

Public Document Pack

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Bridgend County Borough Council

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



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

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



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

Dyddiad/Date: Wednesday 26 August 2026

Dear Councillor,

DEVELOPMENT CONTROL COMMITTEE

A meeting of the Development Control Committee will be remotely via Microsoft Teams on **Thursday, 3 September 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 14/10/2026 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 23/07/2026

5 - 20

By receiving this Agenda Pack electronically you will save the Authority approx. £7.96 in printing costs

5 Public Speakers

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

6 Amendment Sheet

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

7 Development Control Committee Guidance

21 - 24

8 P/25/507/HYB - Land west of Bridgend (Land between Llangewydd Road and A473 Bridgend)

25 - 132

9 P/21/47/FUL - Land south of Old House Pub, Llangynwyd, CF34 9SB

133 - 160

10 P/26/257/FUL - 7 Ynyslas, Porthcawl, CF36 5EF

161 - 176

11 P/25/722/FUL - Land south of Wyndham Close, Brackla Industrial Estate, Brackla, CF31 2AN

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12 Appeals

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13 Annual Monitoring Report

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14 Supplementary Planning Guidance (SPG): Educational Facilities and Residential Development

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15 Training Log

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16 Urgent Items

To consider any items of business that by reason of special circumstances the chairperson is of the opinion should be considered at the meeting as a matter of urgency in accordance with the Procedure Rules set out in the Constitution.

Note: This will be a Hybrid meeting and Members and Officers will be attending in the Civic 4 Level Conference Room, Civic Offices, Angel Street, Bridgend / Remotely via Microsoft Teams. The meeting will be recorded for subsequent transmission via the Council's internet site which will be available as soon as practicable after the meeting. If you would like to view this meeting live, please contact cabinet_committee@bridgend.gov.uk or tel. 01656 643148 / 643694 / 643513 / 643159.

Yours faithfully

K Watson

Chief Officer Legal, Regulatory and Electoral Services

Councillors:

RJ Collins

C L C Davies

RM Granville

S J Griffiths

D T Harrison

M L Hughes

D M Hughes

M R John

W J Kendall

M Lewis

J Llewellyn-Hopkins

J E Pratt

I M Spiller

A Wathan

I Williams

R Williams

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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

MINUTES OF A MEETING OF THE DEVELOPMENT CONTROL COMMITTEE HELD REMOTELY - VIA MICROSOFT TEAMS ON THURSDAY, 23 JULY 2026 AT 10:00

Present - Virtually

Councillor RM Granville – Chairperson

RJ Collins
M L Hughes
J Llewellyn-Hopkins
I Williams

C L C Davies
D M Hughes
J E Pratt
R Williams

S J Griffiths
M R John
I M Spiller

D T Harrison
W J Kendall
A Wathan

Officers:

Huw Boaler
Alex Carey
Rhodri Davies
Gillian Dawson
Craig Flower
Dion Douglas
Stephen Griffiths
Abigail James
Steven Jenkins
Adrian Jones
Christopher Lewis
Moiria Lucas
Stuart Mander
Robert Morgan
Janine Nightingale
Jonathan Parsons
Michael Pitman
Adam Provoost
Michelle Smith
Leigh Tuck
Chris Waite

Senior Planning Officer
Principal Officer - Highways Development
Development & Building Control Manager
Lawyer - Planning
Planning Support Team Leader
Principal Planning Officer
Democratic Services Officer - Committees
Planning Officer
Development Control Team Leader
Planning Enforcement Officer
Project Manager - School Modernisation
Senior Conversation & Design Officer
Group Manager - Housing & Homelessness Services
Principal Officer Highways Development Control
Corporate Director - Communities
Group Manager – Planning and Development Services
Technical Support Officer – Democratic Services
Strategic Planning & Transportation Manager
Strategic Resources and Planning Officer
Senior Development Control Officer
Principal Architectural Technologist

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

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026**259. Apologies for Absence**

Decision Made	None
Date Decision Made	23 July 2026

260. Declarations of Interest

Decision Made	Agenda Item 8: Cllr J E Pratt – Personal – Member of Porthcawl Town Council. Agenda Item 9: Cllrs I M Spiller, A Wathan and I Williams – Personal – Members of Bridgend Town Council. Agenda Item 11: Cllr J E Pratt – Prejudicial – Family member attends Mynydd Cynffig Junior School. Agenda Item 12: Cllr J E Pratt – Prejudicial – Family member attends Porthcawl Primary School.
Date Decision Made	23 July 2026

261. Site Visits

Decision Made	<u>RESOLVED:</u> The date of Wednesday, 02/09/2026 was approved for site inspections arising at the meeting or identified in advance of the next Committee meeting by the Chairperson.
Date Decision Made	23 July 2026

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

262. Approval of Minutes

Decision Made	<u>RESOLVED:</u> That the minutes of a meeting of the Development Control Committee dated 11 June 2026 be approved as a true and accurate record.
Date Decision Made	23 July 2026

263. Public Speakers

Decision Made	The following public speakers had registered to speak at today's meeting, on Planning Application P/25/737/FUL: Cllr S Bletsoe Cllr D Unwin – Bridgend Town Council Mike Williams Liam Griffiths-Downing
Date Decision Made	23 July 2026

264. Amendment Sheet

Decision Made	<u>RESOLVED:</u> That the Chairperson accepted the Development Control Committee Amendment Sheet as an urgent item, in accordance with Part 4 (paragraph 4) of the Council Procedure Rules. This allows for Committee to consider any necessary modifications to the Committee Report, so as to take account of any late representations and revisions that require to be accommodated.
Date Decision Made	23 July 2026

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026**265. Development Control Committee Guidance**

Decision Made	<u>RESOLVED:</u> That Committee noted the Development Control Committee Guidance as shown in the report of the Corporate Director – Communities.
Date Decision Made	23 July 2026

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

Decision Made	<u>Proposal:</u> 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 The Application and original Recommendation were considered by the Development Control Committee on 11 June 2026. Members voted against the Recommendation to grant the Application by seven (7) votes to six (6). The Application was considered at this meeting of the Development Control Committee. The recommended was 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. Members debated the application and agreed to vote upon whether it should be approved subject to conditional consent. The result of the vote was that the application be REFUSED by eight (8) votes to four (4). <u>RESOLVED:</u>
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

	That the above application be REFUSED for the following reasons in the addendum report: 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.
Date Decision Made	23 July 2026

267. P/25/737/FUL - Land Adjacent 44 Canberra Road, Bridgend CF31 1HH

Decision Made	Proposal: Demolition of the existing garages and construction of 6no. 1-bedroom flats and associated works <u>RESOLVED:</u> (A) That the above application be granted and the applicant be required to enter into a Section 106 Agreement to: (1) 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.
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

	(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 Conditions contained in the report of the Corporate Director Communities Subject to the inclusion of the additional Conditions 20 and 21 to the consent: 20. 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. 21. 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.
Date Decision Made	23 July 2026

208. P/24/457/FUL - Land South-west of Pont Rhyd Y Cyff, Llangynwyd

Decision Made	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). Committee agreed to vote upon whether or not to grant the application. Following conclusion of the vote, Members voted for the Recommendation to GRANT the Application by twelve (12) votes to two (2). <u>RESOLVED:</u> (A) That the above application be granted and the applicant be required to enter into a Section 106 Agreement to secure as follows: (1) 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; (2) a financial contribution of £593,347.16 (Index Linked) towards Education provision within the locality of the Application site; (3) 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; (4) a fee of £360 towards the inspection/certification of on-site Outdoor Recreation Facilities; (5) 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;
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	(6) 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, (7) 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. (8) a financial contribution of £10,000 (Index Linked) towards the resurfacing and/or improvements of 'FP1 Llangynwyd Middle' Public Right of Way. (9) 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 Section 106 Agreement subject to the Conditions contained in the report of the Corporate Director Communities Subject to the amendment of Condition 24 <u>(Construction Environmental Management Plan)</u> shown in bold: 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;
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	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 measures 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 measures 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). <u>New Condition 45 (Comprehensive drainage scheme)</u> 45. 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.
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

	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). An 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.
Date Decision Made	23 July 2026

269. P/24/719/BCB - Mynydd Cynffig Junior School, Pwllgath Street, Kenfig

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

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026**Hill CF33 6ET**

Decision Made	<u>Proposal</u> 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 Tondu Woodlands and all other associated works. <u>RESOLVED:</u> That the above application be GRANTED, subject to the conditions contained in the report of the Corporate Director Communities AND Subject to the amendment to Condition 9 of the report, as follows: 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).
Date Decision Made	23 July 2026

270. P/25/553/BCB - Porthcawl Primary School, Meadow Lane, Porthcawl
CF36 5EY

Decision Made	<u>Proposal:</u> 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
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This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

	School. <u>RESOLVED:</u> That the above application be GRANTED, subject to the conditions contained in the report of the Corporate Director Communities.
Date Decision Made	23 July 2026

271. Appeals

Decision Made	<u>RESOLVED:</u> That the appeals received since the last meeting of the Committee as shown in the report of the Corporate Director – Communities, be noted.
Date Decision Made	23 July 2026

272. Timetable for Preparation of Next Set of Supplementary Planning Guidance 2026/27

Decision Made	<u>RESOLVED:</u> The Development Control Committee noted the report. Development Control Committee further noted progress on the new proposed SPG Educational Facilities and Residential Development (Member Champions: Councillors Griffiths, Haines and Hughes) AND nominated the following Members to ‘champion’ production of the new proposed SPGs due to be progressed throughout the remainder of 2026/27:
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

	Planning Obligations and Infrastructure Cllr R Granville Green Infrastructure and Biodiversity Cllr W Kendall Cllr Johnanna Llewellyn-Hopkins Parking Standards Cllr J E Pratt Employment Cllr Martin Hughes
Date Decision Made	23 July 2026

273. Training Log

Decision Made	<u>RESOLVED:</u> That the report of the Corporate Director – Communities advising Members of up-and-coming training initiatives be noted.
Date Decision Made	23 July 2026

274. Urgent Items

Decision Made	None.
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DEVELOPMENT CONTROL COMMITTEE - THURSDAY, 23 JULY 2026

Date Decision Made	23 July 2026
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To observe further debate that took place on the above items, please click this [link](#).

The meeting closed at 12:45.

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/25/507/HYB

APPLICANT: Llanmoor Development Co Limited C/o Boyer Planning, Third Floor, Park House, Greyfriars Road, Cardiff, CF10 3AF

LOCATION: Land west of Bridgend (land between Llangewydd Road and A473 Bridgend)

PROPOSAL: Hybrid planning application (outline/full) for a residential development for up to 850 homes, public open space and a primary school, alongside landscaping, drainage, Green Infrastructure with vehicular and pedestrian/cycle access (outline application with all matters reserved except for means of access and full application for the initial phase comprising 377 dwellings, internal estate roads, public open space (including play areas), drainage, internal footpaths/cycleway with parking/landscaping together with associated works)

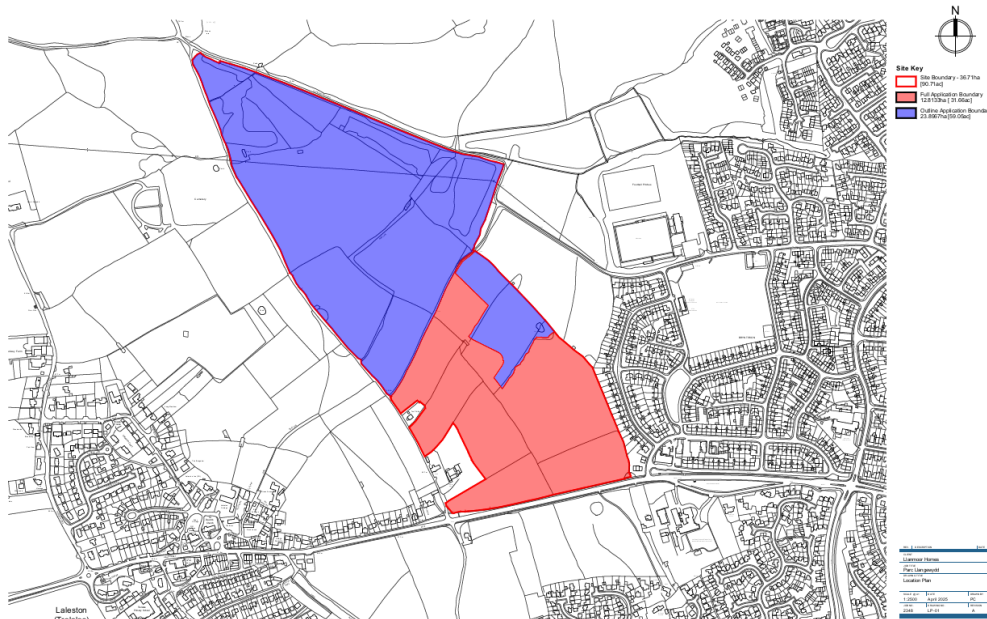
RECEIVED: 13 August 2025

APPLICATION PROPOSAL

Llanmoor Homes are seeking Full and Outline Planning Permission for the extensive development of Land West of Bridgend, a specifically allocated strategic site for new development within the Bridgend Replacement Local Development Plan, 2024 (**RLDP**).

The Application submission effectively comprises a Hybrid Planning Application, seeking Full and Outline Planning Permission, for a residential development for up to 850 homes, a primary school and public open space, alongside landscaping, drainage, and green infrastructure with vehicular and pedestrian/cycle access. The two parts of the Hybrid Application comprises the Full Planning Permission for the initial phase, comprising the construction of 377 residential units, internal estate roads, public open space (including play areas), drainage, internal footpaths/cycleway with parking/landscaping together with associated works, and Outline Planning Permission for the development of the remainder of the site for residential purposes including associated infrastructure and the provision of a new primary school at Land West of Bridgend (land between Llangewydd Road and the A473), in-between Laleston and Bryntirion.

Figure 1 – Application Site



The Application, as submitted by Llanmoor Homes, represents a major development proposal that comprises the following elements:

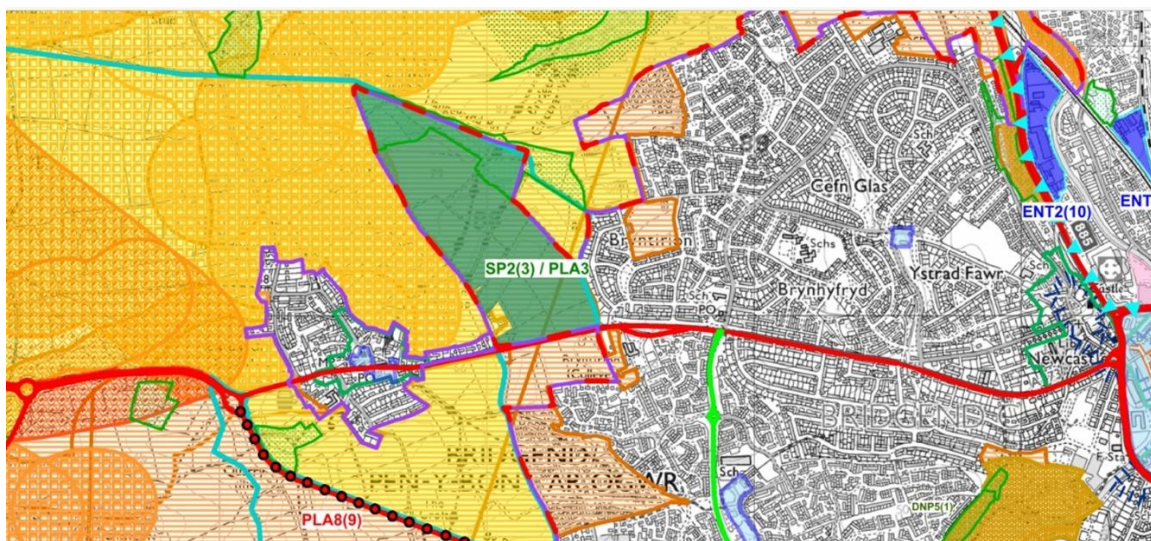
- Up to 850 residential properties, with 377 homes being sought (following the submission of amended plans) as part of the initial, detailed Full Planning Application (20% of the provision being affordable housing).
- A 1.5 Form Entry Primary School, set within a 2.3 hectares site (Outline proposal).
- Outdoor recreation facilities including Local Equipped Areas for Play (**LEAPs**) and Local Areas for Play (**LAPs**).
- The retention of approximately 7.8 hectares of natural and semi-natural areas of woodland towards the north/northeastern areas of the site (comprising Laleston Meadows Site of Importance for Nature Conservation - **SINC**).
- Public Open Space (**POS**) and Active Travel Routes/permeable walking and cycle routes, and;
- Drainage infrastructure features including attenuation basins and a pumping station.

As part of this Hybrid Planning Application, Full Planning Permission is sought for the first phase of the development which includes the initial construction of 377 residential units over an Application site area of 12.81 hectares and Outline Planning Permission, with all matters apart from access reserved for future approval, on the remaining parcels of land covering a site area of 23.89 hectares. The remaining parcels will be subject to future Reserved Matters Applications, with the combined Outline and Full Application site areas covering approximately 36.7 hectares of land.

The Application site comprises the strategically allocated 'Land West of Bridgend' site that is specifically identified for the development of up to 850 residential homes, public open space and a primary school, alongside associated infrastructure.

The adopted Bridgend Replacement Local Development Plan, 2024 (**RLDP**) has allocated five strategic sites to deliver new homes and associated facilities and infrastructure across the Borough (Policy **SP2**). Each of the strategic allocations must be developed in line with site specific policies and masterplan development principles set out within the **RLDP**, Policy **PLA3** being relevant to the Application site at Land West of Bridgend. The Application proposal effectively marks the first of the **RLDP** strategic sites to come forward, which is being promoted by the developer, Llanmoor Homes.

Figure 2 - RLDP Proposals Map showing allocation for the site (shaded green) and settlement limit (purple line)



Full Planning Permission is sought for the construction of the first 377 residential units to the southern part of the site as follows:

Affordable Housing (76 units in total)

- One-bedroom units – 30 units
- Two-bedroom units – 29 units
- Three-bedroom units – 16 units
- Four-bedroom house – 1 unit

Open Market Housing (301 units in total)

- Two-bedroom houses – 32 units
- Three-bedroom houses – 195 units
- Four-bedroom houses – 74 units

The units would largely comprise traditional two-storey properties with pitched roof designs (the heights of these buildings ranging from 6m to 11m tall) and a mix of link, semi-detached and detached houses.

They would incorporate a mixture of finishing materials ranging from face brick, cladding and render to stone facades with typical dark coloured concrete tiled roofs. Throughout the development site there would also be areas of three-storey properties (the heights of these buildings ranging from 6m to 13m tall). These buildings would mark more densely populated key locations and routes through the development site (including three-storey residential blocks of flats; three such buildings being created on the detailed first phase of the development). All plots would benefit from off-street car parking provision and typical garden amenity spaces with adequate provision for the storage and management of domestic waste typically generated by such units. It is further detailed every plot/building would benefit from electric heating, incorporating air source heat pumps and roof mounted solar panels.

Figure 3 – Proposed Layout of Full Application Site



In terms of the layout of the site, the proposed new homes would be positioned largely in blocks and would face out towards open space wherever possible. The overall layout and arrangement of the residential development is highly permeable with footpaths throughout, maximising opportunities for walking as an alternative sustainable means of travel within the site and linking to the wider areas of Bryntirion and Laleston.

With regards to the street hierarchy, a primary access route and loop would be provided which runs towards a central, community green space that provides access into smaller, secondary streets. Hedgerows and trees would be retained where possible across the site to soften the appearance of the built form with substantial planting to replace lost vegetation and to deliver net benefits for biodiversity. The primary access route would also be tree lined.

The Full Planning Application effectively runs from the immediate north of the A473 to an existing pathway (double hedgerow route/adopted highway) that dissects the site from east to west. In terms of access, primary vehicle access to the site would be achieved via a new, main vehicle and pedestrian/cycle access road off the A473 at the south of the site. The access would take the form of a traffic-controlled junction with the A473 with controlled crossing points. The main internal access road would be designed to accommodate a bus route up to and around the community green space/central Local Equipped Area for Play (**LEAP**) and proposed school site.

Further pedestrian and cycle access points would be created towards the southeastern and southwestern boundaries of the site linking onto the A473 and connecting the site to the local bus stops and wider amenity provision within the Bryntirion and Laleston areas. Different forms of play provision are incorporated throughout the design of the scheme. This includes formal provision through a centralised, main Local Equipped Area for Play (**LEAP**), two Local Landscaped Areas for Play (**LLAP**) with soft landscaping forms and features, Local Areas for Play (**LAP's**), and informally through various themes throughout the scheme including the western, landscaped trail and Public Open Space (**POS**) areas including a stone, circular maze style feature to the front, southwestern corner of the site. Following negotiation, the main **LEAP** which forms part of the detailed submission, has been significantly enlarged following the submission of revised plans. It would measure approximately 24m by 41.5m (maximum) and incorporate extensive play facilities set upon a central communal/green space within the development site.

Figure 4 – Plan of LEAP (As revised) & Central Communal/Green Space





The proposed development aims to be landscape-led, with consideration given to the layout and the relationship between built form and open space, taking into account the surrounding Laleston Meadows Site of Importance for Nature Conservation (**SINC**) to the north/north-east and the proximity of the site to the wider countryside. Green buffers throughout the site in the form of landscaped spaces and a nature and trim trail have been provided to the western corridor leading up to the northern aspect of the **SINC** and would provide a form of screening for the development from the built-up area of Laleston.

The proposed drainage strategy would incorporate attenuation basins for surface water runoff (three large basins proposed for the Full Application submission), which effectively also serve as amenity spaces and green buffers to the built residential development. One drainage basin would be located to the south of the site in close proximity to the A473 (in the area, known locally as the former 'Circus Field') providing an opportunity for further landscaping and forming an open, pleasant green area towards the entrance to the site. Green corridors have also been retained and incorporated throughout the development.

The Outline Planning Permission covers the remainder of the site and the more northern section of the plot. It indicatively includes the provision of up to a total of 850 residential units (including the first phase of 377 units) and ancillary infrastructure and green space, whilst also including the construction of a 1.5 Form Entry Primary School.

The design, mix and tenure of dwellings in future phases within the northern half of the site (including the exact final number of units) would be determined by future Reserved Matters Applications although it is expected to be broadly consistent with the pattern/ratios and general design of properties in phase one. Importantly, no new development is being proposed within the Laleston Meadows **SINC** and the dense woodland to the northeast of the site would be retained as part of the Application.

The submitted parameters plan for the school site illustrates the primary school would be developed on a 2.3 hectares plot towards the eastern side of the Application site and

accessed off the central spine road/loop, adjacent to the main **LEAP**, within the central aspect of the site.

Indicative supporting information submitted with the Application illustrates the school parameters would range between 10 to 85m in length, 10 to 85m in width and 4 to 15m in height. The finer details, exact layout and design of the school site will be determined and set out within a future Reserved Matters Application.

The Outline aspect of the site would also to be accessed from the central spine road created off the A473 (Means of Access being sought as part of the Outline Application), and would generally seek to provide the following:

- Up to a total of 850 residential units (minus the full planning application).
- A 1.5 Form Entry Primary School.
- Retention of the double hedged link that transects the site from east to west (Llangewydd Road to the unnamed lane) providing a shared foot and cycle Active Travel Route, set within a green corridor (largely retaining the southern aspect of the existing hedgerow).
- Re-routing but retention of the Public Right of Way (**PROW**) that crosses the site (LAL/11/1 – Laleston Footpath from Llangewydd Road Lane to High Street Lane, Laleston) (subject to the necessary diversion/re-routeing order).
- Retention of the Laleston Meadows **SINC** woodland area with sensitive access to the **SINC** and management of the more ecological important areas of the **SINC**; and,
- Nature and trim trail, set within a wildlife corridor, creating a buffer to the western side of the development and providing screening from the built-up area of Laleston.

Again, the developer is seeking and aiming for a landscape-led approach to the northern part of the site. Retaining and enhancing key landscape features of the site, such as the northern tree-belt and other border vegetation, with the aim of enabling the new development to naturally integrate within key, existing landscape features of the site.

Figure 5 – Indicative Layout of Outline Phase (northern aspect of site)



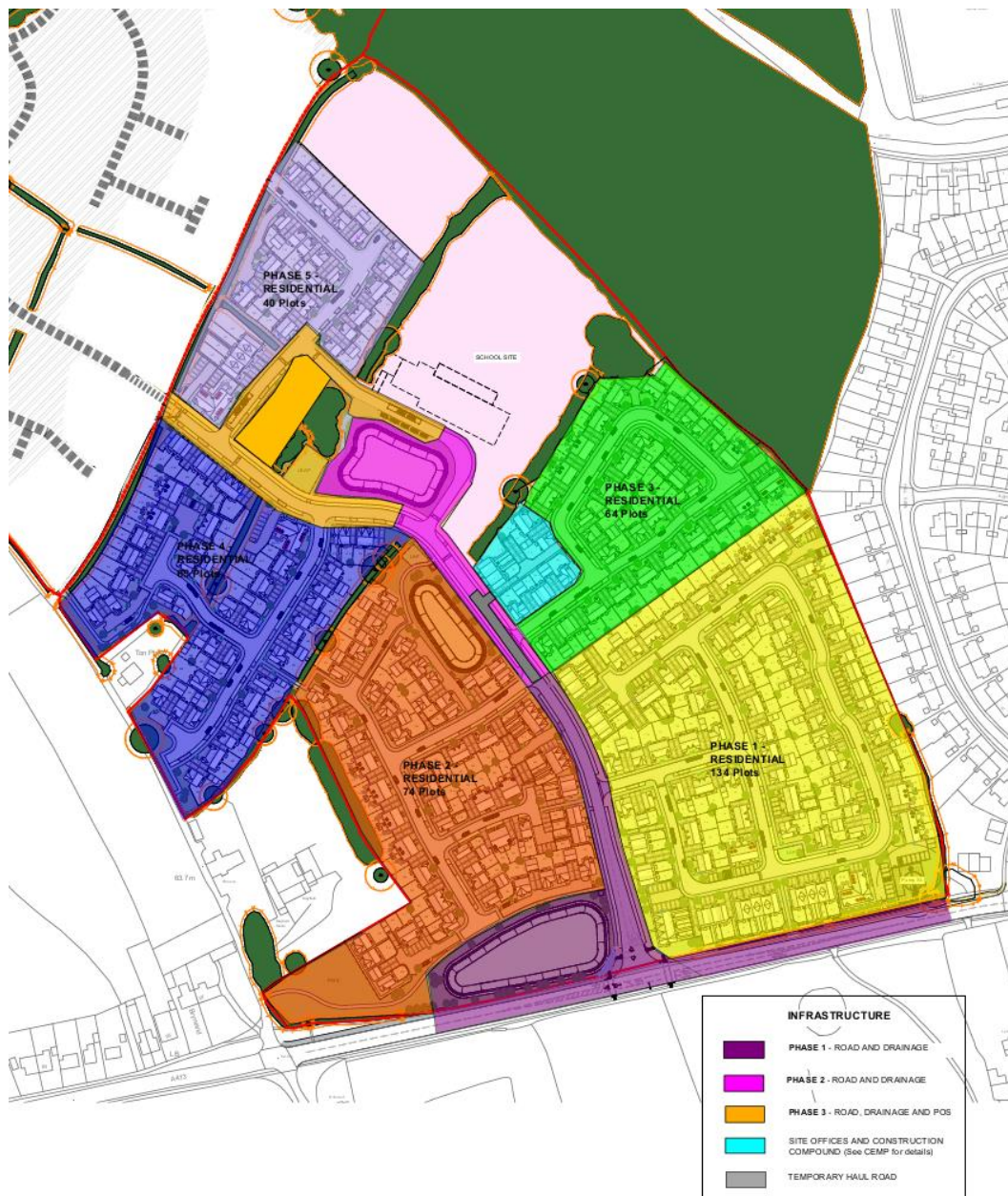
A number of wider changes and upgrades (primarily highway and pedestrian led alterations) are also proposed within the locality, including:

- Llangewydd Road Active Travel Route (including Traffic Regulation Order) - Prohibition of driving of motor vehicles on Llangewydd Road at the point where it joins Bryntirion to the east, and approximately 300 west of this point near the 'S' bend to enable a future Active Travel Route connecting the site to Bryntirion.
- Upgrades to the existing footpaths to the front of the site along the northern side of the A473 - providing pedestrian and cycle linkages along the A473.
- A48/Broadlands round-about upgrade work – to be upgraded to a signalised junction with improved Active Travel crossing,

- Various signalised junction improvements, and;
- Active Travel Route improvements including dropped kerbs and tactile paving improvements, along with widened footways within the locality.

It is anticipated that the construction phase would be initiated in 2026 and will approximately continue over an eight to nine year period, with the final homes likely to be completed in 2033/34. It is detailed the construction and operational phases will run in parallel, from the date of the first completion/occupation to the date of the last completion/occupation on the site. The construction programme would aim for the completion of approximately 30 to 50 homes in the first year rising to approximately 100 - 110 homes each year thereafter, until 2034.

Figure 6 – Proposed Phasing Plan for the Full Application



SITE DESCRIPTION

The Application site has an irregular shape and extends to a total area of approximately 36.7 hectares which comprises both the southern aspect of the site, which seeks Full Planning Permission for the erection of 377 Dwellings (over 12.81 hectares), and the more northerly aspect where Outline Consent for up to a further total number of 850 homes is

proposed, covering an area of 23.89 hectares.

Figure 7 – Site Location Plan/Aerial View of the Site



The application site falls within the settlement boundary of Bridgend as identified within the adopted Bridgend Replacement Local Development Plan (2024) (**RLDP**). The site is specifically allocated under Policy **PLA3**: Land West of Bridgend to allow the delivery of a strategic mixed use urban extension for up to 850 homes, a primary school, outdoor recreation facilities and public open space together with active travel routes and associated infrastructure.

The site is situated on the northern side of the A473 along the western edge of the built-up area of Bridgend; in-between the areas of Bryntirion and Laleston and approximately 3.0km west of Bridgend Town Centre. The site lies approximately 750m to the east of the main village of Laleston and directly abuts (in part) the residential streets of Hill View and Clos Y Llwyfen to the east, within Bryntirion.

The site currently comprises open farmland in the main with an area of mature woodland and associated marshy fields to the north/northeast of the site, which is recognised as Laleston Meadows Site of Importance for Nature Conservation (**SINC**), a locally designated site recognised for marshy grassland, dense continuous scrub and broadleaved, semi-natural woodland. The **SINC** contains areas of Ancient Woodland and an Area Tree Preservation Order, to its northern and northeastern boundary (Order No. (1987) OBC No.06). These features would be retained and protected as part of the Green Infrastructure (**GI**) scheme for the site. The site forms part of the wider, Laleston Special Landscape Area (**SLA**) and also falls within Landscape Character Area (**LCA**) *Newton Down Limestone Plateau*.

Figure 8 – Site Photographs





The open farmland comprises gently undulating, irregularly shaped, largely grassed fields that are bounded by vegetation and hedgerows. Ground levels typically fall from the north-western corner of the site to the southern boundary. The highest point of the site as illustrated through the submitted topographical surveys is toward the eastern boundary at approximately 79m Above Ordnance Datum (**AOD**) with the lowest point of the site at the southern boundary with an approximate ground level of 59m **AOD**.

The site is currently used as farmland, primarily for grazing animals although according to the Predictive Agricultural Land Classification Map for Wales the site is considered at best Subgrade 3b, rather than Best and Most Versatile (**BMV**) Agricultural land. There are a number of existing private agricultural gate entrances allowing access to the wider site from each boundary, as well as 2 no. pedestrian access points from the northeast to the southwestern boundary. The first is a narrow and enclosed pathway (adopted highway) which has a double hedge bank, running approximately through the centre of the Application site (marking the boundary between the Full and Outline Application). The second is a Public Right of Way (Footpath 11 Laleston) which forms part of the Bridgend Circular Walk, a long-distance walking route, which crosses the site from midway along the western edge of the site running northeast through the **SINC** before joining Llangewydd Road.

Figure 9 - Details of PROW crossing the



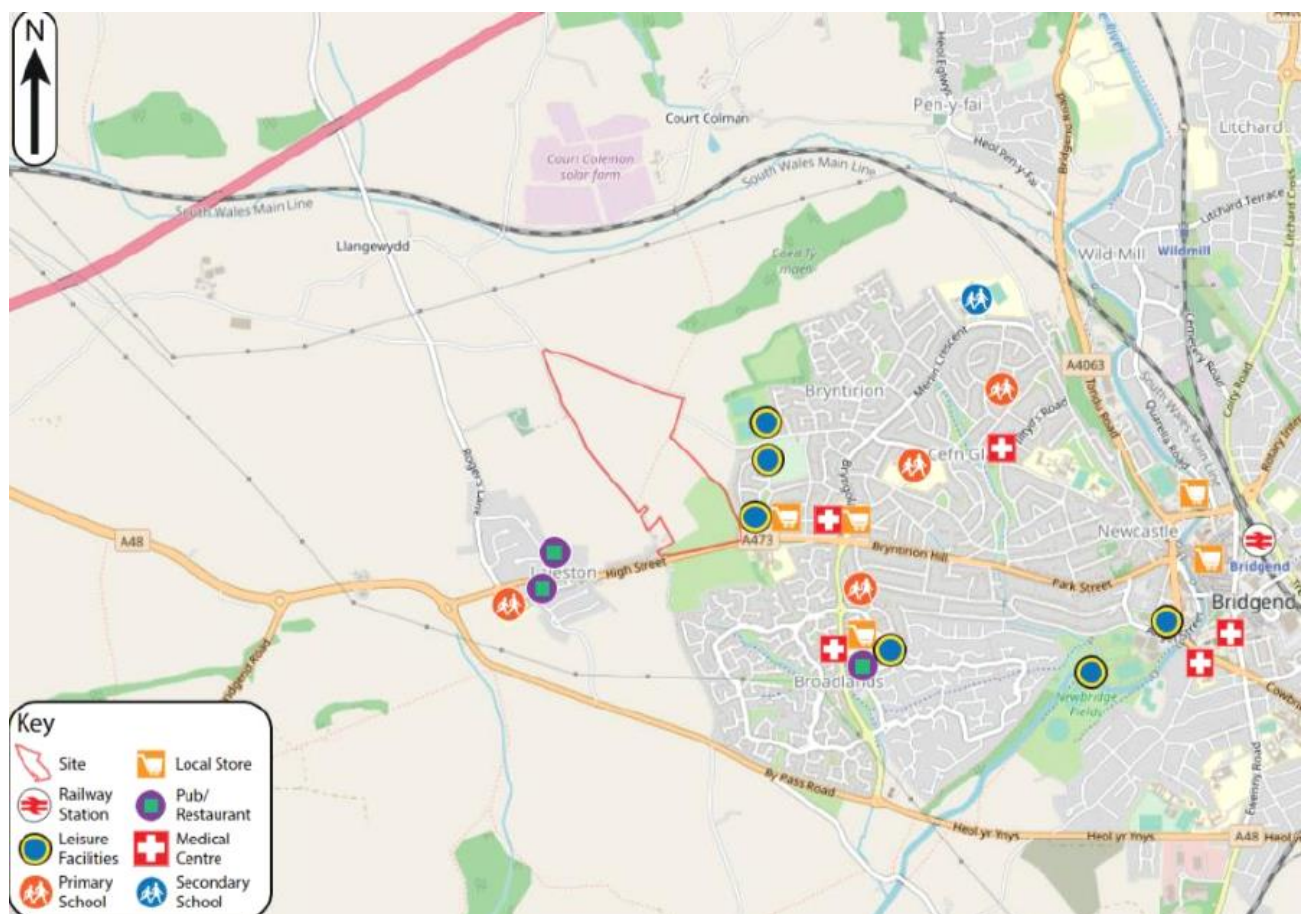
The site adjoins the western built extent of Bryntirion and is directly adjacent to the A473 highway to its southern aspect. A mature hedgerow and low stone boundary wall define the front of the Application site adjacent to the northern side of the A473 highway (with both being largely retained as part of the proposal). On the southern side of the A473, directly opposite the Application site, is a wide pavement (identified Active Travel Route -

BRC9b) and more mature tree lines, beyond which is open, generally grassed fields. Further south, beyond the fields, is the western extent of the Broadlands Housing Estate. To the west of the site is an unnamed, narrow country lane beyond which is the settlement of Laleston. There are a few residential properties scattered along the immediate western boundary of the site including, Ton Phillip, Rhosla and Mayfield.

