to assist progressing this SPG, with initial discussions expected to take place from September 2026.

4. Green Infrastructure

This SPG will update some of the existing SPG 19: *Biodiversity and Development*, adopted in 2014, through drafting of a new SPG to focus specifically on Green Infrastructure. This SPG will detail how to successfully incorporate green infrastructure into development design, including potential linkages with the wider green infrastructure network, while maximising benefits for people and wildlife. Due to the national requirement for all applications to submit a *green infrastructure statement* (set out in Planning Policy Wales Edition 12), this SPG will also provide necessary advice required to assist in the production of these statements. A Member champion is sought to assist progressing this SPG, with initial discussions expected to take place from September 2026.

5. Biodiversity

This SPG will update some of the existing SPG 19: *Biodiversity and Development*, adopted in 2014, through drafting of a new SPG to focus specifically on *Biodiversity*. The SPG will provide further clarity on securing *net benefit* for biodiversity (leaving the natural environment and ecosystems in a measurably better state post implementation of planning consent), through the application of the *step-wise approach* (the sequential framework to achieve this by ensuring that any adverse environmental effects are firstly avoided, then minimised, mitigated and, as a last

resort, compensated for). A Member champion is sought to assist progressing this SPG, with initial discussions expected to take place from September 2026.

6. Employment

This new SPG will elaborate on the RLDP's *employment strategy*, which seeks to achieve a sustainable balance between new homes and employment opportunities, to promote local business growth and minimise out-commuting. It will clarify the RLDP's role in protecting allocated employment sites and expand on the RLDP's Policies for determining applications for non-employment uses on such sites. It will also provide a template to assist applicants in demonstrating the viability of rural business proposals. A Member champion is sought to assist progressing this SPG, with initial discussions expected to take place from October/November 2026.

- 3.3 A timetable of planned Committee Member Workshops and target dates on which to seek Cabinet approval to commence consultation on each SPG is summarised under Table 1 below:

Table 1: Anticipated SPG Timetable

SPG	Member Workshop	Cabinet (Pre Consultation)
Educational Facilities and Residential Development SPG	Undertaken on 05/02/2026	Approved for consultation on 10/03/2026; consultation held between 17/03/2026 and 28/04/2026. Responses being considered.
Planning Obligations and Infrastructure SPG	03/09/2026	22/09/2026
Green Infrastructure and Biodiversity SPGs	14/10/2026	20/10/2026
Parking Standards SPG	15/10/2026	20/10/2026
Employment SPG	26/11/2026	15/12/2026

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 The protected characteristics identified within the Equality Act 2010, 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. This is an information report, therefore it is not necessary to carry out an Equality Impact assessment in the production of this report. 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 implications and connection to Corporate Well-being Objectives

- 5.1 The RLDP has full regard to the provisions of the Well-being of Future Generations (Wales) Act 2015 and to the “Well-being Goals”. The promotion and recognition of well-being was interwoven into RLDP preparation from the outset, through effective stakeholder engagement via the Public Service Board. The theme of well-being and the provisions of the Well-being of Future Generations (Wales) Act 2015 are considered through the Sustainability Appraisal process and reflected in the use of the local Well-being Goals in framing the RLDP’s Strategic Objectives and the Strategic Policies.
- 5.2 The RLDP provides the framework to deliver against all Corporate Well-being Objectives by enabling delivery of new homes, jobs, education facilities, recreation provision, highways improvements, active travel provision and a wide range of other supporting infrastructure. Development of SPGs will further enhance this RLDP framework by providing additional guidance to facilitate effective policy application.

6. Climate Change and Nature Implications

- 6.1 The importance of decarbonisation, climate and nature are interwoven throughout the RLDP to help protect, sustain and enhance the natural environment over the long term. These fundamental principles will be enshrined within supporting SPGs which seek to enable developments to come forward based on the *20 minute neighbourhood* principle. This aims to ensure residents can meet the majority of their daily needs (such as work, shopping, education, healthcare, and recreation) within a 20-minute walk or cycle from their home. The approach aims to reduce car reliance, boost local economies and lower carbon emissions. Equally, development of the Green Infrastructure and Biodiversity SPGs will support delivery of the Council’s climate change ambitions and will seek to make a positive impact on wildlife, nature and biodiversity within the County Borough.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no Safeguarding and Corporate Parent Implications arising from this

report.

8. Financial Implications

- 8.1 None – preparation of SPGs will be facilitated through use of existing resources.

9. Recommendation(s)

- 9.1 It is recommended that the Development Control Committee notes the report.
- 9.2 It is recommended that Development Control Committee note progress on (i) the new proposed SPG *Educational Facilities and Residential Development* (Member Champions: Councillors Griffiths, Haines and Hughes) AND nominate Members to 'champion' production of the next five new proposed SPGs due to be progressed throughout the remainder of 2026/27: (ii) Planning Obligations and Infrastructure, (iii) Parking Standards, (iv) Green Infrastructure, (v) Biodiversity and (vi) Employment.

Background documents

None

TRAINING LOG

All training sessions will be held in the Council Chamber but can also be accessed remotely via Microsoft Teams.

<u>Subject</u>	<u>Date</u>
Planning enforcement procedures	23 July 2026 (after Committee meeting)
Design, scale and massing	2 September 2026
Planning Obligations SPG	3 September 2026 (2pm after Committee meeting)
Green infrastructure and biodiversity SPGs	14 October 2026
Parking SPG	15 October 2026 (2pm after Committee meeting)
Heneb Archaeological Trust presentation	25 November 2026
Employment SPG	26 November 2026 (2pm after Committee meeting)
Dwr Cymru/Welsh Water update	6 January 2027
Planning and health impact assessments	17 February 2027
Active travel / strategic transport	30 March 2027
Significant Infrastructure Projects	11 May 2027

(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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