To the north, northeast of the site beyond the wooded **SINC** is Llangewydd Road which leads into the settlement of Bryntirion and the nearby Penybont Playing Fields/Football Club. Further north is largely open countryside, where a Scheduled Ancient Monument (**SAM**) – *Llangewydd Church and Churchyard Remains* lies. Laleston Cemetery is situated towards the west of the upper extent of the Application site.

Within the wider locality are a number of facilities and amenities including Penybont/Bryntirion Playing Fields, convenience stores (One stop shop and Nisa/Filco store), community facilities, and Public House facilities within Laleston.

Figure 10 – General details of nearby facilities (as submitted by the applicant)



The Application is supported by numerous documents and technical reports, including the following:

- Environmental Statement (**ES**)
- Planning Statement
- Pre Application Consultation Report (**PAC**)
- Health Impact Assessment (**HIA**)
- Public Rights of Way Statement
- Design and Access Statement (**DAS**)
- Archaeological & Heritage Assessment
- Landscape and Visual Appraisal

- Ecological Baseline Report
- Arboricultural Impact Assessment (**AIA**)
- Green Infrastructure Statement (**GIS**)
- SINC Mitigation Strategy
- Ecological Construction Method Statement (**ECMS**)
- Outline Landscape and Environmental Management Plan (**LEMP**)
- Construction Environmental Management Plan (**CEMP**)
- Agricultural Land Classification Note
- Ground Investigations Desk Study Report/Ground Investigations Report
- Drainage Strategy and Flood Risk Assessment (including Sab Pre Application Drainage Strategy)
- Storm Water Calculations
- Transport Assessment(s) (**TA**)
- Interim Residential Travel Plan
- Stage 1 Road Safety Audit
- Noise Assessment for Planning
- Renewable Energy Statement
- Site Waste Management Plan (**SWMP**)
- Utilities Statement
- Air Quality Assessment
- Outdoor Lighting Report
- Developer Services Hydraulic Modelling Report
- Education Report

The Application submission is accompanied by an Environmental Statement (**ES**) as the development constitutes Environmental Impact Assessment (**EIA**) development in line with the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the proposed development was also the subject of a formal Screening/Scoping Opinion Request (that informed the extent and content of the **ES**) which was received by the Council on 27 March 2023 and a decision reference P/23/183/SOR was issued on 12 June 2023).

An **EIA** is a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects of the project. This helps to ensure that the importance of these effects, and the scope for reducing them, are properly understood by the public and the Local Planning Authority, before a decision is taken on a planning Application. The **EIA** focuses on assessing the main or significant environmental effects of the proposed development.

In line with the requirements of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 the Application is also supported by a Pre-Application Consultation (**PAC**) Report undertaken by Boyer Planning on behalf of the applicant, Llanmoor Homes.

The **PAC** process took place for the statutory 28-day period between 16 May 2025 and 13 June 2025 whereby the schemes details were made available for public, community and specialist consultees to comment on the proposals. Community consultees comprise: the Community Council whose area the proposed development would be situated (this includes both town and community councils), with the site being situated within the electoral ward of Bryntirion, Laleston and Merthyr Mawr and covered by Laleston Community Council; and/or each Councillor (Local Member) representing an electoral ward in which the proposed development would be situated.

Specialist consultees comprise the list of consultees in Schedule 4 to the Town and

Country Planning (Development Management Procedure) (Wales) Order 2012 (**DMPWO**) as amended by the 2016 Order and include for example, Natural Resources Wales, The Fire Service, CADW, and Welsh Water.

The proposals (at **PAC** stage) were also advertised by site notice, seven in total being erected around the perimeter of the site and adjoining landowners/occupiers were also notified of the development proposals/letter drops undertaken.

A total of eight consultee responses were received in respect of the scheme proposals from Natural Resources Wales, Environmental Health (Shared Regulatory Services), Health and Safety Executive, National Grid and the Designing Out Crime Officer/South Wales Police, BCBC Highways, Welsh Water and CADW which are summarised in the **PAC** report (with final consultation responses further highlighted in the Consultation Section of this report).

In terms of resident and nearby landowners/occupiers, a total of 10 responses were received from residents following the **PAC** process. The concerns raised at that stage primarily related to:

- Overdevelopment in a rural area with particular emphasis on the strain the development would place on existing infrastructure, including roads, schools, medical facilities, broadband and utilities. It was/is commented current infrastructure is already stretched and cannot accommodate additional demand without major investment.
- Environmental and amenity impacts. These include the loss of greenfield and agricultural land, hedgerows, and biodiversity; inadequate landscape buffering and screening; and the impact on heritage assets such as historically significant lanes. The proposal is seen to reduce local recreational amenity and risks the merging of villages, threatening rural character and community identity.
- Traffic related issues. Fears about congestion, use of narrow lanes, highway safety and insufficient parking provision and pollution, and;
- Concerns around development density, proximity to existing homes with privacy loss, and long-term disruption from construction.

Following the undertaking and completion of the **PAC** process, and the receipt of local comments and input from specialist consultees, the developer has changed/amended the Planning Application submission, to include the following:

- Increasing the width of proposed pathways/footpaths from 2m to 3m across the site.
- Carriageway improvements and road widening.
- The introduction of hit & miss fencing to the rear of apartment blocks 305-313 & 338-346 to improve overlooking of the rear car parking courts as a response to a Secured by Design/Police comment.
- Visitor parking areas have been relocated across the site. The total number of visitor spaces within the final Application is now 80 spaces (for the Full Application submission).
- Red line/blue line revisions to the final Application submission.

NEGOTIATION AND PRE-APPLICATION DISCUSSIONS

The planning Application has been subject to significant Pre-Application discussions and negotiations between the developers and the Local Planning Authority (**LPA**), including relevant, specialist and technical Officers.

The pre-application discussions began to take place prior to the adoption of the **RLDP** and

continued following the adoption of the **RLDP** in March 2024, directly up to the submission of the Application in August/September 2025.

Various points discussed included overall housing numbers, design and layout reviews, housing mix and densities, highways implications and active travel networks, land drainage, green infrastructure, landscaping and biodiversity, education/school provision, infrastructure requirements and Section 106 legal requirements.

Following the submission of the planning Application further discussion, consultation, negotiation and engagement with the developer has been ongoing, which resulted in final amendments and alterations to the scheme being undertaken. Final changes and amendments to the submission include:

- Removal of five residential plots to provide additional open space and an enlarged **LEAP** for the scheme.
- Improved **LEAP** and **LAP** designs.
- Internal road widths increased, with previously proposed 4.8 m roads widened to 5.5 m to respond to highway discussions, improving manoeuvrability, service access and ensuring alignment with adoptable standards.
- Shared surface streets updated to provide 5.5 m carriageways with two 1.5 m wide footways.
- A number of house types have been repositioned or substituted where required to accommodate the updated street geometry, ensuring coherent enclosure, active frontage and continuity of the street scene.
- Plots replanned to respond to the revised road widths.
- Hit-and-miss fencing introduced to mitigate overlooking of rear parking areas.
- Drives serving single garages have been widened to 3.6 m, resulting in localised adjustments to adjacent plots.
- Landscape elements, including trees and hedgerows, repositioned to align with the revised layout, and;
- Materials revised to the front, south-west of the site, with stone finishes replacing brick finishes originally proposed in this area of the development.

The final package for submission and the accompanying revised plans were received by the Local Planning Authority (**LPA**) on the 18 February 2026 and 02 July 2026 and is effectively the scheme now before Members for consideration.

PLANNING HISTORY

There is limited recent or relevant planning history associated with the Application site, except for the developer's recent Habitats Regulation Assessment application and a Screening/Scoping Opinion request being submitted in relation to the proposals (as detailed below).

P/25/513/HRA – Land West of Bridgend - Habitat Regulations Assessment (**HRA**) for hybrid planning application (outline/full) for a residential development for up to 850 homes, public open space and a primary school, alongside landscaping, drainage, Green Infrastructure with vehicular and pedestrian/cycle access (outline application with all matters reserved except for means of access and full application for the initial phase comprising 377 dwellings, internal estate roads, public open space (including play areas), drainage, internal footpaths/cycleway with parking/landscaping together with associated works) (application ref. P25/507/HYB [Amended details received 18/02/2026] – No significant effects determined – 17/04/2026.

P/23/183/SOR – Land West of Bridgend - **EIA** screening request for mixed use development - **EIA** required 12/06/2023.

PUBLICITY

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

Neighbours were notified of the receipt of the Application on 16 September 2025, and site notices were erected on 18 September 2025. A further neighbour consultation exercise was undertaken in February 2026 on receipt of revised plans and information for the scheme (received 18 February 2026). The period allowed for response to consultations/publicity has expired.

CONSULTATION RESPONSES

Laleston Community Council: Comments and concerns raised on the original submission. It is accepted that the land in question is one of five sites contained within the Replacement Local Development Plan earmarked for housing but given the size of the development, concerns are expressed in terms of the overall impact. S106 monies should also be used to support the plans for Bryntirion fields, for large scale development.

Specifically, the following concerns are highlighted:

1. Lack of resources with regard to pressure on existing health provision.
2. Whilst development includes a Primary School and recreation areas, concern expressed at long term impact on Secondary School provision.
3. Access issues to and from the site both for residents and construction vehicles.
4. Also, as access through Laleston village would be restricted and intended via A48 (Bypass Road), impact on Broadlands.
5. Effect such large scale development will have on water table and drainage (possible flooding).
6. Safety of pedestrians using Llangewydd Road and nearby lanes.
7. Effect on habitation of existing wildlife.
8. Close proximity to Laleston Cemetery.

Following the receipt of amended plans and details, the following additional comments were subsequently raised by Laleston Community Council:

Convalescening of communities – it is noted that a visual buffer was put in place to prevent the development looking like a continuation of Bridgend's western suburbs joining the historic village of Laleston. This is very important to ensure the separation is maintained to protect the identity of Laleston village.

Active Travel - Strongly support the active travel route on Llangewydd Road, which will be widely used by children venturing to school at Bryntirion comprehensive, it is urged that the road between Penybont Football Club and Bryntirion playing fields is widened as part of this, supported by s106 contributions as there is already an issue with the road at this point - this should also be double yellow lined as part of the enhancement.

S106 contributions - Laleston community council is seeking to develop Bryntirion fields which would be the nearest playing fields to the new development. It is requested that s106 contributions be sought from the developer to contribute to the cost of the masterplan delivery which has been widely consulted upon.

Traffic management - particularly concerned about the impact on Laleston village and ask that particular consideration is given to slowing traffic down through the

village, currently there is a crossing point by the Great House which is regularly missed by speeding traffic – it is asked that consideration be given to this during the planning stage. Impact on B4622 - particularly concerned about the increased traffic coming from the development on to the B4622 which will also be the route for construction vehicles - children attending Maes Yr Haul school and Bryntrion Comprehensive school cross the road at the top of the B4622 roundabout and bottom roundabout - dedicated zebra crossings should be put in at both roundabouts to allow for safer crossing of the B4622.
Highway Authority: No objection subject to conditions.
Shared Regulatory Services - Environment Team – Air Quality: No objection.
Shared Regulatory Services – Environment Team – Land Quality: No objection subject to conditions.
Shared Regulatory Services – Pollution Control: No objection subject to conditions.
Land Drainage: No objection subject to conditions.
Dwr Cymru/Welsh Water: No objection subject to conditions.
Public Rights of Way Team: No objection subject to conditions.
Cadw: No objection.
Natural Resources Wales: No objection subject to conditions.
Heneb (Glamorgan Gwent Archaeological Trust): No objection subject to condition.
South Wales Fire Service: No objection.
South Wales Police – Secured by Design Officer: General comments raised in respect of the design and layout of the scheme to ensure natural surveillance of parking areas and footpath links. Comments also provided in respect of the provision of security enhancements (including the school site) that include the following: (i). Perimeter security; (ii). Vehicle and pedestrian access; (iii). CCTV; (iv). Signage; (v). Lighting; (vi). Landscaping; (vii). Vehicle parking areas; (viii). Bicycle stores; (ix). Bin stores; (x). Building shell security; (xi). Drainpipes; (xii). Intruder alarm systems; (xiii). Access control; (xiv). Door security; (xv). Window security.
Bridgend Ramblers: Object to the scheme, it is stated the plans show that buildings will be erected on Public Rights of Way (Footpath 11 Laleston, and a public access route from Llangewydd Road to a lane at Laleston).
National Grid Electricity Distribution (NGED) Asset Protection Team: No objection (comments raised during the PAC process). It is commented (as summarised in the Applicants PAC Report) that there is existing 11kv & 33kv overhead infrastructure in situ in both the main development site and the land proposed for future development at this location (which the developer would need to negotiate appropriate diversionary works with NGED).

Education, Early Years and Young People Directorate: No objection - It is advised Section 106 contributions in respect of education will be required from the developer in line with the local authority's published Supplementary Planning Guidance.
Principal Regeneration Officer and Urban Designer (Landscape and Visual Impact Assessor): No objection. General support for the scheme raised and its principle providing that suitable condition(s) are attached to the decision to control the finishing materials for the development, in closest proximity to the Laleston Conservation Area in particular. Overall, it is commented, given the allocation of the site and its strategic importance, the scheme as a whole would not have a detrimental impact on the character of the landscape or be at a high risk of landscape receptors.
Conservation & Design Team: No objection, although advise that a suitable condition be attached to any approved consent to control the finishings stone for the development/dwellings in closest proximity to the front of the site and Laleston Conservation Area.
Parks Officer's (Kirklees Council Consultant): No objection - Significant and positive negotiation and amendments undertaken to the LEAP and LAP designs, serving the development.
Welsh Government Department for Climate Change and Rural Affairs: No objection. It is highlighted the Department does not hold any information on detailed Agricultural Land Classification (ALC) field surveys for the site. According to the predictive ALC Map for Wales the site is considered at best Subgrade 3b, moderate quality agricultural land, rather than Best Most Versatile (BMV) agricultural land. The Department therefore does not consider BMV land to be present at this site, therefore a detailed ALC field survey is not recommended.
Health and Safety Executive: Provided advice (at the PAC stage) on determining whether the application site was within a HSE consultation zone, although the developers established the site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline, therefore at present HSE does not need to be consulted on any development of this particular site.
Cwm Taf Morgannwg Health Board: No objection.
Cllr Jon - Paul Blundell & Cllr Colin Davies: Object to the planning Application, providing the same objection letter that raises the following concerns with the development: • Infrastructure Overload (Including more road traffic congestion, with utilities and public services already exceeding capacity). • Environmental Impact (Loss of greenfield and negative biodiversity and habitat impact). • Scale & Density (Significant scale and density, and risk of

overdevelopment and crowding, potential erosion of privacy and amenity for existing and proposed residents).

- **Affordable Housing Provision** (80% market value homes may price people out with a need for over 2,800 affordable/social homes in Bridgend by 2033, especially smaller one bedroom flat style homes. The affordable homes should not be clustered or isolated – affordable should not mean inferior).
- **Impact on Local Services and Community** (Schools, health services, leisure facilities, public transport and open spaces will be placed under pressure. Such a large development may also change the character of the local area substantially and needs to integrate well not simply create another large estate with minimal services).

Conditions are suggested however if the scheme is approved in respect of:

- Ensuring guarantees that upgrades to public transport, roads and all relevant utility infrastructure are undertaken prior to the occupation of most of the homes;
- 20% affordable housing must be maintained, well integrated and of equal quality;
- Clear phasing of infrastructure delivery to align with housing phases;
- Strong environmental protections – with high standards for green infrastructure, wildlife corridors, low carbon building standards and natural drainage;
- Insurance that health school and leisure services can absorb the increase without loss of service to the existing population;
- Provision of local amenities to serve the enlarged local population.

The Cllr's. objection letter concludes:

'While the need for housing is real, and the inclusion of affordable housing, a school and open space in the proposal are steps in the right direction, the scale, location, and existing resource constraints make the proposed development, in its current form, problematic. Granting permission without strong conditions will likely lead to adverse outcomes for both new and existing residents in terms of traffic, environmental degradation, overburdened services, and loss of local character. For these reasons, we urge the Council to refuse the planning application unless it can be substantially revised to address the objections above.'

Cllr Steven Bletsoe – Comments Raised, in respect of the implications of the development (whilst not located in Bridgend Central) in relation to traffic movement and the impact on air quality on the A473, which is lined with residential properties. The submitted information highlights Nitrogen Dioxide levels would increase and a negative impact on the air quality along the A473 would be experienced, even with all the work to encourage more sustainable transport modes. On this basis, Section 106 monies from the developer should be secured to improve the infrastructure along the A473 taking into account the additional traffic using the road. The investment into infrastructure is essential to ensure that the development is not detrimental to existing residents who live in the neighbouring Ward.

REPRESENTATIONS RECEIVED

Following the advertisement of the Application, 28 objections have been raised from residents against the scheme with one letter of interest (expression of interest) being

received from Broadlands AFC that highlights their interest in utilising any future and relevant sports facilities introduced at the site.

The objections raised are summarised as follows:

Overdevelopment

Concerns about the continuing urbanisation and ongoing loss of greenfield land around Bridgend, once gone the fields can never be replaced.

Residents do not want a concrete jungle here.

This development represents overexpansion without adequate regard for the local environment, infrastructure, and community well-being. It risks eroding the character of the area, displacing wildlife, and putting unsustainable pressure on services and transport networks.

Traffic and Road Safety

The proposed development will substantially increase traffic in the area. Local roads are already heavily congested, particularly during peak hours, and the additional volume will worsen safety risks for pedestrians, cyclists, and motorists. There is no evidence that the road network or junctions can accommodate this increased demand.

The proposed development is likely to generate substantial additional traffic, particularly during peak hours. The main access road is already heavily congested, and further pressure will hinder residents' ability to travel efficiently.

Parking demand would rise both during and after construction, creating challenges for traffic control and safe pedestrian access.

Influx of traffic which is high now and will be extremely dangerous if these houses are allowed.

Major concerns that this development would cause serious issues with regards to traffic during peak times (both prior and after school, as well as pre work and post work travel). The A473 is already a very busy road with a number of traffic light systems in the area becoming far more congested as the population has increased over the years. I would urge Officers to observe with their own eyes the buildup on the traffic lights by Bryngolau coming from all directions during these peak times to witness the chaos that ensues.

There are a number of primary schools in the area as well as a comprehensive school which means there are groups of children walking in the area, adding another 850 homes near the area would mean that more children will be walking, more traffic will be using the roads, and more congestion will occur causing more hazards for these children.

Drivers already speed between Laleston and the One Stop Shop along the A473 and nothing has been done despite complaints to South Wales Police. Whilst Planning cannot consider motoring offenses it is important to consider the dangers that more homes bring, and more traffic would impact the area particularly as there are lots of children using the paths and crossing roads in the area.

Traffic is a major issue, which this development would add to, increasing the risk of an accident (especially when the HI-Tide is holding firework displays during the summer months).

Inappropriate site for such a large development.

The road infrastructure cannot cope as is, adding several hundred new houses will result in gridlock on the A473 past Broadlands and into Bridgend. The lane to the west of the site historically known as Ffordd Y Gyfraith would become a 'rat run' for traffic trying to access Bryntirion Comprehensive, or the M4 via Pen Y Fai. The lane is popular with ramblers and walkers and is only going to get even busier if hundreds of new homes are built bordering it - adding hundreds of new vehicle journeys to it each day is a recipe for disaster. If this inappropriate development goes ahead, this lane needs to be blocked off to traffic and made pedestrian only past Rhosla and Ton Philip. There is nowhere that can't be accessed by using the alternative route up the much bigger road from Rogers Lane to Cefn Cribwr

Congested roads and inadequate public transport would lead to increased reliance on cars, worsening traffic congestion and air pollution.

The local road network is already under severe strain during peak hours, with congestion regularly reaching gridlock levels in the mornings. Adding the traffic from potentially 850 new households would only make this worse, increasing journey times and vehicle emissions.

Laleston village is already a busy main route for traffic and suffers from congestion that the proposal would only exacerbate, with many users already dangerously ignoring the 20mph speed limit through the village.

The roads in this area are often gridlocked at present, and this development can only exacerbate the problem.

On-street parking within the development would likely adversely affect traffic flow within the development impacting public transport and emergency vehicles.

Construction activities themselves will directly affect nearby households, particularly those whose properties border the development site. Noise, dust, and restricted access will all have a significant day-to-day impact.

Inadequate Local Infrastructure

Local services are already under pressure, particularly GP surgeries, dentists and hospitals. The application does not appear to provide sufficient mitigation or investment to address these issues. An increase in residents without adequate support will place undue strain on existing facilities and already stretched local services. The applicants need to contribute more into the current community first.

Schools, healthcare services, and local amenities are already overstretched, and this development would exacerbate the issue.

Police and fire services are underfunded and under pressure.

It is understood houses need to be built but there seems to be no plans to accommodate the extra population aside from homes. New infrastructure should be planned to include roads, new train stations and a new surgery and dentist; potentially a new healthcare hub too. Supporting infrastructure needs to be carefully thought out not just the homes themselves.

Healthcare Services

No reference has been made to the capacity of local GP surgeries or hospitals. Currently, patients are facing significant delays, with many struggling to secure timely appointments. This increases the risk of misdiagnosis or untreated conditions.

Local hospitals already experience long waiting times in emergency and outpatient departments. Additional demand without proportional investment would exacerbate these pressures.

Dental services in the area are also severely stretched, with long waiting lists for both NHS and private patients. Many residents are already unable to access essential dental care, which could worsen with population growth.

The doctor's surgeries will be overrun and the dentist's that cannot cope now. The hospitals will not cope either.

Bridgend is already oversubscribed with housing and needs additional supporting services, community facilities, employment opportunities and amenities.

No faith in the proper amenities being provided - Broadlands for instance still has no doctor's surgery.

Our local NHS services are already under considerable strain, and the influx of new residents will only worsen access to essential healthcare.

Education Provision

The proposal addresses primary education; however, there is no mention of provision for children outside of this age range, such as those requiring nursery, secondary, or post-16 education. Any new school should also be Welsh Medium.

Existing schools within the area are already operating at or above capacity. An influx of new families will inevitably increase pressure on admissions, class sizes, and the quality of education.

Transportation to and from schools also poses challenges. Increased school traffic will place additional strain on local roads, creating safety concerns for children walking or cycling to school, as well as congestion for local residents.

Bryntirion Comprehensive school is full now so there cannot be houses built as the children aged 11 and over will not be able to obtain an education.

The proposed school being built would not benefit the area. All schools are oversubscribed in Bridgend and that is a well-known fact that it has only got worse over the years. The same situation could happen as Coity Primary School, whereby the school was built and almost fully occupied before the housing estate was finished. This caused issues for families moving into the area and having to send their children to schools that weren't the one on their doorstep. This would result in more children walking/parents driving in the area to get to Cefn Glas Primary school, Llangewydd Junior School and Bryntirion Infants School.

Local schools are already operating at or near full capacity, and further population growth will lead to severe overcrowding and a decline in education standards.

Projected future pupil numbers would suggest that the proposed new school is not required for the local area.

Sustainability Concerns

National and local planning policy requires developments to demonstrate that they are sustainable. Without robust plans to address traffic, parking, and essential community

services, this proposal fails to meet those requirements.

The submission wrongly identifies the Bridgend Bus Station and Railway Station is the same 3.4km away from the site although the railway station is further and situated at the top of a steep hill. Local topography has been ignored when considering the distances to Bridgend Town Centre.

Wildlife and Green Space Loss

850 homes will eliminate a whole section of greenspace where trees, plants and wildlife could thrive. The impact assessments take into account risk and importance but that is a tick box exercise to show that there are no endangered species etc.

Damage to the wildlife which live on the land and it will be terribly destructive to their lives. Too many green spaces are going.

Not enough green spaces around the local area.

Unhappy with the prospect of more land being built on. This is damaging to the environment and local ecosystems – something BCBC as an Authority should be conscious of.

The proposal threatens local wildlife and greenbelt land, both of which are vital for preserving biodiversity and maintaining the character of our area.

We can't keep taking green spaces. This land is home to so much wildlife and nature. Enough animals and insects as well as plants and trees have suffered because of greed. They were here first and we need to find a balance instead of bulldozing everything to erect homes.

The land in question is home to a variety of wildlife, most notably bats, which can be observed flying in the area each evening. As bats are a protected species under UK law, any disruption or destruction of their habitat would be both environmentally damaging and contrary to conservation regulations. It is vital that proper ecological surveys be conducted and published to ensure the protection of these animals and their environment before any development is even considered.

The development would further erode our local green areas and threaten the local wildlife, which is concerning given the recent Nature Emergency declaration by Bridgend County Borough Council.

The reported presence of bat roosts on the site renders this development potentially illegal under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981.

No mention of resident hedgehogs in the area which are known.

The development would bring with it the inevitable introduction of the 'domestic cat' and the impact of these free roaming cats would have on the wildlife would be detrimental. This is not the best place for 850 homes, it will take up a lot of green space. The proposed site is rural as well as of historical importance, the appearance would destroy the natural beauty of the countryside.

Habitation for a vast number of natural wildlife will be destroyed forever including foxes, bats and badgers etc.

It is clear that very little attempt has been made to retain existing trees and hedgerows and that the narrow gaps between proposed dwellings and existing properties will severely limit the ability to undertake new landscaping with indigenous and appropriate species.

People need green space for mental health and wellbeing.

Building Design

The contemporary style of the buildings is not in keeping with the surrounding area nor the conservation area of Laleston. The proposal has overly angular, ill proportioned and too narrow buildings. They have been designed to increase the number of properties on the land and also do not show charge points for EV cars which should be provided.

Three stories along the A473 would be unsightly and would abrupt the flow between Bryntirion and Laleston. The properties do not blend into the area.

Coalescence of built areas

Laleston is a small but separate village and has always been so. The development basically links Bryntirion and Laleston by building in the fields between them.

The development could be made smaller, say 500 houses, and allow 100 metres of field between the edge of Laleston and the new development. Apart from preserving Laleston's identity this would help with the problems of insufficient infrastructure.

The green space has benefited from use by a Circus, which has been vital for the local economy and community.

The proposal would destroy/demolish Laleston as an historic village with no clear green boundary.

The Green Belt policy aims to prevent urban sprawl by keeping land permanently open and protecting the characteristics of the countryside. This was farmland and as such the development is on Green Belt land, this should be generally restricted, with exceptions only made in "exceptional circumstances" The fundamental goal is to prevent towns and cities from spreading into the countryside, ensuring open spaces and permanence.

This land is one of the few green corridors this side of Bridgend in completion of this project there will be continuous housing from practically Brackla to Laleston.

Negative impact on the village of Laleston including the conservation area and numerous listed buildings. Laleston will no longer be a standalone village if this development goes ahead – its identity will be destroyed.

Laleston and Bryntirion are not meant to be joined, hence the green belt area; Planning was not granted when Broadlands was built on the opposite side of the A473, therefore I can see no reason for it to applied to the other side.

Overall, the western edge of the development closest to Laleston remains relatively dense and creates the impression that Laleston is coalescing into the new development.

Land Drainage

Flooding will increase.

The sewage would be appalling, it is bad enough now; pumping the sewage into the River Ogmore thus going into the sea.

Residential Amenity

Overlooking, overshadowing, and loss of privacy for existing residents. Close proximity of the building work to current residential homes backing on the border of the development site.

Loss of privacy to adjacent properties – the building site would destroy the peacefulness of the area and impact individuals who suffer from existing illnesses.

Noise and disruption during and after construction.

Loss of light and open views because of these new residential homes.

The proposed development would drastically reduce the level of privacy currently enjoyed by residents in the surrounding area. Many of the planned properties would overlook existing homes and gardens, which would significantly affect the right to quiet enjoyment of existing properties. The scale and proximity of the development is entirely out of keeping with the existing rural and residential character of the area.

Noise, dirt and dust during the construction process.

The scheme as submitted does not accord with the requirements of the LDP and fails regarding its approach to properties located at the edge of Laleston and in the way it treats the development immediately around the application site. There is very little space or buffer between the properties to the western side of the site and existing properties which appear very close to the boundaries with the existing properties. This limits the space available to plant or retain hedgerows or trees which would provide useful screening to existing occupants. It would be better if the closest properties and garages were moved further away from the existing properties to create space for a more meaningful buffer. Planting species and overall distances between existing properties and the new houses should be clarified.

Pollution

This development would contribute to additional pollution in the area, as well as more pollution on Park Street, an area that has seen some of the worst pollution in Bridgend and the Council has worked so hard to cut down. Shared Regulatory Services own air quality report claims it will be on target by 2027, would that now be the case with potentially 850 more cars using this road a day. Also, is this helping to contribute to a net zero Wales. The inevitable rise in air pollution would pose a public health risk, especially for children and the elderly. Without significant investment in road infrastructure and sustainable transport options, the current network simply cannot support such a large influx of vehicles.

The development's carbon footprint, additional pollution, and waste management issues need to be addressed, especially considering the current inconsistent refuse collection and water pollution problems.

Poor environmental record and potential ongoing violations of the Applicant in this respect.

Park Street in Bridgend is well known for its level of emissions and having high levels of nitrogen dioxide and is a recognised Air Quality Management Area (**AQMA**). The proposal would significantly increase the levels of nitrogen dioxide in the area and add further traffic jams to the area.

Significant noise levels from the main road and high street would impact the new development.

Affordable Housing Provision

Only a small percentage of this development will be affordable – this does not support young people or families who are trying to get onto the housing ladder.

The proposed volume of social housing would appear to be insufficient for local needs.

Loss of Productive Agricultural Land

The site is currently used by a local farmer, contributing to both the local economy and the traditional rural landscape. Converting this productive farmland into a housing estate represents an irreversible loss of agricultural land at a time when supporting sustainable, local food production is increasingly important. The proposal represents an unjustified loss of appreciated agricultural land.

Lack of Transparency

The significant increase from 450 homes in 2019 to 850 homes currently raises questions about the true scope of this development. How many homes will ultimately be built.

Alternative Options

Instead of residential - why not a community garden or allotments for the residents to boost their mental health, increase neighbourhood interaction or something that won't have a significant impact on traffic, and local services.

These new developments are not an efficient use of land when Bridgend Town and the county is blighted by many empty and unsightly properties and vacant land, which could be used for building new homes.

Loss of Property value and loss of views

Property value decreased and existing views harmfully affected and disrupted.

COMMENTS ON REPRESENTATIONS RECEIVED

The following comments are offered in response to matters raised:

Overdevelopment

The adopted, Bridgend Replacement Local Development Plan, 2024 (**RLDP**) identifies a combination of different site typologies which are necessary to deliver the growth requirements of the Borough. These include a number of sustainable urban extensions which will allow the Council to achieve the most sustainable form of development, meet the **RLDP** objectives and address existing capacity issues. Sustainable urban extensions comprise a minority of strategic sites that are allocated to deliver homes and associated infrastructure. This is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. Indeed, this latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.

Sustainable Urban Extension sites are allocated where they can best support the **RLDP** Vision and Objectives, and are capable of delivering mixed use development at a scale that will enhance communities. Identification of appropriate Sustainable Urban Extensions has been undertaken fully in line with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the creation and adoption of the **RLDP**. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper and Minimising the Loss of **BMV** Agricultural Land.

In order to enable the implementation of the Growth and Spatial Strategy, Policy **SP2** of the **RLDP** defines a suite of Strategic Allocations where growth will be focused. Policy **SP2** therefore directs growth to Sustainable Urban Extensions (and Regeneration Sites) within the identified Regeneration Growth Areas and Sustainable Growth Areas. The location and scale of these sites present opportunities for significant new development to take place over the plan period to help meet the **RLDP** Vision and Objectives and ensure implementation of the Regeneration and Sustainable Growth Strategy. The combined development of these sites will result in the provision of comprehensive residential,

employment and commercial development whilst providing new transportation, affordable housing, community, education and recreation facilities to serve the respective sites and existing communities.

These sites (together with all other candidate sites) have been subject to a proportionate Site Assessment, incorporating Strategic Environmental Assessment (**SEA**), and Habitats Regulations Assessment (**HRA**) to identify the likely environmental and wider sustainability effects from their delivery, thereby informing the site allocations.

The application site forms one of the specifically allocated sites under Policy **SP2 (3)** of the **RLDP** as a sustainable urban extension known as Land West of Bridgend. The site (alike all allocated sites) is considered essential to the delivery of the aims and aspirations of the **RLDP** and has been subject to rigorous viability and deliverability testing. This process has certified that the costs of the development requirements and placemaking principles set out in site specific policies coupled with the Council's aspirations for delivering high-quality new communities are realistic and deliverable on each site within the plan period.

Policy **PLA3** of the **RLDP** further identifies and allocates the Application site for a comprehensive green infrastructure led residential development, which should deliver circa 850 homes, new primary school, recreation facilities and associated infrastructure. Whilst comments in respect of overdevelopment of the site and loss of green space are acknowledged the site forms a fundamental and essential, allocated site for development within the **RLDP**, that has been subject to rigorous viability and sustainability testing with the proposal deemed an appropriate and acceptable development scheme in line with the principles of the **RLDP**.

Traffic and Road Safety

The Application proposal is supported by an Environmental Statement (**ES**), Traffic Assessment (**TA**) and various other supporting evidence and documentation to support and justify the development scheme and assess its likely impact on traffic and highway safety. Importantly, the site has been subject to rigorous design reviews, negotiation and lengthy discussions with the Highway Authority. Following a substantial and extended Pre-Application process and various reviews of the design of the development and supporting information, coupled with the positive highway benefits of the scheme, the Council's Highway Authority raise no objection to the proposals (as further detailed in the Appraisal Section of this Report).

In addition, it is fully acknowledged the proposal represents a significant project and inevitably a development of the scale proposed, in close proximity to existing properties, is going to result in some inconvenience, general noise and disturbance during the construction period. Nevertheless, this is not a valid reason to justify the refusal of the planning Application with such disturbance effectively being of a temporary nature. Given the scale of development, it would however, be reasonable to impose planning conditions to control the hours of construction and ensure the implementation of a construction traffic management plan throughout the period of construction. Statutory noise nuisance is governed under separate legislation.

Inadequate Local Infrastructure and Healthcare Services

It is acknowledged new development often creates a need for additional or improved community services and facilities without which the development could have an adverse effect upon amenity, safety, or the environment. Planning obligations are legally binding agreements between a local authority and a developer/landowner and are the means through which these deficiencies are to be mitigated. In this respect and as further detailed in the Appraisal Section of this report, appropriate contributions in relation to education, affordable accommodation provision, open space and highway infrastructure are being

sought from the developer which are considered reasonable and fair in this instance.

The planning Application should also be determined on its own planning merits and on the basis of the supporting evidence submitted in this case along with due regard to the key consultee responses received in respect of the development scheme, it is considered the proposal is unlikely to negatively impact local amenities and facilities to such a degree to refuse the scheme.

The site has been identified as, and forms one of the specifically allocated sites under Policy **SP2 (3)** of the **RLDP**, a sustainable urban extension known as Land West of Bridgend. The site (alike all allocated sites) is considered essential to the delivery of the aims and aspirations of the **RLDP** and has been subject to rigorous viability and deliverability testing.

It is further acknowledged that Cwm Taf Morgannwg University Health Board have raised no objections against the scheme, with the proposal being supported by a Health Impact Assessment (**HIA**), and other key consultees such as the Fire and Police Services (Designing Out Crime Officer), and The Highway Authority have raised no fundamental objections to the scheme.

Whilst due consideration has been given to the impact of the scheme on Local Infrastructure and Healthcare Services in particular, it is deemed that the development is satisfactory in this respect, subject to necessary and relevant contributions to infrastructure upgrades and provision, with the planning merits of the scheme outweighing any potential negative impacts of the proposal in this case.

Education Provision

The Application has been the subject of significant negotiation and discussion with Education Officers with the proposal, in line with the relevant, adopted Policies of the **RLDP** including the provision of a necessary 1.5 Form entry Primary school on a 2.3 hectare plot within the boundaries of the Application site.

In addition, and as further highlighted later in the report, the developer would be required to provide substantial Section 106 Contributions to address education provisions within the locality of the Application site accordingly. This would amount to a figure of **£9,625,648.50** from the developer.

Sustainability Concerns

As discussed, the **RLDP** identifies a combination of different site typologies which are necessary to deliver the growth requirements of the Borough. These include a number of sustainable urban extensions which will allow the Council to achieve the most sustainable form of development, meet the **RLDP** objectives and address existing capacity issues. Identification of appropriate Sustainable Urban Extensions has been undertaken fully in line with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the creation and adoption of the **RLDP**. The Application site wholly includes a specifically allocated site for built development of the nature prescribed and is deemed a sustainable and accessible site within close proximity to amenities and local facilities, including the relatively nearby Bridgend Town Centre.

Wildlife and Green Space Loss

As highlighted, the proposal is supported by an Environmental Statement (**ES**), along with substantial ecological information that appropriately considers the impact of the development on wildlife and green infrastructure.

The scheme has been designed with full regard to mitigating ecological constraints by

importantly retaining suitable buffers to habitats particularly the key retention of Laleston Meadows **SINC** which includes and incorporates the green space bordering the northern and north-eastern boundaries of the site. The inclusion of the **SINC** within the site boundary allows a balanced provision of informal public open space and wildlife zones which when linked with the proposed open space, retained rights of ways and Active Travel Routes would provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement.

The **SINC** provides a space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during development of adjacent land. Cessation of grazing activities following development and occupation of the site and sensitive long-term management of sensitive habitats would improve the existing condition of the **SINC** and facilitate its restoration, further compensating for habitat loss elsewhere across the site.

The provision of structural landscaping, with a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents would be provided. The retention of existing landscape features where feasible (hedgerows and trees) forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site. In total, the site would provide in excess of 10 hectares of retained woodland, improved grassland and new areas of open space.

Furthermore, no objections to the scheme have been raised by the Councils Ecologist or Natural Resources Wales.

Building Design

The application proposals have been the subject of significant and extensive Pre-Application discussions and a comprehensive evaluation of the design, finishes and overall layout of the development by Planning Officers, The Councils Conservation Officer and the Councils Urban Designer, undertaken. The scheme is deemed an acceptable and appropriate form of residential development that broadly meets the design requirements of national and local planning policy.

As discussed further in the Appraisal section of this report, the scheme is considered to represent a well-balanced, logical and appropriate mixed-use scheme with acceptable residential areas and green open spaces and infrastructure interwoven to give the proposal appropriate design qualities.

The scheme is considered to meet the place making objectives of the **RLDP** (meeting Policy **PLA3** Development Requirements in particular) and has due regard to much of the design aspirations encouraged by wider national Planning Policy in the form of Planning Policy Wales (Edition 12) and relevant Technical Advice Notes.

Coalescence of built areas

The scheme incorporates significant levels of green space, planted buffers and general landscaping to aid the buffering of the site and assist its integration with the surrounding landscape. As discussed further in the Appraisal Section, the scheme which is supported by an Environmental Statement (**ES**) and visual assessment, would form a substantial and noticeable feature and inevitably change the current rural landscape and setting of the Application site. Nevertheless, a high-quality design is being proposed with various mitigation aspects that aid the screening of the development and to ensure an acceptable form of built development is introduced to the locality in this case.

Land Drainage

The Council's Drainage Officer and Dwr Cymru/Welsh water have fully assessed the planning Application and the significant supporting documentation that accompanies the submission. Following negotiation and discussion, no objections to the scheme have been raised by either of the appropriate consultees in respect of Land Drainage.

Residential Amenity

The scheme has been carefully scrutinised and assessed in terms of amenity protection and provision with due regard to the letters of representation received from neighbouring residents in this respect. On balance, and as further discussed in the Appraisal Section of this report, the scheme is considered to meet the requirements of adopted and accepted standards in respect of overlooking, overshadowing and domination.

In addition, Shared Regulatory Services Officers have raised no objection against the scheme subject to the imposition of conditions.

Overall, the scheme does not infringe the Authority's privacy standards with appropriate distances and orientations of properties existing within the proposed development site and in terms of the relationship with neighbouring residential land uses.

Pollution

The Hybrid Planning Application is supported by an abundance of supporting information in respect of pollution prevention, including noise and air quality with no specialist consultee including Shared Regulatory Services Officers and Natural Resources Wales raising any objection against the scheme in this respect, as further discussed in the Appraisal Section of this report.

Affordable Housing Provision

As prescribed by the provisions and policies of the **RLDP** (Policy **PLA3** in particular), 20% of the new residential units must be affordable in nature and this is what is envisaged and being proposed by the developer which would be appropriately secured by a Section 106 legal agreement.

Loss of Productive Agricultural Land

The loss of the open fields and associated use of the land for farming/grazing purposes is regrettable; however, the Application site does wholly comprise a purposely allocated site for built development within the **RLDP**. Following consultation with the Welsh Government (Department for Climate Change & Rural Affairs) and a review of the Predictive Agricultural Land Classification Map for Wales the site is considered at best Subgrade 3b, rather than Best and Most Versatile (**BMV**) Agricultural land, with no objections being raised to the loss of the land for agricultural purposes being raised.

Lack of Transparency

The Application Site comprises land that is specifically allocated for the provision of up to 850 homes within the adopted **RLDP**, which was adopted by the Council in 2024 following considerable consultation and rigorous examination by an independent Planning Inspector. The plan provides clear guidance and clarity on exactly what the land (Application site) should be utilised for.

Alternative Options

As highlighted the site is allocated under the provision of the adopted **RLDP** for mixed use purposes including the provision of up to 850 residential units and a 1.5 Form Entry Primary School that the Hybrid Planning Application submission seeks to address and provide. The Local Planning Authority must determine the Application submitted, based on the plans and information submitted, rather than any other alternative schemes.

Loss of Property value and loss of views

Decreased property value and loss of a view are not material planning considerations or justified reasons to warrant the refusal of the scheme.

POLICY CONTEXT

Local Policy

The Development Plan for the area comprises the Bridgend Replacement Local Development Plan 2024, which was formally adopted by the Council on 13 March 2024. The relevant policies of the Bridgend Replacement Local Development Plan (**RLDP**) and supplementary planning guidance are highlighted below:

Policy SF1 Settlement Hierarchy and Urban Management - Development will be permitted within settlement boundaries at a scale commensurate with the role and function of settlements - Bridgend.

Policy SP1 Regeneration and Sustainable Growth Strategy - To deliver Bridgend's Regeneration and Sustainable Growth Strategy between 2018-2033, the Plan will make provision for: 8,628 new homes to meet a housing requirement of 7,575 dwellings (based on a 14% Flexibility Allowance), including 1,711 affordable homes. Regeneration and Sustainable Development in the County Borough will be focused in identified growth areas including, c) Bridgend Sustainable Growth Area.

Policy SP2 Regeneration Growth Area and Sustainable Growth Area Strategic Allocations - Identifies Sustainable Urban Extensions (in addition to regeneration sites), specifically allocated within Sustainable Growth Areas as mixed use (leisure, retail and residential) strategic sites including **SP2(3)** Land West of Bridgend. Each of the Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles (Policy **PLA3** for Land West of Bridgend).

Policy SP3 Good Design and Sustainable Place Making - 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.

Policy SP4 Mitigating the Impact of Climate Change - All development proposals must make a positive contribution towards tackling the causes of and adapting to the impacts of Climate Change.

Policy SP5 Sustainable Transport and Accessibility - 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. Development must also be supported by appropriate transport measures and infrastructure.

Policy SP6 Sustainable Housing Strategy - The plan makes provision for 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 1,711 of these homes will be affordable. The policy supports the delivery of Strategic Sites within and on the edge of, established settlements.

Policy SP8 Health and Well-Being - Health inequalities will be reduced and healthy lifestyles and choices encouraged through development proposals.

Policy SP9 Social and Community Infrastructure - In order to maintain and improve the quality of life of residents, social and community uses and/or facilities will be retained or

enhanced.

Policy SP10 Infrastructure - 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.

Policy SP17 Conservation and Enhancement of the Natural Environment - The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Development which will maintain and, wherever possible, enhance the natural environment of the County Borough will be favoured. Development proposals will not be permitted where they will have an adverse impact upon 1) The integrity of the County Borough's countryside; 2) The character of its landscape; 3) Its biodiversity and habitats; and 4) The quality of its natural resources including water, air and soil.

Policy SP18 Conservation of the Historic Environment - The County Borough has a rich and diverse built heritage and historic environment. Development proposals must protect, conserve, and, where appropriate, preserve and enhance the significance of historic assets, including their settings (including (2) Scheduled Monuments, (3) Archaeological Sensitive Areas and Archaeological Remains and (5) Conservation Areas).

Policy PLA3 Land West of Bridgend, Bridgend Sustainable Growth Area - Allocates Land West of Bridgend (as shown on the Proposals Map) for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes (including 20% / 170 affordable housing units), incorporating a new one and a half form entry Primary School, recreation facilities, public open space plus community facilities all set within distinct character areas. Specific masterplan development principles for the site are identified which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities.

Policy PLA8 Transportation Proposals - Highway improvement works in the form of corridor or junction improvement schemes will be required to mitigate the impact of development on the highway network.

Policy PLA9 Development Affecting Public Rights of Way - As part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the **PROW** network. Any predicted adverse impacts on the character, safety, enjoyment and convenient use of a **PROW** must be mitigated.

Policy PLA11 Parking Standards - All development must be served by appropriate levels of parking in accordance with the adopted SPG 17 on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Policy PLA12 Active Travel - Development must maximise walking and cycling access by prioritising the provision within the site and providing or making financial contributions towards the delivery offsite.

Policy COM1 Housing Allocations - Allocates specific sites for residential development including Land West of Bridgend (one of five strategic sites).

Policy COM2 Affordable Housing - sets measures for the delivery of 1,711 affordable homes over the Plan period.

Policy COM3 On-Site Provision of Affordable Housing - Seeks the provision of affordable housing contributions on schemes for ten or more dwellings with the strategic development sites being subject to individual, site specific affordable housing requirements (20% affordable housing contribution for Land West of Bridgend). Affordable housing will be expected to be delivered on-site in the first instance.

Policy COM6 Residential Density - 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.

Policy COM9 Protection of Social and Community Facilities - Proposals which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless adequately justified.

Policy COM10 Provision of Outdoor Recreation Facilities - Provision of a satisfactory standard of outdoor recreation space is required on all new housing developments.

Policy COM12 Provision of Allotments and Community Food Networks - The provision of allotments and community food networks will be promoted wherever suitable opportunities arise.

Policy ENT10 Low Carbon Heating Technologies for New Development - New major development must: 1) Be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions.

Policy ENT12 Development in Mineral Safeguarding Zones - Development proposals within mineral safeguarding areas, either permanent or temporary, must 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. 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.

Policy ENT15 Waste Movement in New Development - 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.

Policy DNP4 Special Landscape Areas - Designates certain areas within the County Borough as Special Landscape Areas (SLA's) including DNP4 (7) Laleston. Development in SLAs will only be permitted where: 1) It retains or enhances the character and distinctiveness of the SLA; 2) The design of the development reflects the building traditions of the locality in its form, materials and details, and/or assimilates itself into the wider landscape; and 3) The proposed development is accompanied by a Landscape Impact Assessment (LIA), which takes into account the impact of the development and sets out proposals to mitigate any adverse effects.

Policy DNP5 Local and Regional Nature Conservation Sites - identifies that development within or adjacent to local and regional nature conservation sites must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role.

Policy DNP6 Biodiversity, Ecological Networks, Habitats and Species - 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 Trees, Hedgerows and Development - Development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted. Where trees are to be replaced a scheme for tree replacement must be agreed prior to the commencement of development, including details of planting and aftercare.

Policy DNP8 Green Infrastructure - Development proposals will be required to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network. Where the loss or damage of existing green infrastructure is unavoidable, appropriate mitigation and compensation will be required. All developments must seek to maximise, as far as practicable, the amount of green infrastructure on the site, as well as the interconnectedness of green infrastructure within and around the site to the wider green infrastructure network. Development must also maximise opportunities to achieve multi-functionality by bringing green infrastructure functions together.

Policy DNP9 Natural Resource Protection and Public Health - Development proposal will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity.

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

SPG 02: Householder Development

SPG 05: Outdoor Recreation Facilities

SPG 07: Trees and Development

SPG 08: Residential Development

SPG 13: Affordable Housing

SPG 16: Educational Facilities and Residential Development

SPG 17: Parking Standards

SPG 19: Biodiversity and Development

National Policy

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

Future Wales – the National Plan 2040

Planning Policy Wales Edition 12

Planning Policy Wales -Technical Advice Note (**TAN**) - 2 Planning and Affordable Housing

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** 16 Sport, Recreation and Open Space
Planning Policy Wales **TAN** 18 Transport
Planning Policy Wales **TAN** 20 Planning and the Welsh Language

Planning Policy Wales - Edition 12 – February 2024 (**PPW**) indicates that 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. A well-functioning Planning system is fundamental for sustainable development and achieving sustainable places.

Good design promotes environmental sustainability and contributes to the achievement of the well-being goals. Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, and minimise the use of non-renewable resources. Good design can also help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process.

Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe, and sustainable links (including active travel networks) within and between developments. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, 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.

Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe, and attractive choice. Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place. A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development.

Sustainable building design principles should be integral to the design of new development. Development proposals should: mitigate the causes of climate change, by minimising carbon and other greenhouse gas emissions associated with the development's location, design, construction, use and eventual demolition; and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.

A *Globally Responsible Wales* is promoted by locating and designing developments which reduce trip lengths for everyday journeys and supports sustainable modes of travel which in turn will reduce our carbon footprint. For example, by locating new housing

developments within existing settlements enables people to take advantage of the shorter trip lengths to places of employment, retailing and other community services by walking, cycling or public transport.

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes. A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for Applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach has been applied.

Planning Authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.

Placemaking in development decisions happens at all levels and involves considerations at a global scale, including the climate emergency, down to the very local level, such as considering the amenity impact on neighbouring properties and people.

New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities.

Where new housing is to be proposed, development plans must include policies to make clear that developers will be expected to provide community benefits which are reasonably related in scale and location to the development. In doing so, such policies should also take account of the economic viability of sites and ensure that the provision of community benefits would not be unrealistic or unreasonably impact on a site's delivery.

A community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning Applications. Affordable housing for the purposes of the land use planning system is housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers.

Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with 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. The document sets out the key challenges and opportunities, required outcomes and a spatial strategy for the four regions of Wales.

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.

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

APPRAISAL

The Application is presented to Development Control Committee for determination given the scale and nature of the development, with the proposal representing the first Strategic Site to come forward as prescribed by the Bridgend Replacement Local Development Plan, 2024 (**RLDP**). There has also been a level of objection and correspondence raised against the scheme from residents and Ward Members.

A Hybrid Planning Application has been submitted (both Full and Outline consent) for the development of up to 850 residential units, a primary school and public open space, alongside landscaping, drainage, and green infrastructure with vehicular and pedestrian/cycle access at 'Land West of Bridgend'.

Having regard to the above, the main issues to consider in this Application relate to the principle of the development, landscape - visual impacts and design, residential amenity impact, highways - access and sustainable transport, biodiversity - green infrastructure provision and trees, drainage and the impact on the Public Right of Way (**PROW**). A further consideration is the Section 106 Legal Requirements generated by the scheme.

PRINCIPLE OF THE DEVELOPMENT

The site is considered an acceptable location for development, which has been confirmed through its allocation within the currently adopted, Bridgend Replacement Local Development Plan, 2024 (**RLDP**). The site is wholly located within the Primary Key Settlement of Bridgend as defined by Policy **SF1** Settlement Hierarchy and Urban Management of the **RLDP**. The site is also located in the Bridgend Sustainable Growth Area as defined by Policy **SP1** Regeneration and Sustainable Growth Strategy.

Policy **SP6** Sustainable Housing Strategy of the **RLDP** supports the delivery of Strategic Sites within, and on the edge of, established settlements. The proposed site constitutes a Strategic Site under Policy **SP6** and would positively contribute towards the delivery of the overall housing requirement of the Borough. The site is specifically allocated for the delivery of up to 850 residential units (including 170 affordable housing units) under Policy **SP2 (3)** – Land West of Bridgend of the **RLDP**. The principle of the development proposal is therefore fully supported and established and is considered acceptable in this instance.

This Strategic Allocation must, however, be developed in line with the site-specific policy and associated masterplan development requirements set out in Policy **PLA3** Land West

of Bridgend, Bridgend Sustainable Growth Area of the **RLDP**. Policy **PLA3** Land West of Bridgend, specifically identifies the application site to deliver a mixed-use urban extension comprising:

- 850 Residential Units
- 20% Affordable Units
- 2.3 hectares, 1.5 Form Entry, Primary School
- 10 hectares of outdoor recreational facilities and public open space, and;
- Active Travel Routes.

Specifically, the masterplan development principles for the development, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities, are set out as follows (Policy **PLA3** of the **RLDP**):

- a) Create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, Scheduled Ancient Monument, existing housing clusters, community facilities, Active Travel Networks and public transport facilities;*
- b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods;*
- c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;*
- d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must not be to the detriment of the Special Landscape Area, and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape;*
- e) Maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence;*
- f) Orientate buildings to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety; and*
- g) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.*

In addition, Policy **PLA3** of the **RLDP** sets out the direct development requirements for the site that shall now be discussed and addressed within the context of the other key material planning matters, generated by this planning Application.

LANDSCAPE, VISUAL IMPACT AND DESIGN

Planning Policy Wales (Edition 12, February 2024) states at paragraph 3.9 that: '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.'

Policy **SP3** Good Design and Sustainable Placemaking of the Bridgend Replacement Local Development Plan (2024) (**RLDP**) states 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 full 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.

Planning Applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to o) of Policy **SP3**, that states, amongst others, all development must:

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

Policy **SP18** Conservation of the Historic Environment of the **RLDP**, promotes the need to protect, conserve and where appropriate, preserve and enhance the significance of historic assets, including their settings.

In addition, Policy **PLA3** Land West of Bridgend, Bridgend Sustainable Growth Area of the **RLDP**, specifically states that the development must provide the following requirements (amongst others):

1) 850 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements;

2) 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development;

*3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy **COM10** and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance and explore the provision of enabling sensitive public access to part of Laleston Meadows **SINC** and woodland;*

16) A Community focal space in the southern part of the site by means of a concentration of appropriate mixed uses with active frontages around a central hub including the school and formal play areas and easily accessible to new and existing residents;

The Hybrid Application proposal is for a comprehensive residential led scheme at land to the West of Bridgend. The Application has been subject to significant Pre-Application discussions and workshop meetings and substantially revised and amended during a lengthy Pre-Application process and Application time frame to ensure the scheme aligns

and appropriately meets the requirements of the **RLDP** and specifically addresses the key, planning policy and development requirements of this strategically allocated site.

Submitted in effectively two parts, with Full and Outline Planning Permission being sought in this case, the development proposal seeks detailed, Full consent for the southern aspect of the site, whereby 377 residential units and associated infrastructure would be created. The second phase of the development, for the more northern aspect of the site for additional residential units (up to a total of 850 units) and a primary school, is sought in Outline at this stage (with specific details to follow through the submission of Reserved Matters Applications for this aspect of the development).

Accordingly, the Application submission, which seeks development for up to 850 homes including 20% affordable housing units, with the site layout incorporating and detailing 2.3 hectares of land to accommodate a 1.5 Form Entry Primary School with co-located nursery facility would meet the key development requirements (1 and 2) of Policy **PLA3** of the **RLDP**. Additionally, the necessary financial contributions as secured under a Section 106 Planning Obligation are also being made in this case (as discussed later in this report under the S106 Legal Contributions Section).

In terms of the proposed mix of dwelling sizes and types of units being proposed, detailed in particular for the Full Planning Application, the development proposal appears to be appropriate, compatible with its surroundings and reflective of nearby buildings and residential properties, and generally acceptable for a development of this nature and scale.

Figure 11 – House Type Examples/Visuals





As discussed, the Application has been subject to extensive negotiation and discussion, varying iterations and design improvements have been undertaken, with the final submission being supported by a Design and Access Statement (**DAS**), Environmental Statement (**ES**), Landscape and Visual Appraisal (**LVA**) and various other supporting documents that aim to demonstrate that the development is justified and would not have a detrimental impact on the surrounding area and contribute positively to the place making goals of both local and national planning policy.

The aim of the submission is to provide a high-quality development proposal in its own right and a scheme that effectively assimilates and integrates with the key, existing characters of the site and wider surroundings.

The detailed layout of the scheme establishes a new primary access point from the existing highway, A473 (new controlled junction with pedestrian crossings and enhancements), which would then form the primary spine road through the site with associated 3m wide Active Travel Route. The primary spine road/loop road would lead to a central area/community green space in line with the requirements of Policy **PLA3** of the **RLDP**; effectively creating a central island and community focal space adjacent to the school site. The central spine road would be designed to accommodate a bus route through the southern aspect of the site, supporting long term public transport connectivity.

The central area/community space would form a large area of formal and informal public open space within the southern aspect of the site and following negotiation would include the provision of an acceptable Local Equipped Area for Play (**LEAP**), Sustainable Drainage Systems (**SuDS**) features, and open green space with areas of mature trees and hedges that currently exist on the site being retained to integrate and enhance this space. Across the site, additional forms of play provision are also proposed including two Local Landscaped Areas for Play (**LLAP**) with soft landscaping forms and features, Local Areas for Play (**LAP's**), and informally through the various themes throughout the scheme including the western trim trail and maze style feature to the front of site.

In addition to forming the primary loop road and school access, from the main route through the site a network of streets, secondary and tertiary streets, and spaces supported by active travel links, green corridors and drainage infrastructure would also be created across the site in a permeable and connective manner. The residential development blocks being created would incorporate a legible and permeable manner with the proposed layout effectively being shaped and responding to the site's landscape structure, existing movement network and surrounding context. The residential scheme would establish a clear, permeable and legible framework with varying dwelling buildings and a good mix of character areas with integrated green infrastructure and pedestrian linkages.

Figure 12 - Visual of the Development proposal as viewed along the A473

CGI view along A473, showing new homes behind retained hedgerows, with varied rooflines and forms creating a softened, well-integrated edge.



The detailed aspect of the scheme proposes the construction of a total of 377 units comprising a mixture of detached, semi-detached and link properties predominantly of a two-storey design although areas of three-storey properties would be accommodated at key locations within the scheme, forming a central core largely along the main avenue through the site. The three-storey buildings would form a distinguishable and identifiable main route through the site. Lower density housing would be developed along the greener edges of the site with stone facades being incorporated into the southwestern aspect of the site (near the former Circus Field) to reflect and respond to the existing stone finishes of properties used predominantly throughout the built-up area of Laleston, including those within Laleston Conservation Area.

Across the site, the new buildings would comprise a comprehensive mix of one, two, three and four bed units with the two and three-storey design of the buildings incorporating pitched roof finishes and a mixture of brick, stone, rendered and clad facades that would be reflective and broadly in-keeping with the finishes and overall appearance of properties within the wider locality. Affordable housing units would be integrated throughout the site in sustainable clusters of no more than ten units which seeks to align with local planning policy requirements. It has also been illustrated each building would incorporate roof solar arrays, air source heat pumps (**ASHP**) and electric vehicle charging infrastructure (with appropriate levels of amenity being afforded to future residents of the site, including levels of outlook, general amenity, waste and recyclable storage and car parking).

Figure 13 – Example Street Scenes



The Outline aspect of the proposal, whilst illustrative at this stage generally identifies the site would follow the same kind of layout and general building forms of the main Full Application submission in terms of dwelling mix, form and design with the school site being subject to specific design and more detailed considerations at the Reserved Matters Application stage. The primary access would continue from the A473 into the northern aspect of the site, meandering up to the northern limits of the site. The Outline Application proposal for the site also clearly illustrates and has had regard to the need for the protection and maintenance of the Laleston Meadows Site of Importance for Nature Conservation (**SINC**) that would remain largely undeveloped and retained as part of the scheme. Specific enhancements, maintenance and management procedures would also be implemented to the **SINC**, with only sensitive **SINC** access to the public being encouraged (the Application being supported by a **SINC** management plan). The general layout of the site and overall design of the proposed development is therefore considered to adhere to development requirements 3 and 16 of Policy **PLA3** of the **RLDP** (as earlier detailed).

In addition, the proposed layout, following much negotiation is considered to provide a reasonable and appropriate level of amenity for likely future occupiers of the properties with an appropriate relationship being formed between the built form, highways infrastructure and both public and private amenity spaces across the development site. The extensive discussions held with the applicants and supporting agents have aimed to promote place making qualities, through adequate design, layout, overall density of properties and appropriate green and open space provision, whilst retaining existing green infrastructure across the site (hedges and mature trees) where practically and reasonably possible.

The submission of amended plans has ensured the retention of much of the hedges across the site (approximately two thirds of the hedgerow resource being retained) and the replanting of replacement trees and other plant species where a grouping of trees/hedges are to be removed. The retention and replacement planting scheme for the site would therefore facilitate the integration of the new development with its existing surroundings with the development also forming a new residential estate with its own character and identity.

Policy **COM6** Residential Density of the **RLDP** specifically 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 density of the site consists of a range of multi-tenure dwellings with an overall net density within the Full Application site of around 29.86 dwellings per hectare (based on 377 dwellings). The layout largely mirrors the general layout supporting the site at examination, and it is acknowledged that the illustrative masterplan responds to a number of constraints present on site (including the Laleston Meadows **SINC**). Higher density development is focused around key movement corridors and community hubs whilst lower density homes are proposed to define the more sensitive edges of the site and address

green infrastructure parcels. The current, overall density of the site is therefore deemed acceptable in this case, although any future reduction in density/dwelling numbers for the second phase (Reserved Matters Application), would need to be appropriately justified in accordance with Policy **COM6** of the **RLDP** and national planning policy.

It is clearly acknowledged the development of the site would mark a fundamental change to the character and landscape setting of the site that currently comprises largely open fields and grassland with the wooded Laleston Meadows **SINC** to the north-east of the site (although this feature would be retained). In acknowledgement of the scale and likely impact of the scheme in general visual terms, the scheme is supported by a Landscape and Visual Appraisal (**LVA**) that takes account of the landscape character of the site and surrounding area.

It is also noted the site falls within the Special Landscape Area (**SLA**) of Laleston as defined by Policy **DNP4(7)** of the **RLDP**. Development in **SLAs** will only be permitted where (Policy **DNP4** of the **RLDP**):

- 1) It retains or enhances the character and distinctiveness of the **SLA**;
- 2) The design of the development reflects the building traditions of the locality in its form, materials and details, and/or assimilates itself in the wider landscape; and
- 3) The proposed development is accompanied by a Landscape Impact Assessment (**LIA**), which takes into account the impact of the development and sets out proposals to mitigate any adverse effects.

The Landscape and Visual Appraisal (**LVA**) undertaken for this Application followed best practice guidance as set out in Guidelines for Landscape and Visual Impact Assessment (**GLVIA**). In accordance with the **GLVIA**, the **LVA** adopted an approach proportionate to the likely significant effects of the proposed development. The conclusions of the **LVA** have been determined via use of professional judgement, set within a structured assessment framework, and supported by reasoned justification.

The key elements of the design of the site and of relevance to the **LVA** are:

- Up to 850 residential dwellings in total (Full/Outline), with 377 of the residential houses included as detail. The proposals are for a high quality, mixed tenure residential community with distinct character areas responding to the site context and creating a sense of place. Variation in built form and density, positively fronting streets and areas of public open space;
- A new primary school;
- Laleston Meadows **SINC** woodland and wetland maintained and enhanced;
- Enhanced pedestrian and cyclist connectivity on the western edge of Bryntirion. New routes, namely an active travel route and new links to existing routes in the wider **PROW** network proposed to increase and improve access to the countryside in accordance with policy.
- A series of public open spaces (**POS**) dispersed throughout the site for formal and informal play/recreation including Local Areas for Play (**LAP**), Local Equipped Area for Play (**LEAP**) and Natural Play. A trim and trail space is also proposed, linking up a series of open spaces and there will be foraging and community opportunities incorporated into the design.
- The majority of existing hedgerows/hedge banks have been retained as part of the proposals. Landscape buffers along retained hedgerows, trees and landscape features form the framework upon which the masterplan has evolved for a multifunctional green network across the site and around the site's edge.
- Within development parcels, the greening of streets through strategic street tree planting,

soft landscaping to front gardens and a drainage strategy/integrated approach to Green Infrastructure (**GI**) to improve the street scene where built form interfaces with the internal road network.

- Additional tree planting along the western boundary to provide screening from existing development to the west; and
- Considerable areas of landscape proposals.

Through the **LVA** process the nature of the visibility of the development has been assessed and fed into the design process to minimise impacts upon landscape character. The landscape and visual sensitivities of the site have influenced the master planning process through an iterative process since the project's inception at the promotional stage. Thus, the scheme proposals incorporate a degree of integrated (or embedded) mitigation designed to avoid or reduce potential landscape and visual effects.

Extensive new tree planting would create a 'greenway' or a green visual edge to the proposed development on three sides. The overall principles of the landscape strategy are to create a new settlement edge to Bryntirion when viewed from the A473. This edge would redefine a new gateway to Bryntirion through considered architectural treatment of dwellings set back from the A473 and new tree planting along the edge to mirror the character of the south side of the road. Landscaped buffers would have multifunctional roles; as well as providing separation from Laleston, planting will enable habitat creation, and structural planting would soften the appearance of the built form over time to form a sympathetic interface between Bryntirion and the countryside to the north-west.

Although it is acknowledged the proposed development would bring the settlement edge further west and reduce the gap between Laleston and Bryntirion, the strategic greenway buffer would give rise to beneficial effects as the existing settlement edge of Bryntirion features little softening along its boundary and exerts an urbanising influence over the adjacent rural context. Street tree planting within the proposed development would also assist in the creation of a 'green neighbourhood' to assimilate the development into the wider landscape and break up the quantum of development in spatial terms.

To specifically address local planning policy the following measures have been embedded into the overall design concept:

- The Laleston Meadows **SINC** would be retained and brought into regular long-term, sensitive management and monitoring. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the **SINC**, and dwellings would front onto it. The fields within the **SINC** would be improved by the proposals as well as maintained in the long term. Less sensitive areas of the **SINC** offer an opportunity for informal and natural play on site provided increased public access would not clash with its ecological function with part of the more valuable **SINC** being fenced and restricted for wildlife only.
- The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the majority of hedgerows and trees would be retained and enhanced and some of the character of the **SLA** within which the site lies would be retained.
- Provision of structural landscaping, a mix of native and non-native trees and shrubs is proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area.
- Retention of existing landscape features (hedgerows and trees) where appropriate

- and as a priority for providing a desirable green framework that links with the wider green infrastructure surrounding the site; and
- A net benefit for biodiversity.

The embedded mitigation measures have enabled a considered layout to be designed in line with the constraints of the site and policy requirements. In addition to these mitigation measures, that are inherent in the land choice and within the proposals as shown on the submitted plans, the scheme would provide significant benefits for the local community including the provision of housing to meet the needs of Bridgend County Borough, formal and informal Public Open Space (**POS**), with new areas of attractive, accessible, linked **POS** across the site, which would be enhanced by sustainable drainage systems (**SUDS**) features.

The proposed development would, inevitably, change the character of the site itself from that of effectively a greenfield site on the edge of settlement to being part of the built form itself and forming a new settlement edge. Despite this wholesale change of land use, the proposal has retained a commendable amount of the existing landscape fabric on the site within the layout. Furthermore, the design has responded to open space and green edges by proposing outward facing edges across the majority of the scheme. Enhancement of retained features is proposed throughout, providing buffers to existing landscape features which would be managed. This approach would ensure the health and longevity of landscape features and provide protection and enhancement to features such as hedgerows, hedgerow trees, tree belts and woodland through the incorporation of landscape buffers. The majority of landscape features are proposed to be retained and enhanced within the scheme.

There would be noticeable landscape effects due to the loss of the open agricultural land as well as beneficial effects from the habitat creation and futureproofing the health of the retained landscape assets on the site itself. The aesthetics of the built form and the landscape strategy, which softens the appearance of the proposed development, would round off the settlement edge on a site that is defined by physical boundaries on all sides. Overall, it is anticipated within the scope of the **LVA** that the development, in keeping with the overall planning layout and mitigation measures proposed, would result in a major/moderate to moderate level of effect upon the landscape character of the site itself and the immediate site context. The Application site would be subject to the greatest change although this is predicted to diminish due to distance and intervening landform and features.

The site is within Landscape Character Area (**LCA**) 12 - Newton Down Limestone Plateau and the Laleston Special Landscape Area (**SLA**). The site, however, forms a small part of the host character area (**LCA12**). The Bridgend Circular Walk is a key characteristic relevant to the site and the adjacent country lanes, settlement patterns also contribute to the site's perceived character. There would be direct landscape effects on the Bridgend Circular Walk and possibly on the minor lanes adjacent to the site so landscape effects would be experienced at a localised level only. The majority of the **LCA** would not experience direct or indirect landscape effects as a result of the proposals. The effects on the host character area are anticipated to be no more than minor by the **LVA**.

SLA's are designated at county level for landscape protection and they are generally regarded as high sensitivity landscape receptors. Laleston **SLA** comprises a large area within which the site makes up a very small part. Hedgerows and field patterns are the most apparent key characteristics. Arable land would be lost as a result of the proposals, but the majority of the hedgerow network is proposed to be retained and enhanced by the scheme. Some breaks and removal of internal hedgerows would be required to facilitate a layout with good urban design principles. Hedgerow breaks would also be required for

access and necessary visibility splays would result in the existing rural-edge character being changed to urban and 'built'. However, the **LVA** states the effects upon the **SLA** as a whole are likely to be no more than minor, given the limited extent of key characteristics relevant to the site itself as well as the limited intervisibility with the site compared to the overall scale of the designation. Local effects may be elevated to moderate however, where there is intervisibility at close range.

A series of representative viewpoints have been assessed as part of the **LVA**, with the visual receptors likely to be impacted mostly being Public Rights of Way (**PROW**) users, road users, visitors to the area and residential receptors. Although visual effects are expected to be contained within a c.500m radius of the site's boundary for the most part. The **LVA** concludes that, the scheme has balanced the need for housing on the site whilst also taking into account the environmental constraints and opportunities identified in the various technical disciplines involved in the design team. The **LVA** has demonstrated there are adverse and beneficial landscape effects that would result from the development of this site. However, the mitigation embedded and the approach to design adhered to can deliver a biodiversity net benefit in accordance with policy requirements. It is considered that bringing the **SINC** into long term management would prevent degradation of this habitat in perpetuity, and as the proposed landscape establishes throughout the development itself, the built form would assimilate into its surroundings. Overall, the anticipated effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site, and effects will be localised.

The Council's Principal Regeneration Officer and Urban Designer/Landscape Officer has reviewed the **LVA** and the Application submission and raises no principle concerns with the scheme. It is highlighted the character of the landscape would be changed as a result of this development which is acknowledged in the **LVA** and which subsequently places strong onus on the design of the development to aid the mitigation of those impacts in terms of looking into the site. The Laleston **SLA** designation also strongly recognises that field patterns play an important role in its character and appearance. It is noted the submission does state the development is seeking to retain hedgerows and undertake enhancements, however, the views onto the hedges would be impacted. Nevertheless, their retention and improvement are important to the success and greening of the scheme and limits its impact on the immediate landscape.

The visuals provided are generally appropriate and as expected within the **LVA**. The scheme does include strong bio-retention gardens throughout the detailed layout which satisfies a number of objectives including draining run off but importantly, it reduces that harsh feel of a site and introduces touches of landscaping within and throughout the scheme which is supported. Overall, given the allocation of the site and its strategic importance, the scheme as a whole would not have a detrimental impact on the character of the landscape or be at a high risk to landscape receptors.

Furthermore, the layout and form would appear to be strong and consists of a nice flow of streets with a variety of house forms. The central street appears to be well greened and would, if implemented well with the trees and soft landscaping, would form a characterful street scene with strong house type and elevations. Materials choice would be important however and, in particular, the stone finishes for the dwellings which should be conditioned.

These comments are echoed by the Council's Conservation Officer who, following the undertaking of site visits, is also generally supportive of the scheme but suggests that the stone finishes for the dwellings in the south western aspect of the site in closest proximity to Laleston should be appropriately controlled through a planning condition and fully

agreed prior to implementation on those particular dwellings (ensuring they are respectful to the finishes utilised throughout the nearby Laleston Conservation Area).

In summary, with due regard to the supporting information submitted, the level of negotiation and design changes and improvements undertaken during the processing of this scheme, coupled with the positive comments of consultees including the Council's Conservation Area and Design Officer's, the visual appearance, design and landscape impacts of the development are on balance, generally acceptable in this location, in accordance with Policies **SP3**, **SP17**, **SP18**, **PLA3**, **COM6** and **DNP4** of the **RLDP**. On balance, the scheme therefore raises no serious or adverse landscape, visual amenity or design concerns. The associated landscape and visual impacts of the development and associated buildings, both individually and cumulatively, would only be of a local relevance/importance and would not give rise to any significant wider environmental or visual effects.

A condition is however attached to the recommendation requiring additional detailed specifications/samples of the materials/finishes proposed for the development (stone finished properties) to ensure the proposal successfully assimilates with its surroundings, without an unreasonable adverse impact on the surrounding character and appearance of the area.

RESIDENTIAL AMENITY IMPACT

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"*.

Policy **SP3**, of the Bridgend Replacement Local Development Plan, 2024 (**RLDP**) states, amongst others, that all development must (k) 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.

Policy **DNP9** Natural Resource Protection and Public Health of the **RLDP**, further advises that development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to (amongst others): air pollution; noise pollution, light pollution and any other identified risk to public health or safety.

Having regard to the submitted layout, elevation and cross section plans, including the size of the site, its characteristics and level of screening/planting and the scale parameters of the residential units and associated garden spaces, it is considered that the site is capable of accommodating a substantial number of residential properties which would benefit from a reasonable degree of amenity and would not detrimentally harm the levels of amenity currently enjoyed by existing properties within the locality to such a degree to warrant the refusal of the planning Application. It is considered that the site can be developed (including the provision of a primary school) without unreasonably impacting the amenities of neighbouring properties, particularly with regards to dominance and loss of light, outlook and privacy.

The formally adopted Supplementary Planning Guidance (**SPG**) 02 - Householder Development (adopted in December 2008), sets out objectives that define development that is likely to be acceptable. Whilst the **SPG** relates to householder development it is considered that the principles of the **SPG** are generally relevant to this Application. The **SPG** identifies broadly accepted, set distances between habitable room windows within

new development and existing development. It advises that 21 metres between habitable room windows should be achieved with 10.5 metres of garden space usually required to be established between new habitable room windows and neighbouring property boundaries. Following careful review, the proposal largely meets these requirements, particularly in achieving appropriate offset distances between the established dwellings that exist around the borders of the Application site and the proposed new residential units.

The nearest residential properties to the east of the site, are situated along Hill View (linear residential street of largely semi-detached properties with a number of these buildings comprising split level, flat style accommodation) and Clos y Llwyfen (five properties).

Properties within Clos y Llwyfen are orientated away from and appropriately offset and screened from the development site to experience no harmful loss of amenity; with the proposed low level, largely underground pumping station being proposed within the extent of the south-eastern corner of the Application site.

Figure 14 – Aerial view of the eastern boundary of the site and existing properties within Bryntirion



Residential properties along Hill View are predominantly spacious, semi-detached style dwellings in appearance (often accommodating two units of flat style accommodation) that back onto the Application site. These properties benefit from relatively large, linear garden spaces that overlook/are abutted by the open fields that currently characterise the Application site. Whilst it is inevitable the general outlook and views from the rear of these properties would significantly alter and change as a result of the new development being proposed in this area, an acceptable level of amenity and offset distances between the existing and new properties, on balance, would be achieved. The existing garden lengths of the properties that back directly onto the Application site range from approximately 30 metres to 17 metres. The proposed dwellings that would directly back onto the properties along Hill View on the eastern boundary of the site would also benefit from rear garden spaces of a minimum distance of 10.5 metres which accords with general guidance (**SPG 02 - Householder Development**) and would ensure an appropriate separation distance is created between the properties. Distances between habitable room windows would be in excess of the 21 metres generally required and encouraged with the separation distances ensuring no adverse overlooking, dominance, overbearing impact or general loss of amenity is likely along the eastern boundary of the site. Properties further north along Hill View would be further buffered from the site and the proposed development (including the new primary school) by the existing dense woodland which would be retained as part of the scheme.

Directly to the west of the application site is a small scattering of residential properties that are accessed via the narrow lane off the A473. These properties include, Ton Philip,

Rhosla and Mayfield (Mews) and as illustrated below, the development (Full Application) would be erected in close proximity to the boundaries of these properties (**Figure 15**):

Figure 15 - Relationship of new development to the existing properties on the western boundary of the site



Representations received from the nearby occupiers in this area raise general concerns that the scheme fails in its approach to safeguarding the relationship with existing properties located on the edge of Laleston, resulting in very little space and buffers between the existing properties and the new development. It is also stated appropriate landscaping needs to be retained and introduced to safeguard the privacy levels of existing properties.

Again, whilst the general openness and feel of the existing fields that adjoin the properties to the west of the site would undoubtedly alter and significantly change as a result of the development proposal, the scheme has been designed and developed to retain appropriate offset distances, incorporate buffers and sympathetic design details, to safeguard and protect existing nearby residential properties and to comply with planning policy and guidance in this respect. As such, the scheme is generally considered respectful to the levels of residential amenity currently enjoyed by the nearest neighbouring properties. Proposed properties in this area of the development site would again benefit from adequate garden spaces and separation distances from the existing properties with no habitable room windows unduly or unreasonably overlooking the existing properties (it is also understood the developer has undertaken direct discussions with occupiers in this area to ensure buffer zones have been introduced for the development).

Further west of the site is the general built-up area of Laleston, although residential properties within this historic village are adequately offset from the development site to experience no direct loss of privacy or adverse residential amenity issues because of the scheme.

To the north of the development site is largely open countryside and to the northeast, would be the retained Laleston Meadows **SINC** offsetting the scheme from properties further north, along Hill View and within Bryntirion generally.

To the immediate south of the development site is the A473 highway beyond which is tree lines and grassed fields. Further south is the western aspect of the large Broadlands housing estate although the proposed development is unlikely to result in direct loss of residential amenity issues to residents of the Broadlands Estate.

Lighting

In terms of lighting, a general external lighting report/plan has been prepared by the developer with the strategy being designed to minimise any impacts on amenity, and it is unlikely that the height and strength of the lighting in and around the site would have any negative impact on residential occupiers that currently adjoin the site. A condition has also been recommended and can be imposed, should Planning Permission be granted, to ensure the final design of the lighting scheme across the site is completely satisfactory and would fully safeguard the level of light emissions and the ecological value of the site and its immediate surroundings (as requested by both the Council's Ecologist and Natural Resources Wales).

Noise

The Application has been supported by a Noise Assessment that has been carefully reviewed by the Council's Shared Regulatory Services (**SRS**) Officers who raise no objection against the scheme. The Noise Assessment, undertaken by '*In-Acoustic*' is based on detailed environmental measurements at the site and a supplementary modelling exercise and considers internal and external noise criteria for the proposed residential properties.

The assessment has identified that the site is almost entirely categorised as Noise Exposure Category A (**NEC**) of TAN11 (Noise) (i.e. noise need not be considered as a determining factor in granting planning permission), with BS8233:2014 - compliant internal noise levels being achieved in most areas with windows partially open for ventilation. In those areas of the site that are more exposed to road traffic noise arising from the A473, the application of typical, thermally insulating facade treatments will be suitable, meaning that acoustic requirements should not steer the dwelling design. The assessment has also identified that the residential development can be brought forward with BS8233:2014 - compliant noise levels within all private external amenity spaces. The Assessment demonstrates and sufficiently concludes that the proposed development is predicted to meet relevant planning requirements and sufficiently demonstrates that noise should not be considered an impediment to the granting of planning permission for residential development at the site.

The Council's **SRS** Officer, who has been involved in Pre-Application discussions for the development and ongoing dialogue with the developers, has advised they raise no objection against the scheme. However, appropriately worded conditions, should Planning Permission be granted for the development are suggested accordingly to ensure the scheme raises no adverse noise concerns. Conditions in respect of the Full Application relate to the installation of appropriate glazing and trickle vents to properties that border the A473, and measures (boundary treatments shall be installed) to safeguard the properties in close proximity to the school site and A473, along with a condition to control

sound levels from Air Source Heat Pumps (**ASHP**'s). In respect of the Outline aspect of the Application, conditions are suggested to control likely noise emissions from the proposed school site (and light spill) and control noise levels of **ASHP**'s also.

In summary, on the basis of the information presented and the careful consideration of the scheme by **SRS** Officers who have raised no objections to the proposal, the scheme is unlikely to generate serious or adverse noise concerns for existing neighbouring occupiers or likely future occupiers of the site.

Air Quality

The Hybrid Application is also supported by an Air Quality Assessment undertaken by 'Logika Group – Air Quality Consultants' that has been reviewed again by Shared Regulatory Services Officers who also raise no objection against this aspect of the proposal.

The Assessment aims to demonstrate that future residents and users of the proposed development would experience acceptable air quality, with pollutant concentrations below the air quality objectives. The proposal would also generate additional traffic on the local road network, but the Assessment indicates that there would be no significant effects at any existing sensitive receptor, including due regard to the Park Street Air Quality Management Area (**AQMA**) as declared by the Local Authority for exceedance of the annual mean nitrogen dioxide (**NO2**) objectives.

Nevertheless, in order to minimise emissions, the development would have adequate pedestrian and cycle access, potential for new bus stops to encourage use of public transport, and the provision of electric vehicle charging infrastructure. A Travel Plan has also been prepared (secured by condition) to encourage the use of sustainable transport.

Overall, the operational air quality effects of the proposed development are judged to be 'not significant'.

The Shared Regulatory Services (**SRS**) Officer who has reviewed the submitted Air Quality Assessment has commented as follows:

'An updated detailed Air Quality Assessment (**AQA**) has been undertaken to assess the impact of vehicular emissions from the proposed mixed-use development of *Land West of Bridgend*. Approved methodologies have been used for dispersion modelling of pollutants nitrogen dioxide (**NO2**), and particulate matter (**PM2.5**, **PM10**) at existing receptors within Bridgend and proposed development receptors, with the primary focus on the impact of vehicles generated by the development on Park Street **AQMA**. Model verification has been carried out accordingly, and adjusted correction factors have been applied after comparison with existing monitoring sites. This ensures a robust prediction of modelled concentrations, particularly within the sensitive **AQMA** location.

Projected concentrations for **NO2** and **PM** have been calculated. Four receptors, located within the existing area of exceedance within Park Street **AQMA**, display a slight adverse impact for **NO2** concentrations if the development was fully operational in 2026, with an average **NO2** contribution of 1.3µg/m³. Concentrations of **NO2** are predicted to be within the Annual Quality Objective (**AQO**) limit for **NO2** at all receptors within both the 'without scheme' and 'with scheme' scenarios in 2026. All other modelled receptors within the assessment display a negligible impact for **NO2**. Impacts for **PM2.5** and **PM10** are deemed negligible. An important consideration for the assessment is that the 'with scheme' scenario is based on the development being fully operational by 2026. Therefore, the assessment is conservative with regard to the contribution of pollutants and total air pollutant concentrations. In general, air quality improves over time due to improvements to

vehicle technology and the phasing out of older vehicles, in particular those that produce diesel emissions.

Using the most recent data set from the 2024 monitoring programme carried out by Shared Regulatory Services (**SRS**), exceedance of the Air Quality Objective (**AQO**) limit for **NO2** is evident at two monitoring receptors within Park Street **AQMA**. However, there has been an improving trend in **NO2** concentrations since 2017. As the development is unlikely to be fully operational by 2034, air quality conditions within the Park Street **AQMA** are likely to be improved further with no risk to the existing **AQO**. This is supported by assessments carried out for Park Street **AQMA** Air Quality Action plan (**AQAP**), which predict that the **AQMA** may be suitable for revocation by 2027. Within the **AQAP**, measure 18, a restriction of traffic entering St Leonards Road from Park Street was found to have benefits in terms of reducing congestion and improving air quality within the existing area currently exceeding the **AQO** for **NO2**. This measure is currently on hold; however, implementation of this measure is likely to improve air quality further with additional traffic generated by the development and should be considered.

In conclusion, the **AQA** for the mixed-use development of land west of Bridgend is conservative and based on being operational by 2026. As the development is not expected to be completed by 2034, air quality within the Park Street **AQMA** is likely to be substantially improved by this time and assessments in support of the **AQAP** have predicted revocation may be possible by 2027. By 2034, vehicular emission contributions as a result of the development are also likely to be less than those predicted within the assessment. Both of these factors may reduce the impact descriptor ratings within the current assessment. There is some level of uncertainty related to projected future emissions. However, using professional judgement and considering the full completion of the development being in 2034, it is unlikely that the development will contravene any national or local policies, including the **AQAP**, related to air quality within the existing legislative framework’.

In summary, on the basis of the information presented and the careful consideration of the scheme by **SRS** Officers who have raised no objections to the proposal, the scheme is unlikely to generate serious air quality concerns.

Health and Well-Being

Policy **SP8** Health and well-being of the **RLDP** states that ‘health inequalities will be reduced and healthy lifestyles and choices encouraged by ensuring that development proposals:

1. Reflect the spatial distribution of need for healthcare provision, ensuring such proposals are accessible by non-car modes and have the potential to be shared by different service providers;
2. Create sustainable places that accord with the principles of placemaking (refer to **SP3**) to support climate change mitigation and adaptation;
3. Are supported by appropriate social infrastructure and community facilities (refer to **SP9 & SP10**);
4. Are supported by a Health Impact Assessment (**HIA**) where appropriate (major developments must be supported by a **HIA**, which demonstrates how the proposal will result in beneficial effects (and avoid adverse impacts) on the key determinants of health in the County Borough);
5. Promote a healthy lifestyle through the utilisation of the physical and built environment, in particular maintaining and/or enhancing the extent, quality and connectivity of the Active Travel and Green Infrastructure Networks; and
6. Protect (and where possible enhance) safety, security and resilience and do not result in significant risk to life, human health or well-being, particularly in respect of air, noise, light, water or land pollution.’

In relation to Criterion 1, Cwm Taf Morgannwg University Health Board submitted a response regarding the **RLDP**. Within this response, it was noted that the new Bridgend Health and Wellbeing Centre is designed to accommodate approximately 23,000 patients, addressing the forecasted population growth in Bridgend over the plan period.

Cwm Taf Morgannwg University Health Board have also raised no objections to the specific Hybrid Application submission, commenting that they welcome the submission of the **HIA** and appreciate the consideration to their input. The **HIA** has been reviewed and no further comments are raised.

It is also considered the proposal generally accords with the aims and principles of good placemaking with the site being appropriately served by infrastructure and community facilities including a new primary school, public open space, recreational areas, and safe pedestrian and cycle links to existing shops and the local amenity and public open space provision within the wider areas of Bryntirion and Laleston.

Furthermore, it is again acknowledged that a Health Impact Assessment (**HIA**) has been undertaken in support of the Application, following the template provided by Bridgend County Borough Council (**BCBC**). The development has been assessed against identified health and well-being determinants and population groups, as well as additional themes identified by **BCBC**. This is considered to adequately satisfy Policy **SP8** of the **RLDP**, and the scheme generally meets health and well-being objectives set within local and national planning policy and guidance.

Overall, the layout and design of the scheme, coupled with the extensive supporting information and evidence base, illustrates that the scheme raises no serious residential amenity, environmental impacts, health implications, nor general amenity concerns to such a degree that would harmfully impact existing or future residents within the locality. It is therefore considered that the development would comply with Policies **SP3 (k)**, **SP8** and **DNP9** of the **RLDP** 2024, and the Council's Supplementary Planning Guidance **SPG02: Householder Development**, in respect of neighbouring amenity protection and safeguarding general levels of amenity enjoyed within the area.

HIGHWAYS, ACCESS AND SUSTAINABLE TRANSPORT

A key objective of Planning Policy Wales (Edition 12, February 2024)(**PPW**) 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.

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 **PLA11** of the adopted **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.

In line with Policy **PLA3** of the **RLDP** the development must also provide the following requirements (highways):

- 4) On-site highway improvement to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473;*
- 5) A primary street, accommodating a shared foot/cycle path and street planting, to provide access to the development area, the new Primary School and Community Green.*
- 6) A Green Travel Corridor by closing Llangewydd Road to motor vehicles (except emergency) between Bryntirion to where it joins the lane running north to south;*
- 7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule / Infrastructure Development Plan;*
- 8) Provide on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120;*
- 9) Provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473;*
- 17) Locate new pitches as an accessible focal point within the new neighbourhood and provide strategic links to Bryntirion Playing Fields, Penybont Football Club and Cylch Meithrin Gwdihw Community Centre.*

The Application and supporting Transport Assessment (**TA**), Environmental Statement (**ES**) Travel Plan Framework, Road Safety Audit and Transport Notes, have been submitted to support the proposal and aim to illustrate the schemes compliance with planning policy.

It is noted that the submitted Transport Assessment (**TA**) (prepared by **SLR**) indicates that the principal point of vehicular access would be located from a new signalised junction with the A473 at the southern boundary. The junction will also accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route (BRC9b) on the southern side of the A473. In addition, the supporting **TA** and site layout indicates the presence of a primary street, which would accommodate a shared foot-cycle path measuring 3m in width, to provide access to the development area, including the new primary school and central community green. The **TA** and site layout also indicates that there would be an introduction of a prohibition of driving traffic onto Llangewydd Road between Bryntirion to enable a Green Travel Corridor to be provided.

The supporting **TA** and submitted plans set out the following highway improvements:

- Broadlands Roundabout – to be upgraded to a signalised junction with improved Active Travel crossing.
- A473 Site Access – Safe access requires a 3-arm traffic signal-controlled junction with the A473.
- The proposed development will provide pedestrian and cycle linkages along the A473, connecting to Bryntirion Comprehensive School and Bridgend town centre. It also seeks new and improved pedestrian link to existing bus stops located along the A473. An upgraded shared footway / cycleway on the northern side of the A473

would be provided.

- Prohibition of driving of motor vehicles on Llangewydd Road at the point where it joins Bryntirion to the east, and approximately 300 west of this point near the S bend to enable a future active travel route connecting the site to Bryntirion.
- Dropped kerbs and tactile paving, along with widened footways within the locality.

The above measures seek to illustrate the proposals broad compliance with Policy **PLA3** development requirements, with the **TA** highlighting the site is well placed in terms of existing and future connectivity opportunities. It forms a natural extension to the existing urban area of Bridgend and the good sustainable travel provision available is an excellent starting point for creating a fully integrated and socially inclusive community west of Bryntirion.

The scheme and supporting information have been carefully considered in respect of the transportation and access implications of the proposal, and as earlier highlighted the proposal has been subject to extensive and prolonged negotiations and engagement with the Highway Authority.

The Highway Authority have carefully considered the revised submission and advised the latest, amended proposals are now deemed acceptable. The following observations are provided.

Principle of Development

The Application seeks hybrid planning permission for the development of Land West of Bridgend, also known as Parc Llangewydd. The site is allocated for strategic mixed-use development under Policy **PLA3** of the adopted Bridgend Replacement Local Development Plan, 2024 (**RLDP**). The principle of development at this location has therefore effectively been established through the statutory development plan process. The role of the Highway Authority is not to revisit the principle of the allocation, but to ensure that the access strategy, strategic highway mitigation, active travel provision, internal layout and parking arrangements are acceptable and, importantly, that the development secures and does not prejudice the strategic highway improvements identified through the **RLDP**, namely the Broadlands roundabout junction upgrade, for which this allocation is the principal delivery mechanism.

Independent technical review and ongoing engagement

Given the strategic importance of the A473 and A48 corridors and their central role in the delivery of the **RLDP**, the Highway Authority has been assisted by Link Transport Planning as an independent consultant to undertake detailed technical reviews of the submitted information accompanying this Application. This process has ensured that the development and proposed mitigation are rigorously tested against a range of future-year and cumulative scenarios, including the interaction with the recently consented Craig Y Parcau development and other strategic allocations, so that the Highway Authority's position is informed by robust and proportionate advice.

The review has been reported through a series of project notes issued to the applicant and discussed in regular multi-disciplinary meetings between the Council and the applicant's technical team. The matters arising from the technical reviews have been dealt with through design iterations where possible, and those outstanding are considered capable of resolution through detailed design and condition and do not alter the acceptability of the scheme in principle.

The Highway Authority has also been actively and consistently involved throughout the determination process, through a programme of project, planning, and highway meetings, and correspondence with the Council's officers, Llanmoor Homes, SLR Consulting, and

the wider professional team; and the Highway Authority acknowledges the constructive and continued engagement of all parties in reaching a coordinated and deliverable outcome.

Site Access (A473)

Vehicular access to the development is taken from the A473, by way of a new signal-controlled junction, as shown within the submitted drawing package. The A473 junction is the permanent means of access to the site and is distinct from the A48/B4622 Broadlands junction upgrade, which is secured separately as strategic highway mitigation and is not relied upon as the means of access to the development. The Highway Authority is satisfied that a signal-controlled arrangement is the appropriate form of access at this location, providing controlled entry and egress and the opportunity to incorporate controlled crossing facilities for pedestrians and cyclists.

Swept path (vehicle tracking) analysis has been provided for the proposed access and demonstrates that the largest anticipated vehicles, including refuse and service vehicles, can enter, leave and manoeuvre at the junction satisfactorily without recourse to inappropriate movements. The Highway Authority is satisfied that the vehicle tracking provided is acceptable. The detailed junction geometry, visibility splays, signal layout and staging will be finalised through the Council's highway agreement and technical approval process and informed by the appropriate stages of Road Safety Audit.

The A473 access will be delivered together with a package of associated active travel improvements, including controlled crossing facilities and shared-use pedestrian and cycle connections linking the development into the surrounding active travel network, together with the bus stop infrastructure (raised boarding kerbs, shelters and seating). These works support safe, direct and convenient access by walking, cycling, wheeling and public transport from the outset, consistent with the Active Travel (Wales) Act 2013 and Policy **SP5** (Sustainable Transport and Accessibility) of the **RLDP**.

The proposed A473 signal-controlled access is accepted in principle, subject to detailed design and technical approval. The Stage 1 Road Safety Audit undertaken for the scheme did not identify any issues with the proposed site access that cannot be resolved at the detailed design stage.

The need for a secondary emergency access has been considered and, following discussions with South Wales Fire and Rescue Service, a dedicated secondary emergency access is not required. Notwithstanding this, heavy-duty highway apparatus is located at or immediately adjacent to the A473 access and could, in exceptional circumstances, temporarily obstruct the principal access. The site layout therefore retains the option for an informal emergency access via the unclassified lane running north to south along the western site boundary, providing additional resilience in such circumstances. This route is not relied upon as the primary or dedicated emergency access for the purposes of determining the Application.

Internal layout, access and parking

The Application is made in hybrid form. Matters of internal estate road layout, detailed residential access arrangements and parking provision will be controlled through condition and, where reserved, at reserved matters stage. The internal road network will be required to be designed as an adoptable layout providing appropriate carriageway and footway widths, visibility, turning, refuse and emergency access arrangements, secured through the highway technical approval and Section 38 process. Residential parking provision will be required to accord with the **BCBC** Parking Standards (**SPG17**), applied flexibly in accordance with Planning Policy Wales (Edition 12), which supports lower levels of provision in support of sustainable travel while having regard to local car ownership. The

overall planning layout and parking provision as shown on the submitted details are to be secured by condition. Electric vehicle charging, garage internal dimensions and secure, covered cycle parking would also be secured by condition.

Strategic highway context: the Broadlands Roundabout improvement

A critical highway matter for this allocation is the upgrade of the existing A48/B4622 Broadlands Roundabout to a staggered signal-controlled junction arrangement. This improvement is not a site-specific measure for Parc Llangewydd alone. It forms a critical component of the co-ordinated strategic highway mitigation identified through the **RLDP** and its supporting Strategic Transport Assessment (2021), prepared by Mott MacDonald, independently examined and endorsed through the **LDP** examination to address the cumulative impact of strategic growth throughout the County Borough. The scheme serves multiple allocations across the corridor, including Craig Y Parcau, Land South of Bridgend (Island Farm), Porthcawl Waterfront and Land East of Pyle, and its timely delivery is fundamental to the overall deliverability of the **RLDP**.

The current **SLR** Broadlands junction design (drawing 425.000776.00001_PD14) is an evolution of the improvement scheme promoted, tested and endorsed through the **RLDP** process. It is noted that the proposed junction improvement differs from the scheme originally tested and agreed at **LDP** stage, the applicant's evidence indicates that the promoted scheme nonetheless achieves capacity benefits comparable to those tested in the Strategic Transport Assessment, reflecting the conservative nature of the original strategic testing. The Highway Authority is content with this position in principle. A definitive design for the Broadlands junction upgrade has not yet been finalised and drawing PD14 remains indicative, the full detailed design is to be developed through the Council's highway agreement and technical approval process, in accordance with the Transport Assessment and so as to incorporate and integrate the consented Craig Y Parcau A48 access into the final junction arrangement (secured by condition).

A Stage 1 Road Safety Audit has been undertaken in respect of the consented Craig Y Parcau A48 access, which has been designed so that it can form part of the future staggered junction arrangement. The definitive Broadlands junction scheme will be subject to the appropriate Road Safety Audit stages as part of detailed technical approval.

The A48 in the vicinity of the Broadlands junction is to be designed on the basis of a 40mph environment, consistent with the corridor's function as an important distributor and relief route, with the existing 50mph limit reduced by Traffic Regulation Order and the necessary signage, road markings and high-friction surfacing provided where required.

The Highway Authority is satisfied that a 40mph arrangement is physically deliverable, having regard in particular to the consented Craig Y Parcau junction works, which are designed for a 40mph environment and form a substantial first element of the ultimate staggered arrangement. Traffic Management has confirmed support in principle for the reduction to 40mph. The current Broadlands general arrangement drawing PD14 has been prepared on the basis of a 30mph environment and will therefore need to be updated through detailed technical approval to reflect the 40mph design environment. Shared-use and verge buffer widths shall similarly be confirmed at detailed design to accord with Active Travel Act Guidance for the adopted 40mph design speed.

The Highway Authority is satisfied that these road safety and design matters are capable of being resolved through detailed design and technical approval. A full package of detailed design for the off-site strategic highway works, integrating the consented Craig Y Parcau A48 access, is therefore required to be submitted and approved prior to the beneficial occupation of the 100th residential unit, well in advance of the delivery trigger (beneficial occupation of the 250th residential unit).

Relationship with the consented Craig Y Parcau Development

The Parc Llangewydd allocation is closely related to the nearby Craig Y Parcau residential site, which was resolved to grant planning permission, subject to S106 agreement, on 11 June 2026. The Highway Authority has maintained a clear and consistent position that development at Craig Y Parcau could not rely on the continued operation of the existing Broadlands roundabout, precisely so that the roundabout can in due course be removed and replaced by the strategic staggered signal-controlled junction associated with Parc Llangewydd, which will provide significant capacity and highway safety improvements. Consistent with that position, the Craig Y Parcau consent secures a three-arm signal-controlled access junction on the A48, located to the west of the existing roundabout, designed so that it aligns with, and does not prejudice, the future staggered signal-controlled junction to be delivered through this allocation. The two consents are therefore mutually reinforcing: Craig Y Parcau provides an access arrangement capable of being integrated into the Parc Llangewydd strategic junction, together with early active travel improvements that include a controlled crossing of the A48 immediately to the east of that access (to the west of the existing roundabout) and a separate standalone controlled crossing on the eastern side of the A48 (to the east of the Broadlands roundabout, this is the A48 PRoW eastern crossing addressed below), together with associated crossing points on the B4622 to the north of the roundabout. Parc Llangewydd will deliver the strategic junction capacity upgrades along with further active travel enhancements.

The new A48 controlled crossing associated with the Craig Y Parcau access, immediately to the east of that junction, will form part of the final Broadlands upgrade, as that upgrade involves carriageway widening, Parc Llangewydd will be required to adjust and integrate that crossing as part of the full improvement scheme.

The new standalone controlled crossing on the A48 to the east of the Broadlands roundabout (the A48 PRoW eastern crossing) addresses an existing road safety deficiency that will be compounded by traffic increases and is a need that exists irrespective of which development brings the crossing forward. This section of the A48 carries significant traffic at speed, lies on Active Travel Network Map routes INM-BR-48 and INM-BR-128, is crossed by existing Public Rights of Way (with pedestrian crossing warning signage present approximately 80 metres east of the junction), and has a recorded history of personal injury collisions.

The Highway Authority therefore requires the provision of a signal-controlled pedestrian and cycle crossing in this location, no later than the beneficial occupation of the 249th residential unit and secured through condition, given the speed and volume of traffic, an uncontrolled crossing is not considered appropriate. The consented Craig Y Parcau development is separately required to provide an equivalent crossing on the eastern side of the A48 prior to its first beneficial occupation. This is acknowledged in the applicant's Technical Note TN04, and the Highway Authority agrees that duplication of provision should be avoided. Accordingly, the Parc Llangewydd obligation falls away only to the extent that an equivalent permanent signal-controlled crossing, designed in accordance with Active Travel Act Guidance and retained for public use, has already been provided and made available for public use through the Craig Y Parcau development, if that equivalent facility is not delivered, Parc Llangewydd remains responsible for securing the permanent eastern crossing.

The access strategy for Parc Llangewydd is accepted in principle and the preliminary design work undertaken for both the Craig Y Parcau and the Parc Llangewydd sites provides sufficient reassurance that the full **LDP** junction scheme can be delivered in a staged and coordinated manner.

It is acknowledged that controlled active travel crossing facilities along this corridor will result in some reduction in vehicular capacity to what could theoretically be achieved. This is considered a necessary and proportionate outcome: the safety and active travel benefits clearly outweigh the capacity implications, and the case does not depend on any single collision cluster. However, this approach is consistent with the Active Travel (Wales) Act 2013 and associated design guidance, with the sustainable transport hierarchy in Planning Policy Wales (Edition 12), which places the safety and convenience of pedestrians and cyclists above general traffic capacity, and with the Highway Authority's duties under the Well-being of Future Generations (Wales) Act 2015 to secure a healthier and more sustainable Wales.

Broadlands Roundabout junction upgrade delivery trigger

A key matter through the determination process has been the timing of delivery of the Broadlands Roundabout replacement signalisation scheme. The **RLDP** and its Infrastructure Delivery Plan were adopted on the basis that this strategic mitigation would be delivered at the earliest appropriate opportunity, a position agreed with the site promoters during the **LDP** process.

The applicant's delivery position has moved progressively and positively through the determination process, from an initial position of delivery by the 450th dwelling, to the end of Phase 1 (377 dwellings), and subsequently, through Technical Note TN04, to acceptance of the 350-dwelling trigger recommended through Link Transport Planning's review. Following further constructive discussion, the applicant has agreed to bring delivery forward again, to prior to the beneficial occupation of the 250th residential unit. This commitment is strongly welcomed by the Highway Authority and accords with the strategic intent of the **RLDP** that the mitigation is delivered at the earliest appropriate opportunity.

The agreed trigger also provides important assurance in respect of the interim period. At the anticipated build-out rate for the site of circa 100 dwellings per annum, as confirmed by the applicant, the junction upgrade would be expected to be delivered within approximately two and a half years of first beneficial occupation. Accordingly, no more than 249 residential units may be beneficially occupied unless the full Broadlands Roundabout replacement signalisation scheme, including all compliant pedestrian and cycle crossing facilities, has been completed and made available for public use. The trigger is deliberately related to the occupation of dwellings rather than to a fixed date: the requirement for the junction upgrade arises from the traffic generated by occupied dwellings, and a slower rate of build-out would also slow the rate at which that traffic arises, with the interim position, assessed as acceptable for up to 249 occupied dwellings (the technical assessment considered up to 350 occupied dwellings), simply accruing more gradually. In the event that another allocation served by the junction comes forward in a manner that materially relies upon the Broadlands junction capacity in advance of this trigger being reached, the Highway Authority would address that reliance through its assessment of the relevant Application, and any necessary mitigation would be secured through that consent.

The Section 106 agreement shall secure the corresponding positive delivery obligation by the 250th beneficial occupation trigger. The 250-unit trigger reflects the specific circumstances and delivery programme of this allocation and must not be relied upon as a precedent for, or to justify, a later trigger at this or any other Application.

Additional Active Travel Improvements

Beyond the crossing facilities described above, the development will deliver a wider package of active travel improvements, including the strategic A48 crossings associated with the Broadlands junction upgrade and a high-quality active travel route along the section of Llangewydd Road, which may be subject to a prohibition of driving or an

equivalent alternative arrangement (to be delivered in Phase 2 of the scheme and subject to continued stakeholder engagements). This route is critical in connecting the northern part of the site (Phase 2) with the existing Bryntirion community and the local secondary school, and the majority of local facilities, services, schools, public transport links and the wider active travel network lie to the north of the A48. The delivery of these active travel connections is a requirement of allocation **PLA3** and Policy **SP5** (Sustainable Transport and Accessibility) of the **RLDP**.

The wider package of off-site pedestrian and cycle improvements as detailed through the submission shall be provided in phases to the point at which element is needed; the developer-delivered A473 site frontage access and enabling active travel works are required before any residential unit is beneficially occupied, the Council-delivered A473, Oaklands Road and Park Court Road improvements are to be secured no later than the beneficial occupation of the 200th residential unit, the active travel elements forming part of the Broadlands upgrade are delivered with that scheme, and the Llangewydd Road connection is required before the first beneficial occupation of Phase 2. This replaces a single end-of-Phase-1 trigger and ensures that the most important connections are available when they are first required.

The applicant has also provided an updated active travel design which addresses a missing section of the active travel network at the A473/B4622 signal junction. The works comprise revised signage, the provision of tactile paving and the upgrade of the existing crossing to a toucan (signal-controlled pedestrian and cycle) crossing. This upgrade completes the continuity of the active travel network through the junction and is welcomed by the Highway Authority. These works are to be secured through the Section 106 agreement.

The active travel function of Llangewydd Road is best secured by managing or removing through-traffic along the relevant section of Llangewydd Road. The Highway Authority is aware that objections to the proposed Traffic Regulation Order have been received during early scheme engagement, including from the local community council and elected Members. Having considered those representations, the Highway Authority acknowledges that the final scheme may be subject to change. The Highway Authority also notes the responses provided in the applicant's Technical Note TN04 to the matters raised through that engagement, including in relation to enforcement and the physical restraint of motor vehicles, which indicate that the matters raised are capable of being addressed through the detailed design of a self-enforcing scheme, these will be considered further through the relevant statutory processes. However, it is critical to the success of the development that a high-quality, safe, direct and inclusive active travel route must be delivered along this corridor, given the narrowness of the lane, lack of formal active travel provision, and the expected usage for school children associated with Phase 2 of the site development. This position accords with the sustainable transport hierarchy in Planning Policy Wales (Edition 12), which prioritises walking, cycling and wheeling over the retention of general through-traffic, and with the Highway Authority's duties under the Well-being of Future Generations (Wales) Act 2015, and with Policy **SP5** (Sustainable Transport and Accessibility) of the **RLDP**, which requires development to accord with the sustainable transport hierarchy and to deliver supporting active travel infrastructure.

The Highway Authority is, however, content to retain flexibility as to the means by which this is achieved, an approach which also responds to the applicant's position, set out in Technical Note TN04, that the delivery of future phases should not be dependent upon the outcome of a separate statutory process: the outcome may be delivered through a prohibition of driving or through an alternative arrangement that demonstrably delivers an equivalent active travel benefit and inclusivity consistent with **PLA3** and Active Travel Act Guidance. The definitive design solution, including any associated Traffic Regulation Order

or alternative traffic management measures, is to be secured by condition and the Section 106 agreement.

Where the chosen solution involves the closure of, or a prohibition of driving on, Llangewydd Road, the resulting redistribution of vehicular movements onto the unclassified lane running north to south along the western site boundary must be satisfactorily addressed, in the interests of highway safety, the three new passing laybys proposed on that lane (Transport Assessment drawings PD12.1 and PD12.2) shall be completed and made available for use before any such closure or prohibition takes effect.

Public transport

The Highway Authority notes the proposed new bus stop infrastructure to be provided (raised boarding kerbs, shelters and seating, as shown on drawing 10335-1000-01 Rev E) and the applicant's commitment to improvements at the Mount Pleasant stops in Phase 2. The transport case does not rely upon the provision of an enhanced bus service. Modal shift will instead be supported through the Residential Travel Plan and an index-linked Active or Sustainable Travel Vouchers Contribution, currently identified as **£400,000**. The detailed voucher scheme is to be agreed with the Council and is intended to allow new residents to use the incentive for eligible sustainable travel products, including up to one year's bus travel, alongside other agreed sustainable travel options. An Interim Residential Travel Plan (SLR, Revision 01, 14 July 2025) has been submitted, and a full Travel Plan is required by condition to be prepared, implemented, monitored and reported in accordance with the agreed framework.

Conclusion

The Highway Authority is satisfied that the strategic and detailed highway matters arising from this Application can be addressed, and that the development is capable of securing the strategic highway and active travel infrastructure required by the **RLDP**. The applicant's constructive engagement throughout the determination process is acknowledged. Accordingly, the Highway Authority raises 'No Objection' to the proposed development, subject to conditions and the completion of the necessary Section 106 and highway agreement mechanisms to secure the full package of strategic highway, active travel, signal, Traffic Regulation Order, sustainable travel and related works. The 'No Objection' is expressly dependent upon those mechanisms being completed in a form that secures the mitigation, delivery triggers and safeguards identified above.

As such, the proposed development is considered to be compliant with Policies **SP3**, **SP5**, **PLA11** and the relevant development requirements of Policy **PLA3** of the **RLDP** and is acceptable from an access, highways and pedestrian safety perspective.

BIODIVERSITY, GREEN INFRASTRUCTURE PROVISION 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 (Edition 12, February 2024) (**PPW**) states at Paragraph 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."*

PPW further 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** of the **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** of the **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.

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

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

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

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 (as transposed into the Conservation of Habitats & Species Regulations 2017) requires **LPA's** to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application.

The three tests that must be satisfied are:

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

Policy **PLA3** of the **RLDP** sets the following masterplan principle for the site (C), that states the development must:

Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing.

The following development requirements are also set within Policy **PLA3** for the site:

10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. Also seek to maintain a green buffer at the front of the site, known locally as the 'Circus Field';

11) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat;

The proposal is also located within the setting of the Laleston Meadows Site of Importance for Nature Conservation (**SINC**) as defined by Policy **DNP5** Local and Regional Nature Conservation Sites of the **RLDP**. This policy 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.

The Application is supported by a comprehensive suite of ecological reports and surveys, along with landscaping information, including the Environmental Statement (**ES**) (and associated addendum received 18/02/2026), a shadow Habitats Regulations Assessment (**HRA**), a Green Infrastructure Statement (**GIS**), an outline Landscape & Environmental Management Plan (**LEMP**), an Ecological Construction Method Statement (**ECMS**), a Construction Environmental Management Plan (**CEMP**), an Arboricultural Impact Assessment (**AIA**), a **SINC** mitigation strategy, and various other surveys and reports.

The reports undertaken have established the ecological baseline of the Application site and fully informed the submission. They include an extended phase 1 habitat survey, botanical and hedgerow assessments, surveys for tree roosting bats, badger and great crested newt surveys, breeding/nesting bird and general bat surveys, along with dormouse and marsh fritillary butterfly surveys.

The following valued ecological resources were identified during the baseline ecological investigations undertaken for the Application site:

- Laleston Meadows **SINC** overlapping with the Application Site across its north-

eastern extent, supporting marshy grassland, broadleaved semi-natural woodland (including ancient semi-natural woodland) and ponds;

- A network of intact, native hedgerows supporting some mature tree standards delineating agricultural fields;
- Presence of a breeding bird assemblage dominated by common and widespread species, predominantly garden-variety birds but with some woodland species and priority species typically associated with the hedgerow network;
- Presence of a foraging/commuting bat assemblage including some rarer species utilising the hedgerow network for dispersal;
- Tress with low to high suitability to support roosting bats;
- Habitats suitable for badger and other notable mammals;
- Habitats suitable for common reptiles, albeit with only low numbers of individuals supported at best; and
- Habitats suitable for marsh fritillary due to the presence of populations of its food plant, devil's-bit scabious (*Succisa pratensis*), within fields F8 and F9 comprising Laleston Meadows **SINC**.

Overall, land-take associated with the development would result in the permanent loss of approximately 20 hectares (ha) (circa. 54% of the total Application Site area (total area measuring 36.7 hectares), with habitat losses confined predominantly to improved grassland fields. Hedgerow loss would however also be required to facilitate the development with such losses totalling approximately 0.4 hectares (approximately 1,361 linear metres) that equates to approximately 33% of the total hedgerow resource. The loss of trees/tree groups, and partial removal to facilitate the development would also be required totalling approximately 0.06 hectares. The total loss of woody habitat across the Application site equates to approximately 2.9% of the overall woody resource across the site.

In terms of specific tree loss, master planning and informed arboricultural reports and tree surveys have identified the site comprises a total of four category U items (poor quality and value) the condition of which renders them likely unsuitable within the future context of the development, with two of these trees (T68 and G101) being identified to be removed to facilitate the development.

An Assessment of the overall planning layout determines that in terms of category B (of moderate quality) and category C (low quality) there are 26 items impacted by the development proposals. This includes six category B items (of moderate quality and value) and twenty items of category C (of low quality and value). A total of ten Category A items (trees of high quality and value) trees, groups of trees and hedgerows have been identified across the site, none of which would be affected by the scheme.

In total, 102 trees, groups and hedgerows (of Category A to C) have been identified across the site with 26 items being affected by the scheme (including partial removals and crown reductions, with eight items being lost completely, including two individual trees).

Nevertheless, the scheme continues to minimise losses as far as possible, with the retention of circa 67% of the total hedgerow resource and with the offsetting of such features from built development through the inclusion of habitat buffers, incorporating, as a minimum, the root protection zones of retained shrubs. This is in addition to the provision of new tree, hedgerow and shrub planting to compensate for proposed losses with the planting of new trees/tree groups delivered at a 3:1 replacement ratio in accordance with Planning Policy Wales, Edition 12 (**PPW**).

The illustrative landscape strategy illustrates that significant replanting would take place

across the site which has the potential for longevity within the landscape and would enhance the species diversity of the site, whilst also contributing to the green infrastructure for the area.

The Ancient Woodland with the site (within the **SINC**) has also been fully respected and retained with the existing trees protected under a Tree Preservation Order on the northeastern perimeter of the site (within the **SINC**) also remaining unaffected and retained as part of the proposal.

The proposed development has been designed to retain and protect some of the valued resources, in addition to providing additional features for biodiversity as a whole. Such retention amounts to in excess of 16 hectares across the site, as follows:

- Retention of all habitats onsite associated with Laleston Meadows **SINC**, including semi-natural broadleaved woodland, ancient semi-natural woodland, marshy grassland and ponds.
- Full retention of 8 hedgerows and partial retention of a further 14 hedgerows including those assessed as species-rich and those assessed as 'important' in accordance with the Wildlife and Landscape criteria provided in Part II of Schedule 1 of the Hedgerows Regulations 1997, with such retention amounting to circa 67% of the total hedgerow resource.
- Retention of the majority of trees/tree groups onsite (with protection and buffering through the implementation of protective fencing and employment of sensitive timings and working methods during the enabling/construction process).
- The treatment of invasive species, notably Himalayan Balsam associated with Laleston Meadows **SINC**.

In addition, the following habitat creation measures are proposed:

- The creation of a network of open green spaces across the Application site for wildlife, visual amenity and recreation, totalling approximately 2.9 hectares, including a multifunctional green corridor along the western boundary of the Application Site, together with several community spaces incorporating sustainable drainage features.
- Such areas of informal and formal open space would be located adjacent to retained habitats as far as possible to maximise opportunities for biodiversity, and would accommodate new tree, shrub and grassland planting comprising native species in compensation for the loss of habitats elsewhere. Such planting would seek to strengthen and create ecological networks across the site linking into the **SINC** and wider countryside setting.
- The provision of habitat features across the Application site, including bird and bat boxes, reptile hibernacula and a bug hotel. With respect to the southern aspect of the Application site (Full Application), 10 bat boxes would be installed along suitable trees to be retained on the periphery of the site, with a further 66 bat roost features integrated into the built development. Additionally, a further 8 bat boxes would be installed upon retained trees within the Laleston Meadows **SINC**. In terms of bird boxes, within the southern aspect of the site (Full Application), 10 nest boxes would be installed upon suitable mature trees to be retained along the periphery of the site. A further 86 nesting chambers would also be integrated within suitable buildings located in close proximity to suitable areas of open space. Additionally, a further 8 bird boxes would be installed within the retained Laleston Meadows **SINC**. In respect of the Full Application 4 hibernacula/refugia would also be created across the site and a further 3 hibernacula are also proposed to be created within the Laleston Meadows **SINC**. The creation of a '*bug hotel*' is also proposed within the

SINC.

- The implementation of a sensitive lighting strategy necessary to minimise the spillage of artificial lighting on retained and new roosting, foraging and commuting/dispersal habitats for wildlife, and;
- The protection, enhancement and sensitive management, maintenance and monitoring of all retained and newly created habitat features over the long-term.

In accordance with the requirements of **PPW** a stepwise approach has therefore effectively been adopted for the Application. Avoidance of the high value habitats (**SINC**) and associated woodland and grassland have been incorporated into the design of the scheme. Minimising habitat fragmentation has been considered where possible through the provision of connected green infrastructure and hedgerow retention. Mitigation is incorporated into the design through minimising light spill in sensitive areas to not exceed 0.5 Lux, using lighting bollards and columns with hoods accordingly. Pollution prevention measures during the construction phase are also set out through submission of the Construction Environmental Management Plan (**CEMP**) and a suitably qualified ecologist/ Ecological Clerk of Works would provide assistance and guidance to the developer and ensure compliance with nature legislation and policy; ensuring appropriate mitigation measures are in place and to reduce any disturbance impacts.

Compensation, where impacts cannot be fully avoided in the form of enhancements such as habitat creation in open spaces and the implementation of a comprehensive landscaping strategy, has also been detailed for the development. Long term management and maintenance of all retained and newly created habitats and features is also proposed over the lifetime of the development (through implementation of the Landscape and Environmental Management Plan (**LEMP**)) and thereby would deliver a net benefit to biodiversity.

Importantly, the application is also supported by a **SINC** Mitigation Strategy which has sensitively informed the design of the proposed development and largely illustrates the Laleston Meadows **SINC** would be retained and enhanced as part of this development with no significant built development encroaching into this designated area. The scheme also incorporates appropriate buffers within the layout, including within the former 'Circus Field' to the southern boundary, and an appropriate buffer to the north and northwest in the form of a trim trail.

Figure 16 – Illustrative Landscaping Layout



Natural Resources Wales (**NRW**) and the Council's Ecologist have carefully reviewed the submission and provided positive observations on the scheme with no objections being raised.

NRW, following negotiation and the submission of revised details, including an updated **SINC** mitigation strategy and Ecological Construction Method Statement (**ECMS**), subject to conditions raise no objection against the scheme. It is advised the updated information alleviates their original concerns with protected species, in particular the proposed management of Fields F8 and F9 (within the **SINC**), which form suitable habitat for marsh fritillary butterflies, a feature of Cefn Cribwr Grasslands Special Area of Conservation (**SAC**) which is located approximately 1.8km north of the site.

It is agreed that any adverse effect upon the integrity of the **SAC** can be ruled out, although conditions should be imposed to ensure the mitigation measures outlined in the submitted documentation are fully implemented. Conditions are also suggested in respect of lighting and undertaking relevant pre-construction surveys. It is also noted the **ES** indicates that no trees with potential to be used by bats are to be lost to facilitate the development.

The Council's Ecologist who has been involved in prolonged Pre-Application discussions in respect of the scheme has also raised no objection against the proposal subject to the implementation of conditions (in line with those suggested by **NRW** in respect of lighting and protected species).

It is commented that following a review of the submitted ecological information, including the Environmental Statement Addendum, updated Shadow Habitats Regulations Assessment, Landscape and Ecological Management Plan (**LEMP**), updated **SINC** Mitigation Strategy, most of the ecological issues previously raised have now been satisfactorily addressed.

The updated Shadow Habitats Regulation Assessment (**HRA**) acknowledges the advice of **NRW** regarding the potential functional linkage between the site (fields F8 and F9) and the Cefn Cribwr Grasslands **SAC** and adopts a precautionary approach by assuming potential use of the site by marsh fritillary. Potential impact pathways are identified, and mitigation is proposed through the long-term management of the retained **SINC** grassland.

NRW have reviewed the updated information and confirmed that they are satisfied that the proposed mitigation – particularly the management of fields F8 and F9 – addresses their previous concerns, and that an adverse effect on the integrity of the **SAC** can be ruled out, subject to the relevant mitigation and management measures being secured through appropriate conditions.

The **SINC** Mitigation Strategy and supporting management documents now provide appropriate detail regarding marsh fritillary habitat management, including sward height targets, scrub control thresholds, retention of tussocky habitat, and an appropriate grazing or rotational cutting regime. Monitoring and adaptive management over a 30-year period are also proposed. Whilst these could have gone further, measures to manage recreational pressure have been incorporated, including restricting public access from the most sensitive habitat areas and directing access to less sensitive parts of the site.

It is noted that no community growing, or allotment areas are currently proposed within the **SINC**. However, as the development will be delivered in phases and further details will be secured through future Reserved Matters Applications, any future proposals for community growing within the **SINC** should be carefully considered to ensure they do not conflict with

the ecological management objectives for the site.

NRW also note that the breeding bird surveys informing the **ES** were undertaken two years ago and comprised three survey visits. Having reviewed the submitted information, it is considered the survey effort is proportionate to the habitats present and that no significant ornithological constraints have been identified. Updated surveys are therefore not considered necessary at this stage. However, vegetation clearance should be undertaken outside the bird breeding season or following confirmation by a suitably qualified ecologist that nesting birds are absent.

Based on the information submitted, and subject to the implementation of the mitigation and management measures proposed as part of the development, the proposal is not expected to result in unacceptable ecological impacts.

In light of the proposed mitigation and enhancement measures, no significant effects are anticipated on ecological receptors. Indeed, the development would likely achieve a net benefit for biodiversity as set out in Future Wales and **PPW** and the supporting information and reports shows how the stepwise approach has been followed and applied in this case. As such, with due regard to the comments raised by specialist consultees in this respect, and whilst carefully balancing the need and justification for such a development and its associated benefits, on balance, the proposal is considered to comply with local and national planning policy in regard to biodiversity maintenance and enhancement, as well as the requirements of the Habitats Regulations 1994 (as amended), and Section 6 of the Environment (Wales) Act 2016.

LAND DRAINAGE AND FLOOD RISK

Policy **SP3** of the Bridgend Replacement Local Development Plan, 2024 (**RLDP**) requires development to incorporate appropriate arrangements for the disposal of foul sewage, waste and water.

The development requirements of Policy COM 3 of the **RLDP** further highlights that the scheme must provide:

14) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks.

The proposed drainage strategy for the development has been a significant driver in contributing to the detailed design of the development with basin sizing, catchment areas and surface water flow routes shaping the scheme. The final drainage strategy for surface/storm water, as detailed in the Drainage Strategy Report compiled by Phoenix Design Partnership details the site has been split into two distinct catchment areas comprising the northern and southern catchments.

The northern catchment represents the smaller of the two catchments and would drain to the **SINC** Area with a greenfield run off rate to maintain the ecological balance of the **SINC**. The southern catchment represents approximately two thirds of the development and also includes the school site. Proposed flows would reach a rate of 50 l/s, representing a reduction on greenfield rates, which would drain into the Broadlands network to the south, achieved by a Dwr Cymru/Welsh Water (**DCWW**) requisition. Both catchments would be designed and built in accordance with adopted standards for Sustainable Drainage. The drainage system would utilise bio-retention verges and basins (three in total within the Full Application Area). Bio-retention verges would exist alongside 80% of the highways and shared private drives where surface water would be designed to discharge. In addition, three large attenuation basins, strategically located within this aspect of the development would accept surface water runoff from private roofs and

driveways. The combined strategy of bioretention and basin storage ensures the site's surface water drainage meets necessary interception targets through sustainable methods.

In terms of foul water, the proposed sewers within the development boundary would rely on gravity to drain to what would become a **DCWW** adopted pumping station located in the southeastern corner of the site. The foul waste would then be pumped eastwards along the A473 connecting to the public sewers at Bright Hill, junction.

A Hydraulic Modelling Assessment (**HMA**) indicates that whilst the first 50 plots can connect to the public sewers immediately, local reinforcement works to the sewers are required to accommodate the remaining 800 houses and school, this will consist of 160 cubic meters of offline storage designed and installed by **DCWW**.

Following consultation with Welsh Water and the Council's Drainage Team, there have been no objections raised against the proposed scheme.

Welsh Water advise the proposed development site is located in the catchment of a public sewerage system which drains to Penybont Merthyr Mawr Wastewater Treatment Works (**WwTW**). They are content that the existing public sewerage network can accommodate 50 dwellings. The Applicant has commissioned a Hydraulic Modelling Assessment to assess the impact of foul flows from the remainder of the development. The conclusion of which identified that off-site reinforcement works are required to mitigate any additional detriment associated with the proposed development. (It is understood the Applicant Llanmoor Homes are in the process of requisitioning the sewer improvements and **DCWW** are in the process of designing the scheme ready for implementation and delivery).

Turning to surface water drainage, 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'. In this instance, Welsh Water offer no objection to proposals for disposal of surface water flows into an existing watercourse, in principle, and the surface water drainage strategy should form part of the approved plans.

The Hydraulic Modelling Assessment has also identified a suitable connection point to accommodate the proposed development, notwithstanding this, conditions are suggested to ensure no detriment to existing residents or the environment and to Welsh Water assets.

Accordingly Welsh Water raise no objection against the scheme subject to the imposition of conditions should Planning Permission be granted in this case.

The Council's Drainage Officer, who has been engaged in Pre-Application discussion and ongoing engagement with the developer has also raised no objection to the scheme. The following comments have been raised on the scheme:

'A review of the Flood Map for Planning advises a small proportion of the development site is located with the surface water flood risk zone based on existing levels which would be managed by the proposed surface water development proposals.

The Application states that foul water will be disposed via the main sewer. The Applicant should provide an agreement in principle from **DCWW** for the proposed foul water connection to the public sewer.

The Applicant shall also provide an agreement in principle from **DCWW** for the proposed foul water requisition.

The Application states that surface water will be disposed to the existing watercourse.

Phase 1 (South) – The engineering drawings outline that surface water would be managed via rain gardens and attenuation basins before being discharged to a local watercourse via an offsite surface water overflow sewer to be installed via a **DCWW** surface water sewer requisition. An indicative route of the offsite sewer has been identified in the drainage strategy.

The Applicant shall provide an agreement in principle from **DCWW** for the proposed surface water requisition. **BCBC** Drainage Officers are aware that discussions are already ongoing with **DCWW** with regards to the sewer requisition. The Applicant shall submit an ordinary watercourse consent for any new outfall structure to the existing watercourse or modifications to existing outfall structures.

Phase 2 (North) – No engineering drawings have been provided for Phase 2 of the proposed development to outline how surface water flows will be managed as part of the development. Please note that infiltration systems must not be situated within 5 m of buildings or boundaries. Infiltration systems must be designed in accordance with BRE-Digest 365 and a minimum of three infiltration tests for each trial hole must be provided. Similar to Phase 1, if infiltration is proposed an overflow sewer will be required to dispose flows to the adjacent watercourse. The Applicant shall provide an agreement in principle from **DCWW** for any proposed surface water requisition. The Applicant shall submit an ordinary watercourse consent for any new outfall structure to the existing watercourse or modifications to existing outfall structures.

Any proposal to utilise an infiltration system in this location will be objected to unless a detailed geotechnical report confirming that limestone cavities will not be formed by surface water disposal from the development.

A water management plan has been provided as part of the Construction Environment Management Plan to outline how surface water will be managed during storm events. Given the development area and number of dwellings, a sustainable drainage Application will be required. Maintenance of the sustainable drainage features serving 2 or more private residential properties would be provided by **BCBC** with commuted sums required to cover the maintenance activities of the **SuDS** features (sought under separate legislation).

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.

The Applicant has submitted a pre-app enquiry to the **SAB** team for the Phase 1 development and a Teams meeting has been held to discuss the proposals.

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.'

Conditions are suggested accordingly for the necessary control of both the Full and Outline phases of the development accordingly.

Having regard to the above, and subject to the imposition of necessary conditions, on balance, it is considered that the development has been designed to appropriately accommodate sustainable drainage systems and will not increase the risk of flooding within or outside the site. Appropriate wastewater arrangements would also be implemented for the scheme with the scheme complying with Policies **SP3** and **PLA3** of the **RLDP**.

IMPACT ON THE PUBLIC RIGHT OF WAY (PROW)

Policy PLA 9 of the Bridgend Replacement Local Development Plan, 2024 (**RLDP**) requires that as part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the **PROW** network. Any predicted adverse impacts on the character, safety, enjoyment and convenient use of a PROW must be mitigated.

The Development Requirements of Policy **PLA3** of the **RLDP** also highlights that the scheme must:

13) Incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way;

The effect of development on a **PROW** is a material consideration in the determination of Applications for planning permission. Appropriate weight should be given to the impact on the **PROW** including the surrounding network when determining this Application. As such, the Council's Public Right of Way Officer has fully engaged with the developers and has been involved with the Pre-Application discussions surrounding the development proposal. Following further discussion held with the Applicant during the Application stage, in respect of the impact of the scheme on Footpath 11 Laleston (part of the Bridgend Circular Walk promoted route), which crosses the second phase of the development (Outline Application), the following observations have been highlighted:

'The Rights of Way Section should Planning Permission be granted request a number of conditions be imposed and applied to the phase of the development which affects the **PROW**, notably the Outline Application and not the initial phase of development (Full Application), which does not affect the **PROW**. Conditions are suggested to ensure an Application for the diversion or extinguishment of the **PROW** is submitted accordingly, and a diversion or extinguishment Order is appropriately confirmed for the route, which shall be provided to the certifiable standard (with the Definitive Map and Statement amended to reflect the new alignment of the **PROW**).'

The Public Rights of Way Officer also suggests advisories be added to any approved consent to remind the developers that the granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct the **PROW**. The development, insofar as it affects the **PROW**, cannot be started - until such time as an Order necessary for its diversion has been made and confirmed. The development insofar as it obstructs the **PROW** may not be occupied until such time as the new alignment for the **PROW** has been constructed and certified by the appropriate Authority (as stipulated in the diversion Order). The successful making and confirmation of an Order should not be assumed.

In light of the above comments and general support for the scheme by the Public Rights of Way Officer, subject to necessary conditions, the scheme is deemed acceptable in terms of its likely impact on the Public Right of Way network, in accordance with the

requirements of Policies **PLA9** and **PLA3** of the **RLDP**.

OTHER MATTERS

Ground Contamination

The planning system should guide development to reduce the risk from natural or human-made hazards affecting the land surface or sub-surface. The aim however is not to prevent the development of such land. Key is understanding the risks associated with the previous land use, pollution, groundwater, subsidence, mine and landfill gas emissions and rising groundwater from abandoned mines. Responsibility for determining the extent and effects of surface and subsurface hazards remains with the developer. It is for the developer to ensure that the land is suitable for the development proposed.

The following information has been submitted in relation to land quality:

- IG, March 2020; LAND WEST OF BRYNTIRION, BRIDGEND Desk Study Report 12614/LP/20/DS
- IG, April 2024; Site Investigation Report Ref: 12614/JJ/24/SI/RevA

The above reports include a contamination and ground gas assessment of the proposed development. The reports have been checked and reviewed by Shared Regulatory Services Officers who comment the reports have not identified any significant contamination issues over the majority of the site that would require remediation. However, soils tested from within a small stockpile of made ground situated in the southwest corner of the site included arsenic contamination and remediation is required in relation to this. A detailed remediation scheme and verification plan is required prior to commencing this phase of the works, which can be achieved by a suitably worded condition.

In addition, should there be any importation of soils to develop the garden/landscaped areas of the development, 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. Further conditions are therefore recommended for inclusion should the Application be granted in accordance with best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy **DNP9** of the **RLDP**.

Mineral Safeguarding Zone

The site is located within a number of Mineral Safeguarding Zones (Category 2: Limestone) 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 mineral resource was justified as part of the **RLDP's** evidence base (Background Paper 12: Aggregate Safeguarding Assessment of Site Allocations). The loss is appropriately justified. Such justification includes there being an overriding need to meet housing need, an overriding need to provide education facilities, the site is logically located to the settlement of Bridgend and there are no appropriate

alternative sites adjacent to the settlement of Bridgend that would avoid safeguarded resources. Furthermore, the Limestone Resource is sandwiched between sensitive residential properties at Bryntirion and Laleston and minor roads to the north and west. The site is not considered to be an appropriate location for mineral working and is unlikely to support a commercially viable limestone extraction operation given the proximity of residential development and the need to mitigate visual impact.

Provision of onsite heat network

The Development Requirements of Policy **PLA3** of the **RLDP** also highlights that the scheme must provide (15) a new on-site heat network in accordance with Policy ENT10 of the **RLDP**.

Policy **ENT10** Low Carbon Heating Technologies for New Development states the **RLDP** has an aspiration for all new homes to be net zero carbon in the first instance. New major development must: (1) Be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions, and (2) Demonstrate that heating systems have been selected in accordance with the sequential approach.

Policy **SP4** Mitigating the Impact of Climate Change of the **RLDP** further highlights all development must make a positive contribution towards tackling the causes of and adapting to the impacts of Climate Change.

The Application is supported by a Renewable Energy Strategy (prepared by Llanmoor Homes) of which confirms that a sequential approach has been taken into the design of heating systems on this development in accordance with Policy **ENT10**. However, the statement indicates that connection to a heat network is not currently a viable option for the development. Therefore, heating is proposed to be via air source heat pumps and individual solar energy production (all properties and buildings benefiting from roof solar arrays and air source heat pumps) and it is also stated that the development has been designed as not to prejudice any future installation or connection to a district heat network in the future. All homes with associated parking, as highlighted within the Renewable Energy Strategy would also have an electric vehicle (**EV**) Charge point. As such, the proposed development is therefore considered to generally satisfy Policies **PLA3**, **ENT10** and **SP4** of the **RLDP**.

Heritage/Archaeology

The planning system recognises the need to conserve archaeological remains. The conservation of archaeological remains and their settings is a material consideration in determining planning Applications, whether those remains are a Scheduled Monument or not.

Policy **SP18** Conservation of the Historic Environment states Development proposals must protect, conserve, and, where appropriate, preserve and enhance the significance of historic assets and their settings.

*The Development Requirements of Policy **PLA3** of the **RLDP** also highlights that the scheme must:*

12) Positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site;

Following consultation with HENEB (Glamorgan - Gwent Archaeology), the trust for Welsh

Archaeology, the following observations have been raised:

‘The information in the Historic Environment Record (HER) curated by this Trust shows that the proposal is located in an area of archaeological potential. Immediately to the north of the proposal is the Remains of Llangewydd Church and Churchyard, a Scheduled Monument (Cadw ref. GM237) and likely dating to the medieval period. The monument is of national importance for its potential to enhance our knowledge of medieval ecclesiastical organisation. It forms an important element within the wider medieval context and the structure itself may be expected to contain archaeological information in regard to chronology, building techniques and functional detail. Additionally, Laleston cemetery borders the western extent of the proposed site.

The proposed development involves the Hybrid Planning Application (Outline/Full) for a residential development for up to 850 homes, public open space and a primary school, alongside landscaping, drainage, Green Infrastructure with vehicular and pedestrian/cycle access. Whilst we note that the northern extent of the site will be largely undeveloped, there is still potential for groundworks, such as the excavation of the nature basin, and construction of the houses bordering Laleston Cemetery, to encounter buried archaeology. Therefore, it is our recommendation that a condition requiring the Applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted by Members. However, this element is an Outline Application, and the works in this area are not due to begin until a later date, the submission of the written scheme of investigation can be delayed until a time closer to the commencement of groundworks.’

HENEB have further confirmed the standard condition should only be attached to the northern phase of the development with the Full Application submission being appropriately offset from the nearby, identified historic resources, to have no adverse impacts.

CADW have also been consulted on the Application and highlight that having carefully considered the information submitted, they raise no objection to the proposed development in regard to the scheduled monuments or registered historic parks and gardens likely to be affected by the scheme.

Whilst designated historic assets have been identified within a 3km distance of the Application site intervening topography, buildings and vegetation block all views between them except in regard to GM237 Remains of Llangewydd Church & Churchyard. Consequently, the proposed development will have no impact on the settings of these designated historic assets other than GM237 Remains of Llangewydd Church & Churchyard. The Application area is inter-visible with this scheduled monument and extends into the monument’s immediate setting. This area has a high potential to contain remains from the medieval period and which could relate to settlement associated with the church. However, this part of the Application area is not intended to be developed as it forms part of the Laleston Meadows Site of Importance for Nature Conservation (**SINC**). As such the proposed development would not have any effect on the way that the monument is experienced, understood and appreciated. Consequently, the proposed development would not have an unacceptably damaging effect upon the settings of scheduled monument GM237 Remains of Llangewydd Church & Churchyard, or any identified historic assets.

Accordingly, the proposed development, subject to condition, is considered to satisfy Policies **SP18** and **PLA3** of the **RLDP** in terms of safeguarding the significance of historic assets and their settings.

SECTION 106 LEGAL REQUIREMENTS/PLANNING OBLIGATIONS

Policy **SP10** Infrastructure of the **RLDP** 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 if deemed necessary).

Following significant discussion, negotiation and dialogue between necessary Officers and the Applicant/Agent the following contributions shall be sought from the developer:

Affordable Housing

Policy **PLA3** and **COM3** set a site-specific affordable housing policy of 20% of the total number of residential units as affordable housing units (**AHU**) for this site, with an anticipated quantum of 170 affordable homes based on the allocated number (in the **RLDP**) of dwellings (850). The site's affordable housing mix should respond to the prevailing housing need identified in the Local Housing Market Assessment for Bridgend, while remaining akin to the tenure split deemed viable at allocation stage. On a proportionate basis, this equates to the following tenure split (applicable across the whole site):

(Phase 1 and 2):

Size	Social Rented Units (50% of total AHU)	Intermediate Units (50% of total AHU)
1-bed	65%	
2-bed	16%	50%
3-bed	11%	50%
4-bed	8%	

The following **AHU** mix for Phase 1/Full Application shall be provided, which will be reflected in the wording of the s106 Agreement, to ensure the delivery of the agreed affordable tenure and mix on site:

(Phase 1/Full Application):

Size	Social Rented Units	Intermediate Units
1-bed	30	
2-bed	9	20
3-bed		16
4-bed	1	
Total	40	36

The Applicant is proposing to deliver 76 affordable dwellings (20% of 377 dwellings for the phase one of the site/Full Application) and phase 2 would provide the balance of **AHU** to deliver the overall figures outlined above. They are proposing to split affordable housing delivery between 1 to 4 bed properties and 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 the **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 siting and small clustering of affordable dwellings is in accordance with the adopted **RLDP** policy.

Social Rented units 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 (**ACG**), as detailed within Appendix A (Table 2) of the adopted Affordable Housing **SPG 13**). Intermediate units will be transferred to a Council nominated **RSL** at a transfer price equivalent to 70% of market value.

Public Open Space

Policy **PLA3** requires 10ha of green infrastructure and outdoor recreation facilities to be delivered in accordance with Policy **COM10** Provision of Outdoor Recreation Facilities. Policy **COM10** Provision of Outdoor Recreation Facilities (**RLDP**), specifically requires the provision of satisfactory standards of Outdoor Recreation Facilities from all new residential development.

A site of this scale would usually be expected to include a Local Area for Play (**LAP**), Local Equipped Area for Play (**LEAP**), Neighbourhood Equipped Area for Play (**NEAP**), playing pitch, Multi-Use Games Area (**MUGA**), non-pitch based recreation area and allotment (or community growing space) provision to achieve policy compliance. The detailed design (phase one) and illustrative masterplan incorporate a range of green infrastructure and outdoor recreation facilities for the development site.

The illustrative masterplan(s) also illustrate the provision of a **MUGA** within the school grounds which could potentially be made available for wider community use. This is recognised as a pragmatic means of achieving policy compliance by making the most efficient use of land in the context of enabling the allocated quantity of dwellings on this site.

In terms of equipped play areas, following negotiation one **LAP** is included in the south-east of the site which is deemed appropriate. A further **LAP** would be introduced into the northern section of the site although full design details would be likely agreed at the Reserved Matters stage. A single, large **LEAP** (well in excess of 400 sqm) is proposed towards the centre of the site, integrating into the surrounding green space and central nature play area, that following much negotiation is deemed acceptable and appropriate for the site (the exemplary standard of the **LEAP** negating the need for a **NEAP** in this instance). The provision of community growing spaces have also been incorporated into the design of the development.

The provision of nature play areas, trails, and Local Landscape Areas of Play are also fully welcomed as natural playable spaces and add play value to the scheme overall, including the provision of the *Welsh Maze* (1.200msq multigenerational play and reflection area including but not exclusively seating, focal tree, stone boulders and grass mounds), with the proposal largely meeting the requirements of policies **PLA3** and **COM10** of the **RLDP** in terms of public open space provision.

Timings for provision of the key Open Space features:

- Phase 1 **LAP** – prior to the occupation of the 100th Residential Unit.

- Phase 2 **LAP** – prior to the occupation of the 500th Residential Unit.
- Phase 1 **LEAP** (and central nature play area) – prior to the occupation of the 250th Residential Unit.
- Welsh Maze – prior to the occupation of the 250th Residential Unit.
- Phase 2 Nature Play area – prior to the occupation of the 600th Residential Unit in accordance with future reserved matters plan.
- Community growing spaces (phase 1) – prior to the occupation of the 200th Residential Unit.

The proposal however does not contain provision for any other sport provision and this should be rectified through provision of a commuted sum to upgrade facilities off site. Recent evidence of costings would support a capital contribution of **£208,404.43** (index linked) and 25-year maintenance contribution of **£126,125.10**, to be spent on upgrading recreation facilities within the vicinity of the site, that shall be secured by an appropriately worded S106 legal agreement.

On the basis the commuted sum is appropriately made to the Council for off-site recreational upgrades and all of the detailed-on site provisions are undertaken and provided in a reasonable and timely manner throughout the development of this site, which would be secured by appropriate timings and triggers within the Section 106 Legal Agreement, the scheme is deemed satisfactory in terms of public open space provision.

Whilst the preference of the Council is usually to adopt on site facilities the Applicants propose the establishment of a management company and management scheme for the ongoing maintenance of the open space and recreational facilities created throughout this site, which again would be fully secured by the S106 legal agreement.

Highways

The Applicant will be required to make a series of contributions and on-site/off-site development works (in respect of highways matters) to include:

- Delivery of the full Broadlands Roundabout signal-controlled junction upgrade (A48/B4622), including all compliant pedestrian and cycle crossing facilities before the beneficial occupation of the 250th Residential Unit.
- A highway contribution of **£62,000** (Index linked) for signal enhancements in the vicinity of the site, to be paid at the latest prior to the occupation of the 100th Residential Unit.
- **Traffic Regulation Order (TRO)** Contribution of **£27,000** (Index Linked) including for Road Traffic Regulations Order(s), relating to Llangewydd Road, relocation of bus stop markings on the A473, Double Yellow Lines around the new junction, and traffic orders on the A473 (prior to the commencement of development).
- Developer delivered Active Travel Improvements including access and enabling works along the A473 site frontage.
- Contribute to Council delivered Active Travel Improvements, including:
 - Oaklands Road and Park Court Road Works to deliver dropped kerbs and improvements within the vicinity of the site (at the latest prior to the occupation of 200 Residential Units).
 - Improvements along Llangewydd Road (at the latest prior to the occupation of 378 Residential Units).
- Provide a total figure of **£529,977.50** (Index linked) Active Travel Contribution to deliver the active travel improvements within the vicinity of the site.
- Delivery of the identified bus stop improvements and provide an Active or Sustainable Vouchers Contribution of **£400,000** (Index linked).

Education

Policy **PLA3** of the **RLDP** requires 2.3 hectares of land (inclusive of a buffer for future expansion) to accommodate a 1.5 form entry primary school with co-located nursery facility at the site, and the school must be accessible to new and existing residents by all travel modes, enabled by the development.

The trigger for the Section 106 obligation relating to the transfer of the Primary School Land shall be structured around the following milestones:

- The developer shall transfer the Primary School Land (minimum 2.3 hectares) to the Council for use as and to accommodate a 1.5 form entry primary school with a co-located nursery facility;
- The developer and the Council shall exchange contracts with and transfer the Primary School Land to the Council upon the earlier of (i) completion of a contract for the construction of the Primary School between the Council and the building contractor or (ii) upon the occupation of 200 dwellings.

In addition to the on-site provision of land for a primary school, Policy **PLA3** requires a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The Section 106 Agreement shall secure a financial contribution, including the timing and phasing of such payments, in accordance with the adopted version of the Educational Facilities and Residential Development SPG which currently equates to a total, education contribution of **£9,625,648.50** (Index linked – towards education provision within the vicinity of the site, calculated on a development of 800 dwellings) apportioned as follows:

- i) Nursery (**£437,076.50**, Index Linked)
- ii) Primary (**£4,277,770**, Index Linked and inclusive of **£300,000** towards Primary School Design fees)
- iii) Secondary (**£4,116,840**, Index Linked), and
- iv) Post -16 (**£793,962**, Index Linked)

The Education Contribution will be reviewed should the final, total number of Residential Units proposed in a future Reserved Matters Application result in the development exceeding 800 dwellings. Any additional financial contribution arising from such increase shall be calculated in accordance with the adopted *Educational Facilities & Residential Development SPG* in force at that time and taking account of any spare capacity available at that time.

The triggers for the Section 106 obligation relating to the financial contributions shall be structured around the following milestones:

- First Education payment consisting of £300,000 (Index Linked) of the Primary Contribution towards Primary School Design Fees shall be payable upon commencement of the development.
- Second Education payment comprising the Nursery and remaining Primary Contribution shall be payable prior to and at the last upon the occupation of the 200th residential unit.
- Third Education payment of the Secondary and Post-16 Contributions shall be payable prior to and at the last upon the occupation of the 370th residential unit.

CONCLUSION

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

indicate otherwise.

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

In this case, it is considered that the information submitted in support of the **EIA** development is *material* to the determination of the Hybrid Application and has been fully taken into account during the consideration of the proposal.

On balance, and having regard to the objections raised and consultee responses, and the above weighing up of all material considerations relevant to this scheme, it is considered that the proposed development is acceptable in this location due to the allocated nature of the site for mixed use purposes and in regard to its potential impacts on surrounding residents by way of visual impact, residential amenity, any impact on the character and appearance of the site and surrounding areas, its potential impact on highway safety and the highway network, biodiversity in and around the site, drainage and the impact on the **PROW** crossing the site.

In addition, the general impacts of the development must be fully weighed up against the overall benefit to the wider County Borough community through the provision of new homes, and a primary school on this specifically allocated site. Following much negotiation the scheme is considered to broadly meet the general principles and requirements of the master plan policies of the **RLDP**, 2024.

The scheme would create a natural and logical extension to the West of Bridgend, integrating, over time, with its existing setting and providing a quality mixed use, residential driven development (including a new primary school) with substantial place making qualities.

The Application site forms one of the specifically allocated sites under Policy **SP2 (3)** of the **RLDP** as a sustainable urban extension known as Land West of Bridgend. The site (alike all allocated sites) is considered essential to the delivery of the aims and objectives of the **RLDP** and falls in line with the Council's aspirations for delivering high-quality new development within the plan period. Policy **PLA3** of the **RLDP** identifies and allocates the Application site for a comprehensive green infrastructure led residential development, which should deliver circa 850 homes, new primary school, recreation facilities and associated infrastructure. The site forms a fundamental and essential, allocated site for development within the **RLDP**, that has been subject to rigorous viability and sustainability testing, along with detailed design considerations, with the proposal deemed an appropriate and acceptable development scheme in line with the key principles of the **RLDP**.

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.

This Hybrid Application is therefore recommended for approval.

A detailed consent can be issued for the Full planning Application element of the development, and an Outline planning consent can be issued for the remainder of the site, subject to conditions and securing the necessary Section 106 Legal Agreement.

RECOMMENDATION

(A) The Applicant enters into a Section 106 Agreement to secure as follows (and as detailed in full earlier in this report):

I. Affordable Housing

Provide **20%** of the total number of residential units as affordable housing units.

II. Public Open Space

Public Open Space provision in the form of:

- Phase 1 LAP at the latest prior to the Occupation of the 100th Residential Unit.
- Phase 2 LAP at the latest prior to the Occupation of the 500th Residential Unit.
- Phase 1 LEAP (and central nature play area) prior to the occupation of the 250th Residential Unit.
- The *Welsh Maze* (1,200m² multigenerational play and reflection area including but not exclusively seating, focal tree, stone boulders and grass mounds), at the latest prior to the Occupation of the 250th Residential Unit.
- Phase 2 Nature Play Area at the latest prior to the Occupation of the 600th Residential Unit.
- Phase 1 Nature Trail at the latest prior to the Occupation of the 200th Residential Unit.
- Phase 2 Nature Trail at the latest prior to the Occupation of the 500th Residential Unit.
- Community Growing Space (comprising but not exclusively raised timber planters with integrated seating) at the latest prior to the Occupation of the 200th Residential Unit.
- Additional Community Growing Space (comprising but not exclusively raised timber planters with integrated seating) at the latest prior to the Occupation of the 500th Residential Unit.
- A financial contribution of **£208,404.43** (Index Linked) towards the upgrading of recreation facilities within the vicinity of the Application site and a Maintenance Contribution of **£126,125.10** (Index Linked) to be used towards maintaining recreation facilities within the vicinity of the site.
- Submit a *Public Open Space Management Scheme* in writing for the approval of the Council.

III. Highways

- The **Broadlands Roundabout**: Upgrade (Staggered Junction Arrangement A48/B4622) to be constructed to an adoptable standard (subject to the technical approval of the Local Highway Authority for the purposes of adoption) at the latest prior to Occupation of the 250th Residential Unit.
- Highway Contribution of **£62,000** (Index Linked) for signal enhancements in the vicinity of the site, to be paid at the latest prior to the occupation of the 100th Residential Unit.
- TRO Contribution of **£27,000** (Index Linked) including for Road Traffic Regulations Order(s),
- **Developer Delivered Active Travel Improvements**: the developer to design and build the active travel improvements bounding the site as follows:
 - Access and enabling works along the A473 site frontage at the latest prior to the beneficial occupation of any Residential Units
 - Improvements associated with the Broadlands Roundabout Upgrade at the latest prior to the beneficial occupation of 250 Residential Units.

- **Council Delivered Active Travel Improvements:** the developer to design and the Council to construct the active travel improvements bounding the site as follows:
 - A473, Oaklands Road and Park Court Road Works to deliver Dropped kerbs and improvements within the vicinity of the site, at the latest prior to the beneficial occupation of 200 Residential Units.
 - Improvements along Llangewydd Road at the latest prior to the beneficial occupation of 378 Residential Units.
- Provide a total figure of **£529,977.50** (Index Linked) **Active Travel Contribution** to deliver active travel improvements within the vicinity of the site,
- Delivery of the identified bus stop improvements and provide an Active or Sustainable Vouchers Contribution of **£400,000** (Index linked).

IIII. Education

- The transfer, from the developer, of the Primary School Land (minimum 2.3 hectares) to the Council for use as and to accommodate a 1.5 form entry primary school with a co-located nursery facility.
- Provide a total Education Contribution (**£9,625,648.50**, Index Linked) towards education provision within the vicinity of the site, calculated on a development of 800 dwellings, apportioned) as follows:
 - i) Nursery (**£437,076.50**, Index Linked)
 - ii) Primary (**£4,277,770**, Index Linked and inclusive of £300,000 towards Primary School Design fees)
 - iii) Secondary (**£4,116,840**, Index Linked), and
 - iv) Post -16 (**£793,962**, Index Linked)

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

CONDITIONS RELATING TO THE DETAILED/FULL PLANNING PERMISSION (i.e. the first 377 homes and associated infrastructure)

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

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

Approved plans

Site wide interception plan – 10335-1100 – SAB-01 Received 13/08/2025

Storm Water Catchment Areas – 10335-901-01 Rev A Received 18/02/2026

Drainage Phasing Plan – 10335-1100-SAB-03 Received 18/02/2026

Refuse Vehicle Tracking 10335-905 Rev F – Received 18/02/2026

Area 1 Engineering Plan Sheet 1 10335-100-01 Rev C Received 18/02/2026

Area 1 Engineering Plan Sheet 2 10335-100-02 Rev C Received 18/02/2026

Area 2 Engineering Plan Sheet 1 10335-200-01 Rev C Received 18/02/2026

Area 2 Engineering Plan Sheet 2 10335-200-02 Rev C Received 18/02/2026

Area 3 Engineering Plan Sheet 1 10335-300-01 Rev C Received 18/02/2026
 Area 4 Engineering Plan Sheet 1 10335-400-01 Rev C Received 18/02/2026
 Area 4 Engineering Plan Sheet 2 10335-400-02 Rev C Received 18/02/2026
 Area 5 Engineering Plan Sheet 1 10335-500-01 Rev C Received 18/02/2026
 Site Wide Infrastructure Overview 10335-900-01 Rev D Received 18/02/2026
 Bioretention Verge Details 10335-906-01 Rev A Received 13/08/2025
 Site Wide Composite Plan Sheet 1 10335-903-01 Rev D Received 18/02/2026
 Site Wide Composite Plan Sheet 2 10335-903-02 Rev D Received 18/02/2026
 Basin 3 Sections 10335-904-01 Rev A Received 18/02/2026
 Basin 4 Sections 10335-904-02 Rev B Received 18/02/2026
 Basin 2 Sections 10335-904-03 Rev A Received 18/02/2026
 Section 111 General Arrangement 10335-1000-01 Rev E Received 18/02/2026
 Site Access Bus Tracking 10335-1000-02 Rev A Received 13/08/2025
 Rising Main Long section 10335-907 Rev A Received 13/08/2025
 Visibility Splays Plan 10335-908 Rev D Received 18/02/2026
 Articulated Vehicle Tracking 10335-909 Rev A Received 18/02/2026
 Highway Construction Details Sheet 1 10335-910-01 Received 18/02/2026
 Highway Construction Details Sheet 2 10335-910-02 Received 18/02/2026
 Illustrative Landscape Strategy edp3980_d033h Received 18/02/2026
 General Arrangement Plan – Overview edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 1 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 2 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 3 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 4 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 5 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 6 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 7 of 8 edp3980_d035i Received 02/07/2026
 General Arrangement Plan - Sheet 8 of 8 edp3980_d035i Received 02/07/2026
 Detailed POS Landscape Proposals: General Arrangement Plan edp3980_d036 H
 Received 02/07/2026
 Detailed POS Landscape Proposal: General Arrangement Plan Sheet 1 of 6
 edp3980_d036h Received 02/07/2026
 Detailed POS Landscape Proposal: General Arrangement Plan Sheet 2 of 6
 edp3980_d036h Received 02/07/2026
 Detailed POS Landscape Proposal: General Arrangement Plan Sheet 3 of 6
 edp3980_d036h Received 02/07/2026
 Detailed POS Landscape Proposal: General Arrangement Plan Sheet 4 of 6
 edp3980_d036h Received 02/07/2026
 Detailed POS Landscape Proposal: General Arrangement Plan Sheet 5 of 6
 edp3980_d036h Received 02/07/2026
 Detailed POS Landscape Proposal: General Arrangement Plan Sheet 6 of 6
 edp3980_d036h Received 02/07/2026
 West Bridgend LAP – CAS-564501 – S2J5H1 Rev E – Received 02/07/2026
 West Bridgend – LEAP – CAS-573001-L4T7W4 Rev F – Received 02/07/2026
 Detailed On Plot Planting Proposals Sheet 1 edp3980_d037f Received 18/02/2026
 Detailed On Plot Planting Proposals Sheet 2 edp3980_d037f Received 18/02/2026
 Detailed On Plot Planting Proposals Sheet 3 edp3980_d037f Received 18/02/2026
 Detailed On Plot Planting Proposals Sheet 4 edp3980_d037f Received 18/02/2026
 Detailed On Plot Planting Proposals Sheet 5 edp3980_d037f Received 18/02/2026
 Detailed On Plot Planting Proposals Sheet 6 edp3980_d037f Received 18/02/2026
 Detailed On Plot Planting Proposals Sheet 7 e dp3980_d037f Received 18/02/2026
 Planting Strategy edp3980_d038e Received 18/02/2026
 Planting Strategy Sheet 1 of 6 edp3980_d038e Received 18/02/2026
 Planting Strategy Sheet 2 of 6 edp3980_d038e Received 18/02/2026
 Planting Strategy Sheet 3 of 6 edp3980_d038e Received 18/02/2026

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Planting Strategy Sheet 5 of 6 edp3980_d038e Received 18/02/2026
Planting Strategy Sheet 6 of 6 edp3980_d038e Received 18/02/2026
Detailed POS Areas Sheet 1 of 4 Edp3980_d039f Received 18/02/2026
Detailed POS Areas Sheet 2 of 4 Edp3980_d039f Received 18/02/2026
Detailed POS Areas Sheet 3 of 4 Edp3980_d039f Received 18/02/2026
Detailed POS Areas Sheet 4 of 4 Edp3980_d039f Received 18/02/2026
Site Location Plan – LP-01 Rev A Received 13/08/2025
Overall Planning Layout OVPL-01 Rev E Received 02/07/2026
Overall Planning Layout - Sheet 1 of 2 OPL-01 Rev C Received 02/07/2026
Overall Planning Layout - Sheet 2 of 2 OPL-02 Rev C Received 02/07/2026
External Works Layout - Sheet 1 of 2 EW-01 Rev C Received 02/07/2026
External Works Layout - Sheet 2 of 2 EW-02 Rev C Received 02/07/2026
Fire Tender Strategy – Sheet 1 of 2 Fire -01 Rev C Received 02/07/2026
Fire Tender Strategy – Sheet 2 of 2 Fire -02 Rev B Received 02/07/2026
House Finishes Layout - Sheet 1 of 2 HFL-01 Rev C Received 02/07/2026
House Finishes Layout - Sheet 2 of 2 HFL-02 Rev C Received 02/07/2026
House Style Layout – Sheet 1 of 2 HSL-01 Rev C Received 02/07/2026
House Style Layout – Sheet 2 of 2 HSL-02 Rev C Received 02/07/2026
Parking Strategy Layout PS-01 Rev C Received 02/07/2026
PV Renewable Energy Strategy Layout PV-01 Rev C Received 02/07/2026
Refuse Strategy Layout – Sheet 1 of 2 RS-01 Rev C Received 02/07/2026
Refuse Strategy Layout – Sheet 2 of 2 RS-02 Rev C Received 02/07/2026
Affordable Housing Layout- AFF-01 Rev C Received 02/07/2026
Roof Finishes Plan RF-01 Rev C Received 02/07/2026
Storey Heights Layout SH-01 SH-01 Rev C Received 02/07/2026
Single Garage G10-B-01 Received 13/08/2025
Single Garage G10-R-01 Received 18/02/2026
Double Garage G11-B-01 Received 18/02/2026
Double Garage G11-R-01 Received 18/02/2026
Shed SHED-01 Received 18/02/2026
Bin Store BIN-01 Received 18/02/2026
Street Scenes – Sheet 1 of 2 SS-01 Rev A Received 18/02/2026
Street Scenes – Sheet 2 of 2 SS-02 Rev A Received 18/02/2026
Apartment 1 Style 4 APT1-01 Rev A Received 12/09/2025
Planning Floor Plans 211E-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 211E-ST1 Received 13/08/2025
Planning Floor Plans 321-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 321-ST1 Received 13/08/2025
Planning Floor Plans 421E-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 421E-ST1 Rev A Received 13/08/2025
Planning Floor Plans 531E-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 531E-ST1 Rev A Received 13/08/2025
Planning Floor Plans 641D-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 6421-ST1 Received 13/08/2025
Planning Floor Plans 2B3V2-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 2B3V2-ST1 Received 13/08/2025
Planning Elevations Style 2 Render 2B3V2-ST2 Received 13/08/2025
Planning Elevations Style 4 Cladding 2B3V2-ST4 Received 13/08/2025
Planning Floor Plans 3B4-F01 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3B4-ST2 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3B4-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B4-ST4 Rev A Received 13/08/2025
Planning Elevations Style 5 Front Render 3B4-ST5 Rev A Received 13/08/2025
Planning Floor Plans 3B5-F01 Rev A Received 13/08/2025

Planning Elevations Style 1 Brick 3B5-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3B5-ST2 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3B5-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B5-ST4 Rev A Received 13/08/2025
Planning Floor Plans 3B11-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 3B11-ST1 Received 13/08/2025
Planning Floor Plans 3B12-F01 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3B12-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B12-ST4 Rev A Received 13/08/2025
Planning Elevations Style 5 Front Render 3B12-ST5 Rev A Received 13/08/2025
Planning Elevations Style 6 Full Render Stone 3B12-ST6 Rev A Received 13/08/2025
Planning Floor Plans 3B13SD-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3B13SD-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3B13SD-ST2 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B13SD-ST4 Rev A Received 13/08/2025
Planning Floor Plans 3B19SD-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 3B19SD-ST1 Received 13/08/2025
Planning Elevations Style 2 Render 3B19SD-ST2 Received 13/08/2025
Planning Elevations Style 4 Cladding 3B19SD-ST4 Received 13/08/2025
Planning Floor Plans 3BC-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3BC-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3BC-ST2 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3BC-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3BC-ST4 Rev A Received 13/08/2025
Planning Elevations Style 8 Full Stone 3BC-ST8 Rev A Received 13/08/2025
Planning Floor Plans 3SC-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3SC-ST1 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3SC-ST4 Received 13/08/2025
Planning 3S-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3S-ST1 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3S-ST4 Rev A Received 13/08/2025
Planning Floor Plans 4B2-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 4B2-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 4B2-ST2 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 4B2-ST4 Rev A Received 13/08/2025
Planning Elevations Style 5 Front Render 4B2-ST5 Rev A Received 13/08/2025
Planning Elevations Style 6 Full Render Stone 4B2-ST6 Rev A Received 13/08/2025
Planning Floor Plans 4B13-F01 Rev B Received 13/08/2025
Planning Elevations Style 1 Brick 4B13-ST1 Rev B Received 13/08/2025
Planning Elevations Style 3 Stone 4B13-ST3 Rev B Received 13/08/2025
Planning Elevations Style 5 Front Render 4B13-ST5 Rev B Received 13/08/2025
Planning Elevations Style 6 Full Render Stone 4B13-ST6 Rev B Received 13/08/2025
Planning Floor Plans 4B17-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4B17-ST1 Received 13/08/2025
Planning Floor Plans 4BC-F01 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 4BC-ST2 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 4BC-ST4 Rev A Received 13/08/2025
Planning Elevations Style 8 Full Stone 4BC-ST8 Rev A Received 13/08/2025
Planning Floor Plans 4BTG142-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTG142-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTG142-ST4 Received 13/08/2025
Planning Floor Plans 4BTG150-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTG150-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTG150-ST4 Received 13/08/2025
Planning Floor Plans 4BTH-F01 Received 13/08/2025

Planning Elevations Style 1 Brick 4BTH-ST1 Received 13/08/2025
 Planning Elevations Style 4 Cladding 4BTH-ST4 Received 13/08/2025
 Planning Elevations Style 4 Cladding 4BTH-ST4.1 Received 13/08/2025
 Planning Floor Plans 2B3SPV2-F01 Received 13/08/2025
 Planning Elevations Style 1 Brick 2B3SPV2-ST1 Received 13/08/2025
 Planning Elevations Style 2 Render 2B3SPV2-ST2 Received 13/08/2025
 Planning Elevations Style 4 Cladding 2B3SPV2-ST4 Received 13/08/2025
 Planning Floor Plans 3B13SP-F01 Received 13/08/2025
 Planning Elevations Style 1 Brick 3B13SP-ST1 Received 13/08/2025
 Planning Elevations Style 4 Cladding 3B13SP-ST4 Received 13/08/2025
 Planning Floor Plans 3SSP-F01 Received 13/08/2025
 Planning Elevations Style 1 Brick 3SSP-ST1 Received 13/08/2025
 Planning Elevations Style 4 Cladding 3SSP-ST4 Received 13/08/2025
 Planning Floor Plans 4BTG242-F01 Received 13/08/2025
 Planning Elevations Style 1 Brick 4BTG242-ST1 Received 13/08/2025
 Planning Elevations Style 4 Cladding 4BTG242-ST4 Received 13/08/2025
 Planning Floor Plans 4BTG250-F01 Received 13/08/2025
 Planning Elevations Style 1 Brick 4BTG250-ST1 Received 13/08/2025
 Planning Elevations Style 4 Cladding 4BTG250-ST4 Received 13/08/2025
 Planning Floor Plans 4BTHSP-F01 Received 13/08/2025
 Planning Elevations Style 1 Brick 4BTHSP-ST1 Received 13/08/2025
 Illustrative Outline Masterplan PLIMP-01 Rev A Received 18/02/2026
 Development Framework Plan PLDF-01 Rev A Received 18/02/2026
 Land Use Plan PLUU-01 Rev A Received 18/02/2026
 Active Travel Route Plan PLATR-01 Rev A Received 18/02/2026
 Street Hierarchy Plan PLSH-01 Rev A Received 18/02/2026
 Open Space Plan PLOS-01 Rev A Received 18/02/2026
 Building Scale BSPP-01 Rev A Received 18/02/2026
 Phasing Plan 001 Rev C Received 06/03/2026
 Proposed Pedestrian and Cycle Improvements 1 of 4 SLR N/A PD03 Rev B Received 18/02/2026
 Proposed Pedestrian and Cycle Improvements 2 of 4 N/A PD04 Rev A Received 18/02/2026
 Proposed Pedestrian and Cycle Improvements 3 of 4 N/A PD05 Rev A Received 18/02/2026
 Proposed Pedestrian and Cycle Improvements 4 of 4 N/A PD06 Received 18/02/2026
 Proposed Improvements A473 Signalised Junction N/A PD07 Received 18/02/2026
 Proposed Pedestrian and Cycle Improvements and highway improvements -SLR Drawing PD16 Rev C Received 30/07/2026
 Topographical Survey Sheet 1 of 17 E1192-1-1 Rev A Received 13/08/2025
 Topographical Survey Sheet 2 of 17 E1192-1-2 Rev A Received 13/08/2025
 Topographical Survey Sheet 3 of 17 E1192-1-3 Rev A Received 13/08/2025
 Topographical Survey Sheet 4 of 17 E1192-1-4 Rev A Received 13/08/2025
 Topographical Survey Sheet 5 of 17 E1192-1-5 Rev A Received 13/08/2025
 Topographical Survey Sheet 6 of 17 E1192-1-6 Rev A Received 13/08/2025
 Topographical Survey Sheet 7 of 17 E1192-1-7 Rev A Received 13/08/2025
 Topographical Survey Sheet 8 of 17 E1192-1-8 Rev A Received 13/08/2025
 Topographical Survey Sheet 9 of 17 E1192-1-9 Rev A Received 13/08/2025
 Topographical Survey Sheet 10 of 17 E1192-1-10 Rev A Received 13/08/2025
 Topographical Survey Sheet 11 of 17 E1192-1-11 Rev A Received 13/08/2025
 Topographical Survey Sheet 12 of 17 E1192-1-12 Rev A Received 13/08/2025
 Topographical Survey Sheet 13 of 17 E1192-1-13 Rev A Received 13/08/2025
 Topographical Survey Sheet 14 of 17 E1192-1-14 Rev A Received 13/08/2025
 Topographical Survey Sheet 15 of 17 E1192-1-15 Rev A Received 13/08/2025
 Topographical Survey Sheet 16 of 17 E1192-1-16 Rev A Received 13/08/2025

List of Approved Documents

Design & Access Statement Issue 03 – February 2026
Planning Statement - July 2025
Arboricultural Impact Assessment (AIA) (Incorporating Tree Protection Measures)
February 2026 - (Report Ref. edp3980_r012e - February 2026)
Arboricultural Baseline Note - July 2025
SINC Mitigation Strategy by EDP - February 2026 (Report Ref. edp3980 -r013e)
Outline Landscape & Environmental Management Plan (LEMP) – February 2026 (Report Ref. edp3980 -r014d)
Ecological Construction Method Statement (ECMS) - February 2026 (Report Ref. edp3980-r015e)
Green Infrastructure Statement (GIS) – February 2026 (Report Ref. edp3980-r016f)
Shadow Habitat Regulations Assessment – February 2026 (Report Ref. edp3980_r018c)
Himalayan Balsam Management Strategy – Received 18/02/2026
Assessment of ASHP noise on existing properties – Received 18/02/2026
Construction Environmental Management Plan (CEMP) - July 2025
Environmental Statement (ES) - July 2025
Addendum to the Environmental Statement edp3960_r019b – Received 18/02/2026
Health Impact Assessment - July 2025
Public Rights of Way Statement – Received 13/08/2025
Archaeological & Heritage Assessment – Received 13/08/2025
Drainage Strategy & Flood Risk Assessment (Rev D) - September 2025
Noise Assessment for Planning - August 2024
Site Waste Management Plan (SWMP) - April 2025
Utilities Statement - April 2025
Air Quality Assessment - May 2025
Renewable Energy Strategy - April 2025
Transport Assessment Rev 4 – 425.000776.00001 (July 2025)
Interim Residential Travel Plan Rev1 - 425.000776.00001 (July 2025)
Stage 1 Road Safety Audit – 425.000776.00001 (July 2025)
Technical Note 01 - 425.000776.00001 Rev 4 (July 2025)
Technical Note 02 - 425.000776.00001 Rev 2 (January 2026)
Technical Note 03 – 425.000776.00001 Rev 3 (March 2026)
Technical Note 04 – 425.000776.00001 Rev 2 (June 2026)
Schedule of offsite works – dated 10/12/2025

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

3. The development shall be undertaken in strict accordance with the recommendations and mitigation measures (including timings), of Section 6 of the submitted Environmental Statement - July 2025, Section 4 & 5 of the Outline Landscape & Environmental Management Plan - February 2026 (Report Ref. edp3980 -r014d), Section 5 to 7 of the SINC Mitigation Strategy - February 2026 (Report Ref. edp3980 - r013e) and the Ecological Construction Method Statement – February 2026 (Report Ref. edp3980-r015e)

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and in the interests of safeguarding protected species and enhancing biodiversity in accordance with Policy PLA3, SP3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

4. All the trees and planting shown on the landscaping details as "to be retained" shall be protected by strong fencing (in accordance with BS 5837:2012), as detailed within the

submitted Arboricultural Impact Assessment (incorporating Tree Protection Measures) (edp3980_r012e) and the supporting Tree Protection Plans (Overview edp3980_d034c) - Received 18/02/2026. The fencing shall be erected in accordance with the submitted details before any equipment, machinery or materials are brought onto the site for the purposes of the specific phase of development being implemented, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site for that particular phase of development. Nothing shall be stored or placed within any fenced area, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

Reason: In the interests of safeguarding visual amenities and biodiversity, in accordance with Policies SP3, SP17, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

5. Before beginning any development at the site, the developer/Applicant 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.

6. Notwithstanding the requirements of condition 2, prior to their use in the construction of the development hereby permitted, a detailed specification for (including drawings where necessary) and samples where appropriate, of the stone finishing materials for the second phase of the residential development (as detailed on submitted Phasing Plan 001 Rev C - Received 06/03/2026) and within the southwestern corner of the development site, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interests of visual amenities and the preservation of the character and appearance of the Laleston Conservation Area, and to accord with Policies PLA3, SP3 and SP18 of the Bridgend Replacement Local Development Plan (2024).

7. Notwithstanding the requirements of condition 2, prior to the installation of the foul water pumping station (within the southeast corner of the development), full details of its design and detailed scale including above ground paraphernalia, means of enclosure and a detailed timescale for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure that effective drainage facilities are provided for the proposed development and in the interests of safeguarding general amenities, and to accord with policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

8. 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 accord with policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

9. No more than 50 dwellings shall communicate with the public sewer at chamber reference SS88799903 until the necessary off-site reinforcement works, as informed by a Hydraulic Modelling Assessment, has been completed to the written satisfaction of the Local Planning Authority. The development shall be carried out in accordance with the agreed scheme. Thereafter, no surface land or highway drainage shall connect directly or indirectly with the public sewerage system.

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

10. No building hereby approved shall be occupied until a potable water scheme to serve the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply system can suitably accommodate the proposed development. If necessary, a scheme to reinforce the existing public water supply system in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason: To ensure the development is served by a suitable potable water supply.

11. 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 the interests of general amenities, and to ensure the development complies with Policies SP3, PLA3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

12. 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 the approved landscaping drawings, including the detailed POS Landscape proposals (sheets 1-6) and the General Arrangement plans/overview (sheets 1-8) received 02/07/2026 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 maintain and improve the appearance of the area in the interests of visual amenity, and to promote nature conservation, in accordance with Policies SP3, SP17, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

13. Notwithstanding the submitted details, prior to its installation within each phase of the development, full details of lighting shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide:
- Details of the siting and type of external lighting to be used during and post construction.
 - Drawings setting out light spillage in key ecologically sensitive areas.
 - An Environmental Lighting Impact Assessment against conservation requirements for protected species including retained or proposed features planned to be functionally used by bats for foraging/dispersal purposes.
 - Details of the timescales for the installation of the lighting schemes.

The Lighting schemes shall be carried out in accordance with the approved details and retained as such thereafter.

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 safeguarding sensitive habitats, and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

14. Prior to the commencement of each phase of development, including site clearance, a pre-construction survey in respect of protected species shall be carried out for the development or phase of development. If the survey confirms the presence of protected species the results of the survey together with proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be carried out in accordance with the approved details.

Reason: To ensure the potential presence of protected species is confirmed prior to construction and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

15. The glazing and ventilation specification for the facades exposed to road traffic noise from the A473 (plots 7-30 as shown on figure 10 of page 23 of the In Acoustics Noise Report entitled 'Land near Laleston' Bridgend dated 12th August 2024) shall be designed in order to meet the rating level prescribed in table 9, page 24 of this noise report. Prior to the installation of the glazing and trickle vents, the details of these shall be submitted and agreed with the Local Planning Authority to demonstrate compliance with this condition. The approved glazing and ventilation scheme shall be implemented within plot 7-30 prior to their first beneficial use and retained as such thereafter.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

16. 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), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be

constructed without the prior grant of planning permission in that behalf, to plots 7-30 as shown on figure 10 of page 23 of the In Acoustics Noise Report entitled 'Land near Laleston' Bridgend dated 12th August 2024.

Reason: In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for such additional doors / windows / dormers, having regard to the particular layout and design of the development and the need to protect the amenity of future occupiers of properties (from noise pollution), and to accord with Policy SP3 and DNP9 of the Bridgend Replacement Local Development Plan, 2024.

17. Prior to occupation of plots 7-30 and plots 163-174 and plot 199 and plots 369-382 (as shown on Parc Llangewydd Phasing Plan Job Number 2348, drawing number OVPL-01), a solid boundary structure, either solid masonry walls or close-boarded timber fence, no less than 1.8m in height shall be erected to the gardens of the closest dwellings to the A473 (plots 7-30) and to the properties adjacent to the school site (plots 163-174 and plot 199 and plots 369-382). The solid boundary structures shall be maintained and retained in perpetuity.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

18. The Air Source Heat Pumps (ASHPs) located at properties on the western and eastern boundaries of the development site which are adjacent to existing residential boundaries (including the noise levels to be achieved) shall be installed in accordance with the details shown on document entitled: 'Parc Llangewydd West Bridgend Assessment of ASHP noise on existing properties'. The 1.8m close-board fencing boundary treatments to the plots referred to within the document shall not be less than 1.8m in height and shall have no gaps. The close-board fencing shall be retained for as long as the ASHPs within the development site remain in operation.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

19. The Air Source Heat Pumps (ASHPs) installed at any new residential property shall not exceed the sound power level of 62dBA and shall be installed by an MCS approved contractor. The ASHPs shall be located, designed and installed in accordance with the external works drawings detailed in documents 2348 external works layout sheet 1 and 2. Boundary treatments where ASHPs have a separation distance of less than 3m distance between the ASHP and another new residential property shall be in accordance with the details shown on external works drawings documents 2348 external works layout sheet 1 and 2. The close-board fencing (or similar equivalent structure such as a solid masonry wall) shall have a minimum height of 1.8m with no gaps. The close-board fencing or equivalent structure shall be retained for as long as the ASHPs remain in operation at the property.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

20. Construction works shall not take place outside the following hours: -

08:00 hours to 18:00 hours Mondays to Fridays

08:00 hours to 13:00 hours on Saturdays

No work shall take place on Sundays or Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of safeguarding residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

21. Prior to the commencement of phase 2 of the detailed residential development scheme (as detailed on submitted Phasing Plan 001 Rev C - Received 06/03/2026) OVPL-01 REV 02) and towards the southwestern corner of the development site) 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 Replacement Local Development Plan (2024).

22. The remediation scheme approved by condition 21 (above) must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy DNP9 of the Bridgend 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 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 in accordance 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 in accordance with policy DNP9 of the Bridgend Replacement Local Development Plan (2024).

26. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and C 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), no buildings shall be erected other than those expressly authorised by this permission and shown on plan 'Overall Planning Layout OVPL-01

Rev E Received 02/07/2026 (Site Layout Plan) in respect of plots 10 - 21, adjacent to the A473 highway.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers or the extension of the property, in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

27. 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), no buildings shall be erected other than those expressly authorised by this permission and shown on plan 'Overall Planning Layout OVPL-01 Rev E Received 02/07/2026 (Site Layout Plan) in respect of plots 10 - 21, adjacent to the A473 highway.

Reason: To enable the Local Planning Authority future control over the scale of development, in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road (other than those expressly authorised by this permission).

Reason: To enable the Local Planning Authority future control over the scale of development and in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

29. The development shall be accessed from the A473 in accordance with the approved A473 junction and access improvements. No residential unit shall be beneficially occupied until the A473 access and associated developer-delivered frontage active travel works serving the development have been constructed, brought into operation and made available for use in accordance with the approved details. For the avoidance of doubt, the A48/B4622 Broadlands junction upgrade is to be secured as strategic highway mitigation and is not the means of vehicular access to the development.

Reason: In the interests of highway safety and to ensure a suitable and permanent means of access to the development is provided from the A473 and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

30. A definitive detailed design drawing package for the A48/B4622 Broadlands junction upgrade works shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to the beneficial occupation of the 100th residential unit. The detailed design shall be developed in accordance with the Transport Assessment, shall incorporate and integrate the consented Craig Y Parcau A48 access into the ultimate junction arrangement, shall reflect a 40mph design environment and shall include all necessary highway infrastructure.

The approved, detailed design shall thereafter form the basis of the Broadlands works secured by condition 31 below and the Section 106 agreement and shall be implemented in accordance with the approved phasing and the relevant highway agreement and technical approval process.

Reason: In the interests of highway safety, active travel, sustainable movement and the proper planning of the wider highway network. As a definitive design for the strategic junction has not yet been finalised, the detailed design package is required in advance of the delivery trigger to ensure that a compliant and deliverable scheme, integrating the consented Craig Y Parcau access and developed in accordance with the Transport Assessment, is secured in good time, and to accord with Policies PLA3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

31. No more than 249 residential units shall be beneficially occupied until the full A48/B4622 Broadlands signal-controlled junction, together with all associated pedestrian and cycle crossing facilities, signal equipment, MOVA control, road markings, signage, lighting, drainage and visibility works, has been completed, brought into operation and made available for public use in accordance with the approved details. For the avoidance of doubt, construction of residential units may continue beyond this threshold, but beneficial occupation shall not occur until the strategic junction works are operational.

Reason: To ensure that the strategic highway mitigation required by the Bridgend Replacement Local Development Plan (2024) is delivered at the earliest appropriate opportunity and before the development's cumulative impact is realised.

32. Full details of the A48 PRow eastern controlled pedestrian and cycle crossing shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to the first beneficial occupation of the development, and no more than 249 residential units shall be beneficially occupied until that crossing has been completed and made available for public use in accordance with the approved details, unless an equivalent permanent signal-controlled crossing of the A48 in this vicinity, designed in accordance with Active Travel Act Guidance and retained for public use, has already been provided and made available for public use through the consented Craig Y Parcau development.

Reason: To address an existing road safety deficiency and to provide safe and direct active travel crossing facilities in advance of the full junction upgrade, while avoiding duplication of a crossing separately secured through the Craig Y Parcau consent, and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

33. Full details of the design for the Llangewydd Road active travel route, based in principle on submitted SLR drawing 425.000776.00001_PD11 Rev J (Signage Scheme Option B), including surfacing, lighting and signage in accordance with Active Travel Act Guidance, together with the means of managing or prohibiting motor traffic along the relevant section (whether by Traffic Regulation Order prohibiting the driving of motor vehicles or by an alternative arrangement delivering an equivalent active travel benefit), shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to the beneficial occupation of the 100th residential unit. The three new passing laybys on the unclassified lane running north to south along the western site boundary, as shown on Transport Assessment drawings PD12.1 and PD12.2, shall be completed

and made available for use before any closure of, or prohibition of driving on, the relevant section of Llangewydd Road takes effect. No residential unit within Phase 2 shall be beneficially occupied until the approved Llangewydd Road active travel route, together with any associated Traffic Regulation Order or approved alternative traffic management measures, has been completed and made available for use.

Reason: To ensure a safe, direct, inclusive and high-quality active travel connection to local facilities, the secondary school and the existing Bryntirion community is delivered as a key requirement of Phase 2, in accordance with Policy PLA3 of the Bridgend Replacement Local Development Plan (2024) and the Active Travel (Wales) Act 2013.

34. Prior to occupation of any dwelling the carriageway and footways fronting that property shall be completed up to binder course level as a minimum, and street lighting provided fronting the property and linking onto the nearest public highway.

Reason: To ensure a safe and suitable internal highway layout, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

35. Residential parking shall be provided in accordance with the approved overall planning layout (Overall Planning Layout OVPL-01 Rev E Received 02/07/2026) and parking provision (Parking Strategy Layout PS-01 Rev C Received 02/07/2026), designed to accord with the BCBC Parking Standards (SPG17) applied flexibly in accordance with Planning Policy Wales (Edition 12). Any garage relied upon as a parking space shall meet the Council's minimum internal dimensions and shall be retained for parking purposes. No residential unit shall be beneficially occupied until the parking provision has been provided for that unit in accordance with the approved details and those facilities shall thereafter be retained in perpetuity.

Reason: To ensure adequate and sustainable parking provision and to prevent highway obstruction, in accordance with the parking standards of the RLDP and SPG17 and in support of the Active Travel (Wales) Act 2013.

36. Secure, covered and convenient cycle parking, and electric vehicle charging provision, shall be provided for each residential unit in accordance with details to be first submitted and approved in writing by the Local Planning Authority. No residential unit shall be beneficially occupied until the cycle parking and electric vehicle charging provision serving that unit has been provided in accordance with the approved details, and those facilities shall thereafter be retained in perpetuity.

Reason: To ensure adequate and sustainable parking provision and to prevent highway obstruction, in accordance with the parking standards of the RLDP and SPG17 and in support of the Active Travel (Wales) Act 2013.

37. No development shall commence on any phase of the Full development until a Construction Traffic Management Plan, relative to that particular phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The statement shall include construction access and routing, delivery hours, contractor parking and compound, wheel washing, temporary traffic management, protection of pedestrians and cyclists, phasing of signal and crossing works, and measures to prevent mud and debris on the highway. The approved plan shall be implemented throughout the construction period.

Reason: In the interests of highway safety and residential amenity, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

38. No residential unit shall be beneficially occupied until a full site-wide Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The full Travel Plan shall be prepared in accordance with the timescales and framework set out in the approved Interim Residential Travel Plan (SLR, Revision 01, 14 July 2025, ref 425.000776.00001), and shall include mode-share targets, measures to promote walking, cycling, wheeling and public transport use, resident travel information, the appointment of a Travel Plan Coordinator (including their contact details) prior to first beneficial occupation, baseline travel surveys within three months of the beneficial-occupation monitoring threshold specified in the approved Interim Residential Travel Plan, further monitoring surveys at years 3 and 5, and ring-fenced remedial measures where targets are not met. The approved Travel Plan shall thereafter be implemented and monitored, and the monitoring results reported to the Local Planning Authority, in accordance with the agreed triggers and timescales.

Reason: To encourage sustainable travel behaviour and reduce reliance on the private car, in accordance with Planning Policy Wales (Edition 12) and the Active Travel (Wales) Act 2013.

INFORMATIVE NOTES (Not Conditions)

- The granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct the Public Right of Way (PRoW). The development, insofar as it affects the PRoW, cannot be started - until such time as an Order necessary for its diversion has been made and confirmed.
- The development insofar as it obstructs the PRoW may not be occupied until such time as the new alignment for the PRoW has been constructed and certified by the appropriate authority (as stipulated in the diversion order). The successful making and confirmation of an Order should not be assumed.
- The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/cifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.
- The developer's attention is drawn to the comments of South Wales Police (Designing out Crime Officer) and the Fire Authority in respect of the development, which are available to view in full under the Planning Pages of the Council's website – the developer should consider the need for the provision of:-
 - Adequate water supplies on the site for firefighting purposes; and
 - Access for emergency firefighting appliances.
- 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.

- To satisfy the above drainage condition (condition 8), the Applicant must:
 - The Applicant shall provide an agreement in principle from DCWW for the proposed connection to the foul water sewer.
 - The Applicant shall provide an agreement in principle from DCWW for the proposed foul and surface water requisition.
 - The Applicant shall submit an ordinary watercourse consent for any new outfall structure to the existing watercourse or modifications to existing outfall structures.
 - Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk. The SAB Application must be approved prior to commencement of construction.
- 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 advised that some public sewers and lateral drains may not be recorded on Welsh Water 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. 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.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. Approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It would therefore be recommended that the developer engage in consultation with 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.

- A permit may be required for any discharge from the proposed ponds which is not considered as clean uncontaminated water. Furthermore, any chemical dosing for suspended solids (for example, using a Silt Buster unit and/or flocculant would also require a discharge permit. The developer is referred to NRW's website for further advice and guidance on this matter: Natural Resources Wales / Find out if you need a permit for discharges to surface water and groundwater.

Any dewatering which does not meet the requirements of The Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence. The developer is referred to NRW's website for further advice and guidance: Natural Resources Wales / Apply for a water abstraction or impoundment licence.

- In addition to planning permission, it is the developer's responsibility to ensure they secure all other permits/consents/licenses relevant to their development.

CONDITIONS RELATING TO THE OUTLINE PLANNING PERMISSION (i.e. the development of the remainder of the site for up to 850 homes and associated infrastructure, and a primary school)

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (As amended).

2. Any Application for approval of the reserved matters shall be made to the Local Planning Authority not later than five years from the date of this permission.
Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (As amended) and having regard to the expected timescales for developing the site.

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3. The development shall begin either before the expiration of 7 years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (As amended).

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

List of Approved Plans

Site Location Plan – LP-01 Rev A Received 13/08/2025

Building Scale Parameter Plan - BSPP - Rev A Received 18/02/2026

List of Approved Documents

Design & Access Statement Issue 03 – February 2026

Planning Statement - July 2025

Arboricultural Impact Assessment (AIA) (Incorporating Tree Protection Measures)

February 2026 - (Report Ref. edp3980_r012e - February 2026)

Arboricultural Baseline Note - July 2025

SINC Mitigation Strategy by EDP - February 2026 (Report Ref. edp3980 -r013e)

Outline Landscape & Environmental Management Plan (LEMP) – February 2026 (Report Ref. edp3980 -r014d)

Ecological Construction Method Statement (ECMS) - February 2026 (Report Ref. edp3980-r015e)

Green Infrastructure Statement (GIS) – February 2026 (Report Ref. edp3980-r016f)

Shadow Habitat Regulations Assessment – February 2026 (Report Ref. edp3980_r018c)

Himalayan Balsam Management Strategy – Received 18/02/2026

Assessment of ASHP noise on existing properties – Received 18/02/2026

Construction Environmental Management Plan (CEMP) - July 2025

Environmental Statement (ES) - July 2025

Addendum to the Environmental Statement edp3960_r019b – Received 18/02/2026

Health Impact Assessment - July 2025

Public Rights of Way Statement – Received 13/08/2025

Archaeological & Heritage Assessment – Received 13/08/2025

Drainage Strategy & Flood Risk Assessment (Rev D) - September 2025

Noise Assessment for Planning - August 2024

Site Waste Management Plan (SWMP) - April 2025

Utilities Statement - April 2025

Air Quality Assessment - May 2025

Renewable Energy Strategy - April 2025

Transport Assessment Rev 4 – 425.000776.00001 (July 2025)

Interim Residential Travel Plan Rev1 - 425.000776.00001 (July 2025)

Stage 1 Road Safety Audit – 425.000776.00001 (July 2025)

Technical Note 01 - 425.000776.00001 Rev 4 (July 2025)

Technical Note 02 - 425.000776.00001 Rev 2 (January 2026)

Technical Note 03 – 425.000776.00001 Rev 3 (March 2026)

Technical Note 04 – 425.000776.00001 Rev 2 (June 2026)

Schedule of offsite works – dated 10/12/2025

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

5. Before commencing any development for any of the Reserved Matters phases on this site, the developer/Applicant 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.

6. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme 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 accord with policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

7. No building hereby approved as part of the reserved matters development shall be occupied until a potable water scheme to serve the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply system can suitably accommodate the proposed development. If necessary, a scheme to reinforce the existing public water supply system in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason: To ensure the development is served by a suitable potable water supply.

8. Prior to the commencement of each phase of development approved as part of the reserved matters stage, including site clearance works, a pre-construction survey in respect of protected species shall be carried out for the development or phase of development. If the survey confirms the presence of protected species the results of the survey together with proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be carried out in accordance with the approved details.

Reason: To ensure the potential presence of protected species is confirmed prior to construction and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

9. Prior to its installation and in support of each reserved matters Application, full details of lighting shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide:
- Details of the siting and type of external lighting to be used during and post construction.
 - Drawings setting out light spillage in key ecologically sensitive areas.
 - An Environmental Lighting Impact Assessment against conservation requirements for protected species including retained or proposed features planned to be functionally used by bats for foraging/dispersal purposes.
 - Details of the timescales for the installation of the lighting schemes.

The Lighting Plan shall be carried out in accordance with the approved details and retained as such thereafter.

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 policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

10. Prior to the commencement of any development works for any residential Reserved Matters phase, the Applicant, or their agents or successors in title, shall secure agreement for a written scheme of historic environment mitigation which has been submitted by the Applicant and approved by the Local Planning Authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource, and to accord with Policies PLA3 and SP18 of the Bridgend Replacement Local Development Plan (2024).

11. Prior to the commencement of any phase of the development which would affect the PRow, an Application for the diversion or extinguishment of the PRow will be submitted and confirmation of the formal approval of the diversion or extinguishment of the PRow shall be provided to the Local Planning Authority. The diversions or extinguishment shall be fully implemented prior to the first beneficial use of the affected phases of development.

Reason: To ensure the timely diversion / extinguishment of the PRow and enable the consented development to lawfully progress, and to accord with Policies PLA3 and PLA9 of the Bridgend Replacement Local Development Plan (2024).

12. Prior to the occupation of those units to be constructed on the original alignment of the PRow the new route of the PRow will have been provided to the certifiable standard.

Reason: To ensure the timely provision of the new route in the interests of the amenity of the public, and to accord with Policies PLA3 and PLA9 of the Bridgend Replacement Local Development Plan (2024).

13. Prior to the school development being brought into beneficial use, details of the lighting scheme for the MUGA, playing fields and school shall be submitted to and agreed with the Local Planning Authority. The scheme shall include the following:

A plan showing the location and orientation of the lights, lighting levels within the development site and predicted levels at the nearest residential receptor, together with an isolux plan specify operational hours and contain mitigation measures to reduce light spillage beyond the site boundary and upward light spillage and mitigation measures to ensure that the lights are only operational between the agreed hours.

Upon approval in writing, the details shall be implemented as agreed and thereafter the development shall be operated in accordance with the approved details and retained for so long as the use continues.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

14. Prior to the construction of the school, MUGA and Playing fields, a noise report shall be submitted to and agreed with the Local Planning Authority to assess the noise impact from the MUGA, playing fields, plant noise and any school yard activities. The acoustic report shall include any necessary mitigation that is required to ensure that the school and its activities do not cause an adverse impact to any residential property, including a restriction in the hours of use for the playing fields and MUGA if used for community purposes outside of normal school hours.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

15. 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 in Table 1 below:

Table 1

Time Period	Maximum Noise rating level
Day (07:00-23:00)	33 dB LAeq,1 hour
Night (23:00-07:00)	30dB LAeq, 15mins

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

16. 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 Table 1 (condition 15). The scheme shall be implemented as agreed and approved.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

17. The Air Source Heat Pumps (ASHPs) installed at any new residential property shall not exceed the sound power level of 62dBA and shall be installed by an MCS approved contractor. Boundary treatments where ASHPs have a separation distance of less than 3m distance between the ASHP and another new residential property shall comprise close-board fencing (or similar equivalent structure such as a solid masonry wall) shall have a minimum height of 1.8m with no gaps. The close-board fencing or equivalent structure shall be retained for as long as the ASHPs remain in operation at the property.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

18. Construction works shall not take place outside the following hours:-

08:00 hours to 18:00 hours Mondays to Fridays

08:00 hours to 13:00 hours on Saturdays

No work shall take place on Sundays or Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of safeguarding residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

19. 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 Replacement Local Development Plan (2024).

20. 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 Replacement Local Development Plan (2024).

21. 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 Replacement Local Development Plan (2024).

22. No residential unit within the Reserved Matters phase of this site, shall be beneficially occupied until the approved Llangewydd Road active travel route, together with any associated Traffic Regulation Order or approved alternative traffic management measures, has been completed and made available for use.

Reason: To ensure a safe, direct, inclusive and high-quality active travel connection to local facilities, the secondary school and the existing Bryntirion community is delivered as a key requirement of Phase 2, in accordance with Policy PLA3 of the Bridgend Replacement Local Development Plan (2024) and the Active Travel (Wales) Act 2013.

23. Prior to occupation of any dwelling within the reserved matters development the carriageway and footways fronting that property shall be completed up to binder course level as a minimum, and street lighting provided fronting the property and linking onto the nearest public highway.

Reason: To ensure a safe and suitable internal highway layout, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

24. No development shall commence on any phase of the reserved matters development until a Construction Traffic Management Plan, relative to that particular phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The statement shall include construction access and routing, delivery hours, contractor parking and compound, wheel washing, temporary traffic management, protection of pedestrians and cyclists, phasing of signal and crossing works, and measures to prevent mud and debris on the highway. The approved plan shall be implemented throughout the construction period.

Reason: In the interests of highway safety and residential amenity, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

25. No residential unit shall be beneficially occupied on the reserved matters development until a full site-wide Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Travel Plan shall thereafter be implemented and monitored, and the monitoring results reported to the Local Planning Authority, in accordance with the agreed triggers and timescales.

Reason: To encourage sustainable travel behaviour and reduce reliance on the private car, in accordance with Planning Policy Wales (Edition 12) and the Active Travel (Wales) Act 2013.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road (other than those expressly authorised by the approved permission).

Reason: To enable the Local Planning Authority future control over the scale of development and in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

INFORMATIVE NOTES (Not Conditions)

- The granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct the Public Right of Way (PRoW). The development, insofar as it affects the PRoW, cannot be started - until such time as an Order necessary for its diversion has been made and confirmed.
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- The developer's attention is drawn to the comments of South Wales Police (Designing out Crime Officer) and the Fire Authority in respect of the development, which are available to view in full under the Planning Pages of the Council's website – the developer should consider the need for the provision of:-
 - Adequate water supplies on the site for firefighting purposes; and
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- 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

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(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.

- 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.

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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.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. Approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It would therefore be recommended that the developer engage in consultation with 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.

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- In addition to planning permission, it is the developer's responsibility to ensure they secure all other permits/consents/licenses relevant to their development.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

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REFERENCE: P/21/47/FUL

APPLICANT: Mr S Jones The Old House, Llangynwyd, CF34 9SB

LOCATION: Land south of the Old House Pub Llangynwyd CF34 9SB

PROPOSAL: Development of 10 glamping pods and associated works

RECEIVED: 20 January 2021

APPLICATION/SITE DESCRIPTION

The application seeks full planning permission for the erection of 10 glamping pods and associated works at Land south of the old House Pub House, Llangynwyd shown below in figure 1.

Fig. 1: Site Location Plan



The site is a rectangular parcel of land which extends to approximately 0.9Ha. In terms of topography, the site slopes from north to south. The site is positioned to the south of the Old House pub, situated in the village of Llangynwyd, approximately 2.5km south of Maesteg.

The site currently comprises a vacant parcel of grassed land. It is enclosed with trees and hedgerows. The Eastern boundary consists of a native species hedge line with a number of mature trees mostly located at the Northern end of the boundary. The Southern boundary consists of a mixture of native species combined with some bracken and other herbaceous growth. The Western boundary comprises of a mix of hedgerow, mature trees and sections of walling and fencing. The Old House and the car parking area form the Northern boundary edge of the development site. In terms of Agricultural Land Classification, it is deemed to be Grade 4, therefore a survey is not required.

Access to the site is gained via an access track through its northern boundary extending from the Old House. As such, there is no direct public access into the site. The nearest

public right of way to the site is 6m to the South (Llangynwyd Middle).

The Old House Public House is designated as a Grade II Listed Building (CADW Ref: 11352). The façade of the building features whitewashed rubble stone with a thatched straw roof. The village also features a number of other historic assets including the Church of St Cynwyd to the north which is designated as a Grade II* Listed Building (CADW Ref: 11243). The wider Llangynwyd Community primarily features residential dwellings, a second public house and aforementioned Church and associated cemetery, which is in a Conservation Area, however, it should be noted the application site lies outside of the Conservation Area.

PROPOSAL

The proposal is for the erection of 10 glamping pods, including extensive landscaping works. Members should note that the original application proposed 23 pods, however, the development has evolved over time with advice from the Local Planning Authority seeking a reduction in the number of pods and increased landscaping. The site layout is shown below in figure 2 which also shows the relationship the site has with the Old House which is to the North.

Fig. 2: Site Plan

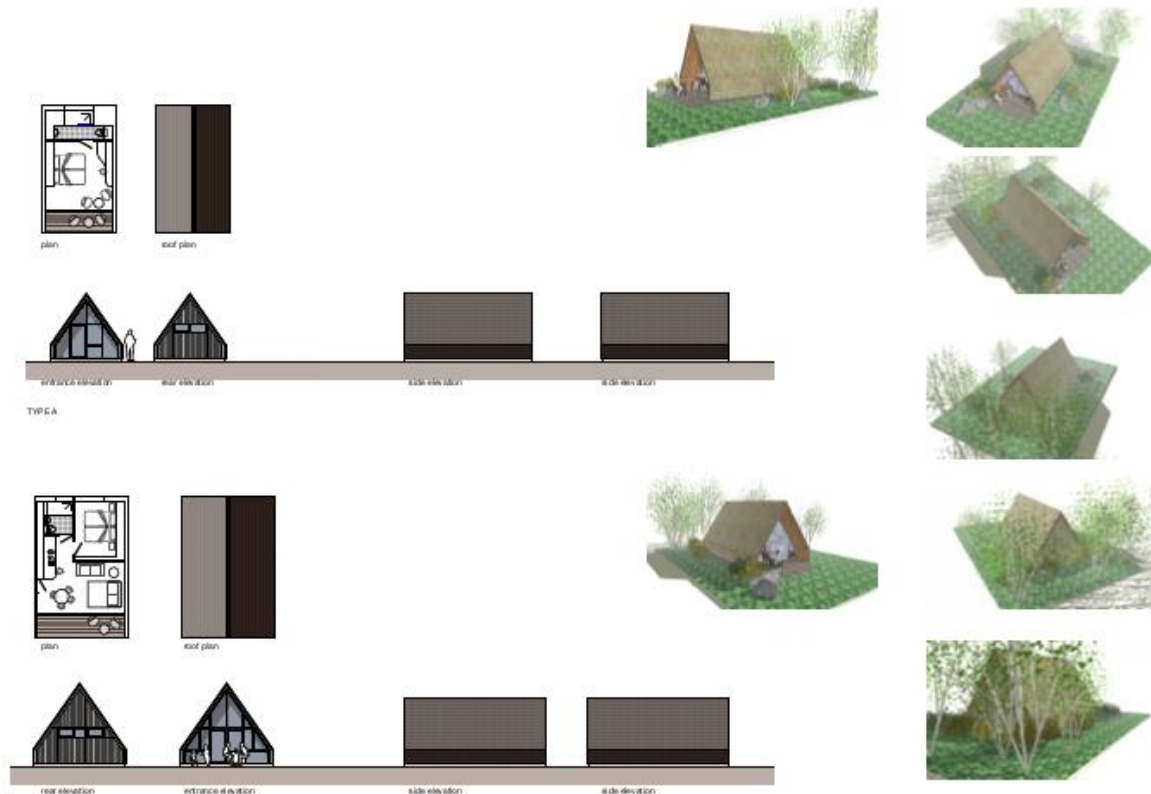


The proposal includes two different sized glamping pods; there will be 6No. Type A and 4No. Type B pods. The pods have a steeply sloping pitched roof. The roof and side walls will be larch shingles or a similar timber with the rear walls being larch planks. Windows and doors will be a dark olive/grey powder coated aluminium

Type A pods will measure approximately 4.5m wide by 7.7m long and a maximum height of 4m. The pod has a living/bedroom area and a separate bathroom and includes a small, covered porch/seating area. This pod could accommodate a maximum of 2 people.

Type B is a slightly larger pod measuring approximately 5.7m wide x 8.75m in length and a maximum height of 5m. The pod has a living/bedroom area and an additional small separate bedroom and bathroom area. It also includes a small, covered porch/seating area. This pod could accommodate a maximum of 4 people. Floor plans, elevation and visualisations of the pods are shown below in figure 3.

Fig 3: Pod plans, elevations and 3d visualisations



As stated above, the scheme has evolved over time to enhance the area not only in visual terms but also Biodiversity. The landscaping plan shows this with the meandering pathway which leads to three small areas containing pods. The proposal also includes the retention of existing boundary hedgerows and trees, the planting of new trees, native shrubs, native hedgerows, shrub planting and species rich grassland. Photos below in figure 4 below show the site.

Fig 4: Photos of the site







The following documents have also been submitted in support of the application:

- Preliminary Ecology Appraisal, By Ecologi8cla Services Ltd
- Landscape and Visual Statement by WYG
- Planning Statement by Asbri Planning
- Heritage Impact Statement by Asbri Planning
- Traffic technical Note by Acstro
- Tourism Needs and Development impact Assessment by Asbri Planning
- Noise Assessment
- Noise Management Plan

RELEVANT HISTORY

N/A

PUBLICITY

The application was advertised on site, and neighbours have been notified of the receipt of the application. The period allowed for response to consultations/publicity expired on 20 March 2025.

CONSULTATION RESPONSES

Llangynwyd Middle Community Council raised the following concerns:

- The transportation of pods on country roads was flagged as a potential issue
- Concerns were raised about the disruption to the area during the process
- Questions about utilities, including water and sewerage provisions, were brought forward for further clarification

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

Land Drainage Officer: No objection subject to a conditions.

Welsh Water: No objection subject to conditions and advisory.

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

Shared Regulatory services (Noise): No objection subject to condition.

South Wales Police Designing out crime Officer: No observations to make.

Conservation and Design Officer: No objection subject to conditions.

REPRESENTATIONS RECEIVED

Cllr Malcolm James: had concerns on the original application however now supports the revised reduced scheme for 10 units.

12 letters of Objection from 12 different addresses (with some of the objectors having written in several times) have been received raising the following issues:

Tourism

- a) Disputes that there is a high demand for the accommodation in this area.
- b) The pods seem solely for the purpose for the wedding business which is a recent introduction which seem unrealistic to active bookings throughout the year.
- c) With respect to the tourism statement, this is a historical village and not a holiday destination, tourism is not “crucial” to the village. People come here to enjoy the unspoilt nature of the village, there are no economic benefits to the village unless the Applicant is going to re-invest in the village, the pods will not have a significant impact on the local economy.
- d) Residents disagree with Tourism Needs development Impact Assessment.

Highways

- e) The village is serviced by only one minor road, the others are narrow lanes and when the business are trading, especially on a weekend the Village becomes extremely congested and parking is significantly reduced and patrons park anywhere in the village causing some of the roads to become impassable and emergency vehicles would not get through. If the parking area is reduced to accommodate Pods residents, this situation becomes exacerbated and the parking spills out into the village. The roads cannot sustain the level of traffic and this also impacts on Emergency vehicle access.
- f) Access to the pub and parking area is through narrow village roads and unsuitable to large number of vehicles.
- g) Road capacity is already at maximum more traffic would be a safety to walkers and cyclists.
- h) Resident express concerns with cars speeding.
- i) The area would be ruined by extra traffic, noise and pollution, the area can't accommodate any increase.
- j) Children in the village are awarded taxi status by BCBC due to lack of safe walking routes.
- k) On roads to and from the village in the past year there have been several serious accidents one causing significant damage to my property but another life change injuries to a cyclist.
- l) Concerns over the highways assessment wasn't to standards and undertaken at correct times.

Visual

- m) The large trees shown on the plans will need a minimum of 10 years to reach the sizes shown and notice that they are all deciduous species which will mean leafless from November to April which would not look good there are many native winter evergreen shrubs that could have been included.
- n) There should be some more imaginative planting in the area adjacent to the car park and picnic area.
- o) These camping pods are totally out of character with the existing area, which has longstanding stone dwellings, some of which are listed.
- p) This proposed development of “Glamping Pods”, will certainly not be compatible with the existing undeveloped grassland landscape and the adjacent listed building of the

thatched Old House Inn and the Georgian former vicarage.

Conservation/ listed building/ special landscape area

- q) The proposal is on the edge of the conservation area and if granted the spirit of the conservation area would be abandoned resulting in the irreparable destruction of one of the few remaining historic villages where there are several listed buildings. These pods will not enhance the character or appearance of the conservation areas, but degrade the area.
- r) These pods do not preserve the setting or the areas of architectural or historic interest, but debase it.
- s) the development would have a significant adverse impact on the character of the Llangynwyd Village conservation area and its settings together with those of the listed Old House Pub.
- t) The proposed development also contravenes the Council's Policy which states: Development which adversely affects Special landscape areas.

Noise and disturbance

- u) Activity at the old house can be heard throughout the night.
- v) Complaints have been made to SRS in relation to noise from the old house.
- w) Visitors at the pods are likely to be participating in functions such as weddings at the old house but will not be governed by the existing restrictions regarding noise, music and hours of operation causing nuisance to residents into the early hours of the morning.
- x) The amount of light that will emanate from the 'pods' and their surroundings late at night and into the early morning will be clearly visible from the rear of my property thus causing unnatural interference.
- y) The Old House has a licence to serve until 01:30hrs in the morning, they also possess an off sales licence, this means that people are being encouraged to move around the site to utilise these services, causing us significant disturbance due to Noise Pollution and light pollution until the early hours.
- z) The wedding business, which is already causing issues in the village, during a wedding we can't enjoy the privacy of our garden due to the excess noise generated by wedding guests in the ground of the Old House.
- aa) Concern is that of noise nuisance which would come from the pods and venue, in particular raised voices, particularly in the early hours of the morning by guests using the outside area of the pods, along with noise from music being played by guests.
- bb) Guests at an event may simply carry on the celebrations in the early hours of the morning and after the event has finished to use the pods, at a time when there are no staff on site to police the location.
- cc) General disruption to the privacy of local residents.

Biodiversity

- dd) These proposed Pods with associated access tracks, would undoubtedly degrade the quality of the environment, and would not sustain the biodiversity of the countryside.
- ee) Careful consideration needs to be given to the use of lighting within the site as this can adversely affect activity by foraging bats.

Drainage

- ff) a large mound that has already caused flood water to be redirected on to our property that never existed before.
- gg) The field was an extension of the natural soak away of any surface water and the construction of the pods will prevent this from occurring and this will inevitably lead to flooding of existing properties and exacerbate the flooding.
- hh) Concerned the proposal would result in pressure loss from main water.
- ii) Concerns over any water easement works.

Other

- jj) The present population of the village is approximately 40 in 27 separate dwellings the planned pods when occupied would result in the likely doubling of the village size and query the necessary infrastructure and utilities would be able to cope with this demand.
- kk) The utilities supplying the village is limited and by doubling the impact on these services it is going to have a detrimental impact on the residents, water is currently supplied by way of a pump system and we already experience outages due to its inability to cope with current demand. There will also be a significant impact on the current sewerage systems is of concern and has not been considered.
- ll) Llangynwyd is historic and attracting visitors since the eleventh century visitors come from all over the world, these people would not necessarily be attracted to field camping and come to absorb the local history have a pub lunch and enjoy the views.
- mm) Residents disagree that the Applicant has engaged with the community over this development, the village does not support this development.
- nn) The Applicant has not advised the LPA they have other accommodation within the area for use by visitors.
- oo) The development would not benefit the village only the Applicant.

COMMENTS ON REPRESENTATIONS RECEIVED

Tourism

Comments made in relation to Tourism are addressed within the report.

Highways

Comments made in relation to Highway and pedestrian safety are addressed within the report.

Visual

- m) It is acknowledged that trees would take some time to grow, whilst the submitted information is considered acceptable a condition has been imposed where it may be possible to explore the inclusion of some native evergreen trees.
- n) The landscaping scheme is considered acceptable and has been reviewed by the Local Authority's Conservation and Design Officer as well as the Countryside Officer. Nevertheless, a condition has been imposed to take account for the sewer easement so planting can be refined as part of that condition.
- o) This has been assessed in the report and the Conservation and Design Officer has raised no objection and consider they reflect well to the context of the area.
- p) This has also been assessed and a landscape and visual assessment and a historic impact assessment submitted.

Conservation/ listed building/ special landscape area

Comments made in relation to Visual Amenity, conservation, listed buildings and special landscaped area are addressed within the report.

Noise and disturbance

- u) If activity at the old house can be heard throughout the night this is an existing situation. A noise management plan has been submitted to ensure that noise is managed to minimise any impacts to residents.
- v) This is an existing situation. SRS have been consulted as part of this application and they have no objection subject to the noise management plan being considered.
- w) A noise management plan would be in force and a condition imposed preventing pods from playing any amplified music.
- x) No details of lighting have been provided as part of this application, however, a condition preventing any lighting being erected has been proposed unless a scheme

is first submitted so that the Local Planning Authority can assess any impact in relation to light pollution etc.

- y) This is an existing situation, the pods would be appropriately managed and controlled via conditions.
- z) The existing wedding business is not part of this application, this proposal is for pods for people to stay when visiting the establishment or the area.
- aa) A management plan has been proposed to ensure this does not unacceptably impact any adjoining residents. SRS have no objection to this.
- bb) A management plan is in place to control this type of activity, and any occupiers would be made aware of restrictions in place with regards to noise.
- cc) This has been addressed in the report.

Biodiversity

- dd) A comprehensive ecology appraisal and landscaping scheme has been provided to ensure biodiversity at the site would be enhanced.
- ee) A condition has been imposed relating to lighting to ensure any lighting would not adversely affect ecology.

Drainage

Drainage issues are addressed within the report.

Other

- jj) The pods are holiday accommodation and not dwellings, these would not be anyone's permanent place of residence.
- kk) No objection has been received from Welsh Water or the Local Authority's Land Drainage Officer.
- ll) A Tourism Needs and Development Impact assessment has been undertaken which has demonstrated that there is a need for the development together with a sound business plan.
- mm) The Applicant is not required to engage with the community, the information submitted is considered to comply with Local Development Plan Policy.
- nn) This is not relevant to this application, each application is determined on its own individual merits.
- oo) The application complies with Local Policy, and a need has been identified for the development.

RELEVANT POLICIES

National Planning Policy:

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.

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.

PPW12 para 5.4.1 states *“For planning purposes the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long term prosperity, jobs and incomes. The planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses..”* Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services.

Para 5.5.2 states *“The planning system encourages tourism where it contributes to economic development, conservation, rural diversification, urban regeneration and social inclusion, while recognising the needs of visitors and those of local communities. The planning system can also assist in enhancing the sense of place of an area which has intrinsic value and interest for tourism. In addition to supporting the continued success of existing tourist areas, appropriate tourism-related development in new destinations is encouraged...”*

The Well-being of Future Generations (Wales) Act 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet the seven sustainable development (or wellbeing) 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 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.

Technical Advice Notes, the Welsh Government has provided additional guidance in the form of Technical Advice Notes.

- 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
- Technical Advice Note 24 – The Historic Environment

Local Planning Policy and Guidance:

The Development Plan for the area comprises the Bridgend Replacement Local Development Plan 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 SP15: Sustainable Waste Management
- Policy SP16: Tourism
- 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 PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy ENT15: Waste Movement in new development
- Policy ENT16: New or Extended Tourist Facilities, Accommodation and Attractions
- Policy DNP1: Development in the Countryside
- 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 Local Development Plan, the Council has approved Supplementary Planning Guidance the following are of relevance:

- SPG07 – Trees and Development
- SPG17 - Parking Standards
- SPG19 – Biodiversity

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. As such the application has not been screened.

The proposed development is also not located within a zone of influence for any SAC, 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 by the Development Control Committee as it has been received 5 or more objections.

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 and the impact upon the setting of the adjacent listed buildings, impact on neighbouring properties, ecology, drainage, 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 site is located outside of any settlement boundary as defined by **RLDP** Policy SF1 Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RLDP**) adopted in 2024 and, therefore, located in the countryside where Policy DNP1 Development in the Countryside of the **RLDP** sets a presumption against development in the countryside, except where it is for:

- 1) *Agriculture and/or forestry purposes;*
- 2) *The winning and working of minerals;*
- 3) *Appropriate rural enterprises where a countryside location is necessary for the development;*
- 4) *The implementation of an appropriate rural enterprise/farm diversification project;*
- 5) *The expansion of an existing business (subject to other relevant policies in the plan);*
- 6) *Land reclamation purposes;*
- 7) *Transportation and/or utilities infrastructure to enable implementation of LDP allocations;*
- 8) *Renewable energy projects;*
- 9) *Affordable housing to meet locally identified need in accordance with COM5;*
- 10) *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;*
- 11) *The direct replacement of an existing dwelling;*
- 12) *Outdoor recreational and sporting activities;*
- 13) *The provision of Gypsy, Traveller and Showperson sites in accordance with COM8; or*
- 14) *Education provision where a need has been identified by the Local Education Authority.*

Countryside development must be of a sustainable form with prudent management of natural resources and respect for the cultural heritage of the area.

Where development is acceptable in principle in the countryside it must, in the first instance and where possible, utilise existing buildings and previously developed land. Where such an opportunity to re-use a rural building does exist, development must be in accord with DNP2.

Policy DNP1 of the Bridgend Replacement Local Development Plan (**RLDP**) seeks to protect the integrity and openness of the countryside and prevent inappropriate forms of development. As an already established caravan and camping site, the proposal broadly complies with criterion 3 of Policy DNP1 Appropriate rural enterprises where a countryside location is necessary for the development.

Whilst the proposal may be appropriate in the countryside in respect of Policy DNP1, the policy forms the starting point for assessment and proposals will need to satisfy other relevant policies in the **RLDP**. In this regard, Policy SP16 Tourism which states that appropriate sustainable tourism developments which promote high-quality accommodation, upgrade facilities and foster activity based, business, events and cultural tourism will be permitted providing developments avoid unacceptable, adverse environmental or amenity impacts and are supported by adequate existing or new infrastructure provision. In order to support planning applications for new, or the extension of existing, tourism facilities or accommodation, Policy SP16 requires developers to submit a Tourism Needs and Development Impact Assessment (**TNDIA**) alongside their planning application.

The information provided in the submitted **TNDIA** (and supporting information, including a business plan) associated with the planning application is considered to be appropriate and proportionate to the nature of the proposal, its scale and location.

In addition to SP16, Policy ENT16 of the **RLDP** states:

New or extended tourist facilities, accommodation and attractions in the countryside will only

be permitted where:

- 1. The activity is compatible with and complimentary to the countryside location, including nature conservation interests;*
- 2. The proposed development is part of an appropriate rural enterprise/farm diversification scheme;*
- 3. The proposal assists in the promotion, and is compatible with the role of Bryngarw Country Park and Pontycymmer, Blaengarw, Llangeinor, Blackmill, Nantymoel and Caerau as destination hubs; and/or*
- 4. The proposed development is compatible with the enhancement of its context in terms of its form, materials and details.*

Criteria 1, 2 and 4 are relevant to this proposal. As an already established Pub/Restaurant Wedding Venue the proposal is considered acceptable in the context of criteria 2. The Applicant has also provided a business plan that demonstrates that the rural enterprise is likely to be profitable over a 3-year period.

With regard to criteria 1, the development of 10 glamping pods could be considered a complimentary use within the countryside provided that the scale and nature of the site has regard to its surroundings and does not have an unacceptable impact upon the character of the area. The visual impact section later in this report assesses the scale and layout of the development and also considers that appropriate landscaping is provided not only for screening purposes to minimise any impacts but also with regard to biodiversity enhancements.

With regard to criteria 4, the form, materials and details of this proposal will also be considered to ensure they are appropriate.

There have been objections received in relation to the principle of the development and residents disputing the need for this development and that this is purely to expand a wedding business and stating that the **TNDIA** is not correct and the development would only benefit the Applicant and not the community.

However, the assessment considers that the development would be acceptable in principle. It is accompanied by a **TNDIA** and a robust business plan that demonstrates that the proposal is needed and viable and will provide quality accommodation that will support the existing business in accordance with policies SP16 and ENT15.

The site is also located within a Category 1 Sandstone and Igneous Rock 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.*

Due to the small scale and nature of the proposal, it is unlikely to be of detriment to the Mineral Safeguarding Zone. Furthermore, the site is adjacent to a listed building and conservation area making any extraction of the resource unlikely in this area

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.

In conclusion, and having regard to the objections raised, the proposed development is considered acceptable from a Strategic Planning perspective subject to satisfying Policies ENT16 and SP3 of the **RLDP**.

As such the principle of development is acceptable subject to other detailed considerations.

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 introduces the objectives of Good Design, which include, *“Sustaining or enhancing local character”* and *“Promoting a successful relationship between public and private space”*

Strategic Policy SP3: *Good Design and Sustainable Place Making* seeks to conserve and enhance the built environment and states: *“All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.”* Local Planning Authorities should ensure that 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 proposed development includes the erection of 10 glamping pods and associated. The proposals also include the retention of existing boundary hedgerows and trees, the planting of new trees, native shrubs, grass and wildflower planting. The height of the proposed glamping pods would be up to 4m and 5m (depending on the pod design). Whilst details have been provided in relation to the glamping pods, and their scale is considered acceptable, it is considered a condition should be imposed to ensure the colours and materials used are appropriate for the location.

The majority of the existing hedgerows and trees along the boundaries of the site would be retained. Throughout the site, sections of native trees and planting are also proposed. Overall, the site would change from a grassed field to a permanent glamping pod site with associated access grasscrete and gravel tracks. The trees and the majority of hedgerows along the site boundaries, that form a key characteristic, would be retained and protected during the construction phase, which would help the proposals to integrate into the landscape. It is also proposed to plant new trees and shrubs to provide some additional screening of the proposed structures which will help the development to integrate with the surroundings.

With regard to the wider Special Landscape Area (**SLA**), Western Uplands, under Policy DNP4, it 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 Llangynwyd 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, where there are several houses, pubs a church and country lanes. The surrounding context is therefore already characterised by a mixture of settlement, road infrastructure, woodland, hedgerows and valley-side landscape.

The Applicant has submitted a landscape and visual statement which, in summary concludes that the development does not extend beyond existing vegetated boundaries which are being retained. The arrangement of buildings, combined with additional planting, results in maintaining some of the characteristics of the surrounding landscape. The relative scale of the proposed structures and material uses further reduces the development's effects on the wider rural landscape pattern and ensures that the impacts of the scheme are mostly reduced to within the immediate context of the site.

As such, direct changes would only occur within the site which is relatively small. Views outside of the site would be limited due to the existing vegetation which will be retained and managed. Whilst the Applicant has provided some details of landscaping, it is considered that additional details are required to take into account the minor relocation of cabins due to the Dwr Cymru/Welsh Water easement, and, as such, suitably worded conditions relating to landscaping and management can be imposed. Whilst it is inevitable there would be near views of the proposed development for nearby residents and users of the public rights of way and roads, these are not considered to be unacceptable and not out of context with the wider area.

There are several listed buildings within the area, nearest to the site being The Old House, and the Church of St Cynwyd. As such the application has been accompanied by a Heritage Impact Assessment (**HIA**). The Local Authority Conservation and Design Officer has assessed the submission and considers that the architect has understood the historic sensitivity of this site and its wider setting. It is considered that there will be some impacts on the setting of the Old House Inn and St Cynwyd's Church and boundary walls but not the tombs and memorials contained within it.

There will also be a visual impact on the existing field (application site which lies immediately adjacent to the listed structure). However, it is considered that the use of detailed landscaping, utilising native species, will reduce and soften the visual impact of the pods, which in themselves are of a minimal design.

Members should note the Applicant has reconsidered the more intense development of 27 numbered Glamping pods and reduced it to 10 to lessen its visual impact whilst still being able to serve as accommodation for the Old House venue. The pods have also been designed in a way to lessen their impact on their historic setting and are responsive to the same by using a more organic layout as opposed to a contemporary block system, where cars dominate the camping site. The use of larch tile detail and unusual roof shape in the external covering and single storey structures (pods) are responsive to the original Old House in terms of architectural expression. Again, the Applicant has resisted the use of contemporary form in response to this location.

As such, the Conservation and Design Officer considers that the submission is acceptable and that the development would not have any unacceptable impacts upon the surrounding Listed buildings or wider Conservation Area. As such they support the application subject to conditions relating to material, lighting landscaping, car parking and management responsibilities. This can be imposed via suitably worded conditions.

The Local Planning Authority has had regard to the objections and consider that, for the reasons set out above, the proposed design, scale and massing of the development and robust landscaping is acceptable which would not have a detrimental impact upon the visual amenities of the area, the adjacent Listed Buildings and Conservation Area and wider Special Landscape Area. Accordingly, it is concluded that the proposal accords with Policies SP3 and SP17 of the Bridgend Replacement Local Development Plan (2024), and reflects the aspirations for design quality within Planning Policy Wales 12 and Technical Advice Note 12: Design (2016)

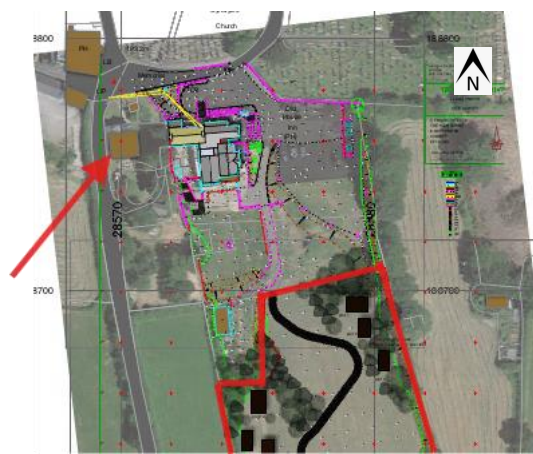
Residential Amenity

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 has been addressed as follows:

Overlooking, overshadowing and loss of privacy

The nearest property is called Yr Hen Ficerdy. The dwelling house is located approximately 81m to the Northwest of the application site (approximately 50m to the rear garden boundary). This is shown below in Figure 5 (identified with a red arrow). Given the lodges are only 4m and 5m in height and there is a minimum 81m distance from the nearest residential property, together with the intervening hedgerow and trees, it is considered that the proposal would not have any unacceptable impacts in terms of overbearing impact, overshadowing or loss of privacy.

Fig. 5: Nearest Residential property



Noise

Policy SP3 Criterion (g) also states “*Development should Avoid or minimise noise, air, soil and water pollution*”. SRS have considered the submission in detail and have had extensive discussion with the Applicant during the course of the Application. To address any issues relating to operation noise the Application has provided a Noise management plan which highlights Potential sources of noise from the development and how they would manage this to prevent any nuisance to neighbours.

The layout of the ten individual structures ensures adequate distance between each Pod,

which will serve to mitigate the risks relating to congregation of guest and potential anti-social behaviour. The design of the Pods will include a privacy border which will discourage groups from moving in between Pods. The use of BBQ's and/or fire pits are not permitted as a means of discouraging guests from gathering and generating noise. The Pods will have no self-catering provisions beyond tea and coffee facilities which will encourage guests to congregate and socialise within the main building and gardens.

A night porter can be available to escort guests to the Pods to monitor potential noise from raised voices. Procedures are already in force where patrons are discouraged from congregating whilst waiting for transport from the venue late at night or when residents are retiring to their rooms. Site rules relating to disruptive behaviour will be highlighted in the pre-booking terms and conditions and further reinforced upon check in and within the guest welcome pack provided in each Pod.

With the exception of live music playing at pre-arranged events, the use of amplified music by guests is not permitted. In the interest of minimising disruption to existing residents and patrons staying onsite, the same rules will apply to the Pods. These expectations will be highlighted in the pre-booking terms and conditions and further re-enforced within the guest welcome pack provided in each Pod. Guests who fail to comply with these terms and conditions will be asked to leave the premises.

Shared Regulatory Services **SRS** have examined the submitted Noise Management Plan and have no objection subject to the proposed development adhering to the noise management plan, thus protecting the amenities of local residents. A suitably worded condition can be imposed to ensure this.

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. Nevertheless, a condition can be imposed to ensure construction takes place during sociable hours. As such there are no concerns in relation to construction noise.

Lighting

In terms of external lighting, no details have been provided with this Application. As external lighting may be required for such a development, to illuminate pathways, 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.

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 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).

Highway and Pedestrian Safety

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

As part of the proposal, the Applicant submitted a Transport Survey following the initial observations of the Highway Authority and an updated Traffic Technical Note dated 13 October 2025 has been submitted. This includes seven-day traffic counts and speed surveys undertaken between 13 and 19 September 2025 at three locations within the village. The

survey period includes both a Saturday and Sunday as previously requested by the Highway Authority.

The updated survey recorded average seven-day traffic flows of 498 vehicles at Site 1, 69 vehicles at Site 2 and 298 vehicles at Site 3. The recorded average speeds were 14mph, 9mph and 16mph respectively. The recorded 85th percentile speeds were 18mph, 12mph and 19mph respectively.

The survey results demonstrate that traffic continues to travel at low speeds through the village. Whilst traffic flows have increased at Sites 1 and 3 since the 2021 surveys, the roads remain lightly trafficked and there are substantial gaps between vehicle movements.

The proposal for 10 glamping pods is expected to generate approximately 20 vehicle movements per day. The peak traffic generation is expected to be approximately 3 vehicle movements between 10am and 11am. This does not coincide with the recorded highway network peak period at any of the three survey locations.

The Highway Authority acknowledges the objections received from residents concerning the width and capacity of the surrounding roads, congestion, speeding, pedestrian and cyclist safety, on-street parking and access for emergency vehicles.

The roads serving the development are narrow in places and do not provide continuous pedestrian facilities. However, the updated survey data demonstrates that vehicle speeds and traffic volumes are low. Even when assuming that all development traffic uses the same route and that the development peak coincides with the highway peak, the additional 3 vehicle movements would not result in a material change to the operation of the surrounding highway network.

The proposal is considered acceptable based on a maximum of 10 glamping pods. Any increase in the number of pods would require further consideration of the resulting traffic generation, parking demand and impact on the surrounding highway network.

All parking associated with the development must be accommodated within the Application site to prevent additional parking taking place within the village. Guests should also be encouraged to use the southern vehicular route to access the development in accordance with the advice received from Traffic Management.

On this basis, the Highways Officer has advised that no significant highway or pedestrian safety concerns are anticipated, as such they have no objection subject to conditions relating to the number of pods, the submission of a Traffic Management Plan and the provision of parking and turning facilities before beneficial use.

Accordingly, 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, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024) and the Council's Supplementary Planning Guidance SPG17: Parking Standards.

Drainage

The Council's Land Drainage Officer has assessed the submitted scheme and notes the development is not located within a flood risk zone nor within 20 m of a watercourse and does not propose to increase flood risk.

Surface water

The Application form states surface water will be disposed via SuDS. No surface water drainage layout has been provided, however, the site layout identifies grasscrete for the access road. Please note that infiltration systems must be designed in accordance with

BRE-Digest 365 and must not be situated within 5m of buildings or boundaries.

As the development footprint is over 100m² a sustainable drainage Application will be required.

As such the Local Authority's Drainage Officer has no objection subject to a note relating to preventing surface water entering the public highway and into the mains sewer and a condition relating to a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/yard water will be dealt with, including future maintenance requirements. Infiltration testing and preventing surface water entering the public sewer and highway, these can be imposed via a suitably worded condition.

Dwr Cymru/Welsh Water have also advised that a **SAB** Application would be required.

Foul Sewerage

The Application form states that foul sewage will be disposed of via the main sewer. A foul drainage layout has been provided. The Land Drainage Officer has advised that the Applicant shall contact Dwr Cymru/Welsh Water (**DC/WW**) to discuss the new connection to the public sewer.

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

Dwr Cymru/Welsh Water have also advised that this site is crossed by a public sewer. In accordance with the Water Industry Act 1991, (**DC/WW**) requires access to its apparatus at all times in order to carry out maintenance and repairs.

In light of this the Applicant liaised with **DC/WW** and revised the layout to ensure that the pods were outside of any easement zone. As such **DC/WW** have advised the plans appear to show that the proposed development would be situated outside the protection zone of the public sewer measured 3 metres either side of the centreline and therefore acceptable in principle.

However, **DC/WW** have noted that the distance specified for this protection zone is indicative and based on industry standard guidelines. The depth of the asset will need to be verified on site which may infer a greater protection zone. **DC/WW** have recommended that the developer contact their Plan and Protect team (PlanandProtect@dwrwymru.com) to carry out a survey to verify the location of the asset and establish their relationship to the proposed development. A note can be attached advising the Applicant of this.

Therefore, to ensure that there is no detriment to the public sewerage system they request that a condition is imposed to prevent surface water and land drainage entering the public sewer and this can be imposed via a suitably worded condition. They have also requested their standard advisory note is attached to any decision.

There have been several objections raised in relation to flooding, water supply, easements and drainage, however, as stated above, the site would be subject to a separate **SAB** Application process and a planning condition to consider sustainable drainage. Both the Land Drainage Officer and **DC/WW** have not raised any concerns with the site regarding flooding or drainage. Furthermore, **DC/WW** have no objection to providing a water supply or connecting to the foul main system. On balance and having regard to the objections received, the proposed development is considered to be compliant with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024) and is therefore

acceptable in terms of Drainage.

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 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.

To support the Application, the Applicant submitted the following:

- Preliminary Ecological Assessment
- Landscape Strategy
- Landscaping schedule

Non-Native Invasive Species

With specific reference to this, there is Japanese knotweed and montbretia within the development site. These species are listed under Part II of Schedule 9 of the Wildlife & Countryside Act 1981 which makes it an offence to deliberately cause to grow in the wild. These species are also subject to Section 34 of the Environmental Protection Act 1990 and are classed as ‘Controlled Waste’. Consequently, they should be disposed of at a licensed landfill site under the EPA (Duty of Care) Regulations 1991 and by a licensed carrier. There are no such licensed sites within Bridgend County Borough.

Given the above, and on the basis that spoil material will be moved around and/or off site, The Local Authority's Ecologist has recommended that the Applicant submit an invasive species management methodology for approval by the Local Planning Authority before being implemented. This methodology should also include how the works will mitigate for the invasive species at the site, monitoring to ensure that the invasive species do not spread and recolonise at the site and what remedial works will be undertaken if these species are found to be spreading. This can be imposed via a suitably worded condition.

Tree Protection

The Preliminary Ecological Appraisal recommends that the tree line and hedgerows must be retained. The Council's Ecologist welcomes and supports this and recommend a tree protection plan detailing how any damage to the retained vegetation will be prevented. A suitably worded condition can be imposed.

Lighting Strategy

Given the location of the proposed development site and the surrounding habitat in relation to protected species, such as bats and nesting birds, the Council's Ecologist recommends that a lighting strategy be submitted to the Local Planning Authority for approval prior to works commencing. This lighting strategy should demonstrate careful consideration given to the use of lighting and its effects on protected species that may be using the site and its surroundings for foraging and commuting. This can be imposed via a suitably worded condition.

Further Enhancements

The Council's Ecologist has also recommended that consideration be given to the provision of nest boxes within the development for bat and bird species. Suitable bird species include house sparrow, swift and house martin - species which are declining in number due to a reduction in suitable nest sites.

The incorporation of bat bricks, bat tiles and bat boxes into the development, would provide summer roosting opportunities for bats and would contribute to the environmental sustainability of the development.

The Council's Ecologist has also reviewed the Preliminary Ecological Appraisal prepared by Ecological Services Ltd. and recommends that Section 4 *Recommendations and Mitigation* of the Preliminary Ecological Appraisal be included in the conditions of approval. This can be imposed via a suitably worded condition.

Overall, and having regard to the objection received it is considered that the proposed development is compliant with Policies SP3, SP18, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

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.

A bin storage area has been shown, however, details of how this would work and how waste would be managed during construction has not been provided and a condition can be

imposed to address such requirements.

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).

On balance, and having regard to the objections and concerns raised, it is considered that the proposal would provide a high quality addition accommodation to the existing Old House Pub and venue that would benefit the local economy and tourism of Llangynwyd and the wider area.

It represents an appropriate form of development that would have no unacceptable impacts on visual amenity, the setting of a listed building, conservation area, or the wider special landscape area, residential amenity, drainage, ecology, 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, SP15, SP16, SP17, SP18, SF1 PLA11, PLA12, ENT15, ENT16, DNP1, 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

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

2135-101 A Location plan
2135-220 E Site Plan
2135-225 A Site plan inc sewer Run
2135-221 Building Plans
LA1 Landscaping Strategy
LA2 Landscape Schedule and Specification

Preliminary Ecology Appraisal, By Ecological Services Ltd
Landscape and Visual Statement by WYG
Planning Statement by Asbri Planning
Heritage Impact Statement by Asbri Planning
Traffic technical Note by Acstro
Tourism Needs and Development impact Assessment by Asbri Planning Ltd.
Noise Assessment
Noise Management Plan

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

3. Notwithstanding the submitted plans, prior to any glamping pods being erected on site, details and samples of the colours and materials to be used in the finishes of the pods and paths shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and retained and maintained as such thereafter in perpetuity.

Reason: In the interests of the visual amenity of the area and to ensure the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

4. Notwithstanding the submitted plans, no development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, roof and hardstanding surface water will be dealt with. This must include future maintenance requirements to be submitted and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to the beneficial use of the glamping pods.

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

5. No development shall commence on site until a suitable infiltration test (if being used), sufficient to support the design parameters and suitability of any proposed infiltration system, 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 surface water flood risk is not increased and to accord with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

6. 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).

7. The development hereby approved shall be connected to the mains sewerage system prior to the first beneficial use of each glamping pod 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).

8. The development shall be managed and implemented in accordance with the details contained in the Noise Management Plan (NMP) entitled "The Old House 1147 Glamping Pods Management Plan" and any subsequent NMP where it has been updated following its review. Any updated NMP shall be submitted to and agreed with the Local Planning Authority prior to the updated NMP being brought into use. Details of the NMP shall be implemented as agreed.

Reason: To protect the amenities of the locality, especially for people living and/or working nearby, and to ensure accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

9. Notwithstanding the submitted plans, no amplified music shall be allowed within the glamping pods/units.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, and to ensure accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

10. Construction operations shall be limited to 08:00-18:00 Mon-Fri, 08:00-13:30 Saturdays, and no construction operations shall take place on Sunday and Public Holidays without the prior approval of the Local Planning Authority.

Reason: To protect the amenities of the locality, especially for people living and/or working nearby, in the interest of ecology and to ensure accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

11. 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 in perpetuity.

Reason: In the interests of neighbouring 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).

12. The development shall be limited to a maximum of 10 glamping pods/units at all times.

Reason: Any increase in the number of glamping pods could result in additional traffic generation and parking demand which has not been assessed as part of this Application in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

13. No glamping pod shall be brought into beneficial use until a Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how guests will be advised to use the southern vehicular access route, arrangements for pedestrian access through The Old House site, measures to discourage vehicular access via the constrained lane adjacent to The Old House and measures to prevent guest parking on the public highway. The approved Traffic Management Plan shall be implemented before the development is brought into beneficial use and retained in perpetuity.

Reason: In the interests of highway safety and to minimise additional traffic and parking within the village in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

14. No customer vehicles shall be allowed to park adjacent to any of the pods - all customer vehicles shall be parked in the main car park associated with the Old House.

Reason: In the interest of visual amenity having regard to the special landscape area, listed building and adjacent conservation area and to ensure that the development complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

15. Notwithstanding the submitted plans, no development shall take place, including site clearance, until details of landscaping works/biodiversity enhancements have been submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include: planting plans; written specifications (having regard to the landscape strategy and Schedule by TIR Collective and preliminary Ecology Assessment and ensuring existing boundary hedgerows and trees are retained and protected); an implementation programme (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 retained as such thereafter. 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).

16. Notwithstanding the submitted plans, no development shall take place, including site clearance, until details of a landscape management plan, including the long-term design objectives, management responsibilities and maintenance schedules, for all landscaped areas, (having regard to the landscape strategy and Schedule by TIR Collective) have been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented and adhered to in accordance with the approved details thereafter in perpetuity.

Reason: In the interests 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 Bridgend Replacement Local Development Plan (2024).

17. No development shall take place, or any site clearance, until a scheme has been submitted to and approved in writing by the Local Planning Authority detailing protection measures (including fencing) for existing trees and hedgerows to be retained, having regard to their root protection zones. The approved scheme of protection measures shall be retained in place throughout the construction of the development hereby approved.

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

18. Notwithstanding the submitted plans, all pod units, shall incorporate either a suitably designed integral bat brick/box 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 pod they are located on and retained as such thereafter.

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

19. Notwithstanding Condition 1, the development shall be undertaken in accordance the following:
- Section 4 Recommendations and Mitigation of the Preliminary Ecological Appraisal.
- 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).
20. Prior to the commencement of any works on site, including vegetation clearance, an Invasive Species Management Plan which details the management and monitoring approach to invasive species on-site and within the off-site mitigation area and provide details of treatment, biosecurity, and ongoing monitoring shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and monitored as agreed.
- Reason: In the interest of eradicating and controlling invasive species and to accord with Policies DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).
21. Notwithstanding the submitted plans, 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 has been 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).
22. The pods hereby approved shall be used for holiday accommodation as part of the Old House only and for no other purpose (including any other purpose in Class C3 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 with or without modification). The holiday-lets shall be occupied for holiday accommodation only associated with the old house pub/venue and not a separate business and shall not be occupied as a person's or persons' sole or main place of residence and shall not be occupied by any person or persons for a period of more than 28 days in any 12-month period.
- Reason: To ensure the Local Planning Authority retains effective control over the use of the pods and to prevent the holiday accommodation being used as permanent residential accommodation which would be detrimental to the general amenities of the area and free flow of traffic having been justified as required in relation to the existing Old House business and not as a separate venture, and to comply with Policies SP3, SP16 and DNP1 of the Bridgend Replacement Local Development Plan (2024).
23. An up-to-date register shall be kept at the holiday accommodation hereby permitted from first beneficial occupation of the holiday accommodation and the register shall be made available for inspection by the Local Planning Authority upon request. The register shall contain details of the names of all of the occupiers of the accommodation, their main home addresses and their dates of arrival at, and departure from, the accommodation.

Reason: To ensure the Local Planning Authority retains effective control over the use of the pods and to prevent the holiday accommodation being used as permanent residential accommodation and to comply with Policies SP3, SP16 and DNP1 of the Bridgend Replacement Local Development Plan (2024).

24. 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).

25. * 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 (2024).

On balance, and having regard to the objections and concerns raised, it is considered that the proposal would provide high-quality addition accommodation to the existing old House Pub and Venue that would benefit the local economy and tourism of Llangynwyd and the wider area. It represents an appropriate form of development that would have no unacceptable impact on visual amenity, the setting of any listed building, conservation area, or the wider special landscaped area, residential amenity, drainage, ecology, 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 SP15, SP16, SP17, SP18 SF1 PLA11, PLA12 ENT15, ENT16, DNP1, DP6, DP7, DP8 and DP9 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.

B) Land Drainage Advisory Note

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

- Provide foul and surface water drainage layout;
- Provide an agreement in principle from DCWW with regards to foul disposal to the public sewer;
- The Applicant shall submit a sustainable drainage Application form to the BCBC SAB (SAB@bridgend.gov.uk).

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

- Provide surface water drainage layout including the location of soakaways;
- 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.

D) Dwr Cymru/Welsh Water Advisory Notes

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.

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 planning permission hereby granted does not extend any rights to carry out any works to the public sewerage or water supply systems without first having obtained the necessary permissions required by the Water industries Act 1991. Any alterations to existing premises resulting in the creation of additional premises or merging of existing premises must also be constructed so that each is separately connected to the Company's water main and can be separately metered. Please contact our new connections team on 0800 917 2652 for further information on water and sewerage connections.

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. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

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 Welsh Water on 0800 917 2652 or via email at developer.services@dwrcymru.com

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers
None

REFERENCE: P/26/257/FUL

APPLICANT: Ms J Lewis 7 Ynyslas, Porthcawl, CF36 5EF

LOCATION: 7 Ynyslas, Porthcawl, CF36 5EF

PROPOSAL: Demolition of existing rear conservatory and extension and replacement with a single storey rear extension and additional garden studio building at the rear garden

RECEIVED: 13 May 2026

APPLICATION/SITE DESCRIPTION

The proposed development involves the demolition of the existing rear conservatory and the erection of a single storey rear extension and a garden studio at the rear of the garden.

The extension would be 5.15 deep from the original rear wall and 7.23 metres wide. It would have a flat roof with a height of 2.8 metres. A roof lantern within the roof would be 0.8 metres high, 2.2 metres wide and 3.2 metres deep.

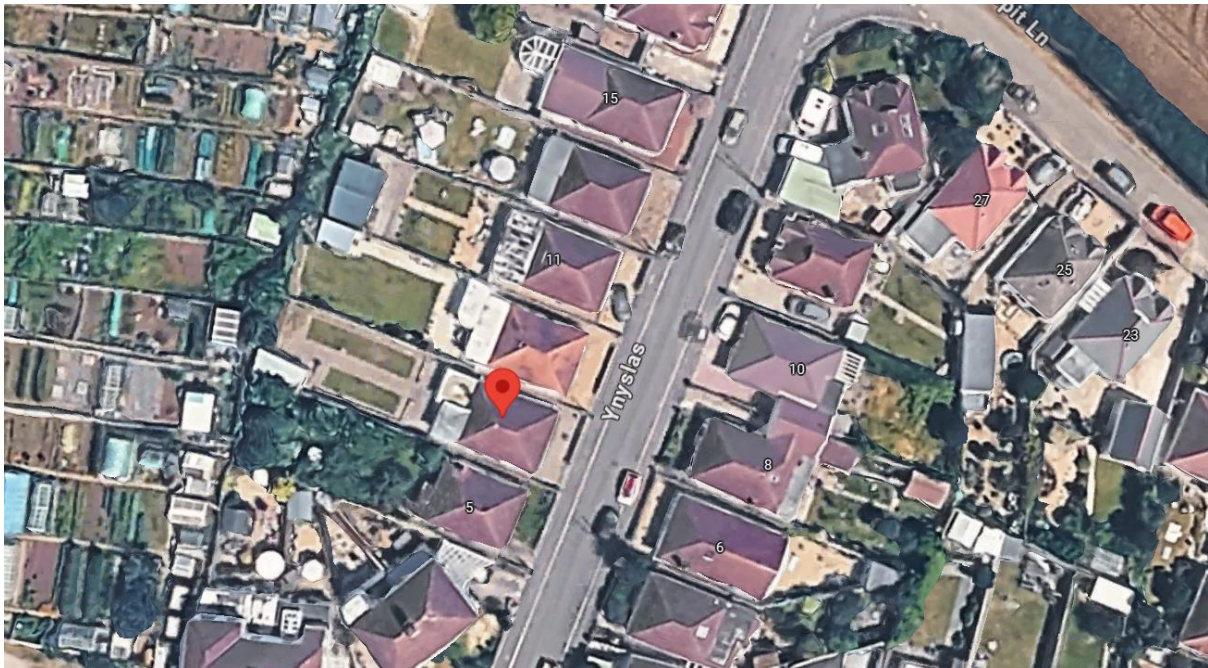
The garden room would be 7.6 metres wide, 4.5 metres wide and would have a flat roof with a height of 2.5 metres.

The site comprises a detached bungalow located on the west side of Ynyslas. The surrounding area consists mostly of properties of a similar nature. Many have rear extensions. The property benefits from a deep rear garden, which backs onto allotment gardens.

Figure 1 – Site Location Plan:



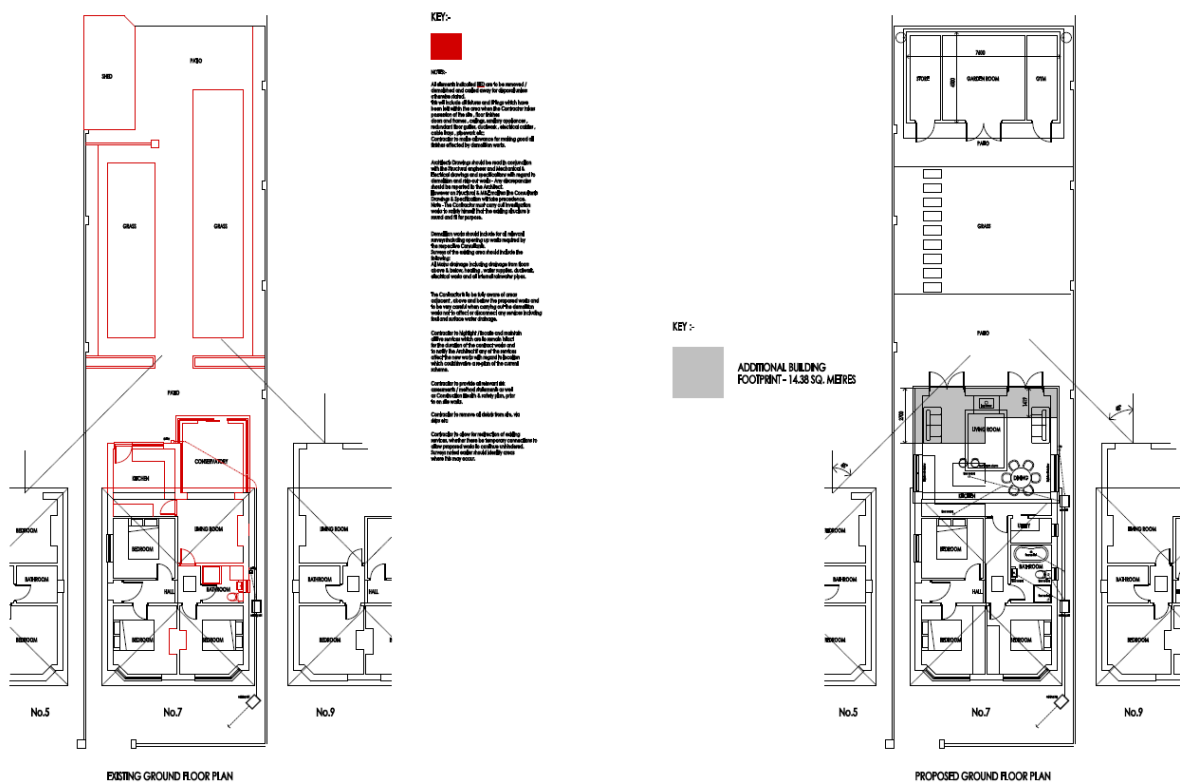
Figure 2 – Aerial image (Google Imagery, 2026).



The development proposes a single storey rear extension and a summer house in the rear garden.

The existing and proposed plans and elevations can be seen below in **figures 3 and 4**.

Figure 3 – Floor Plans

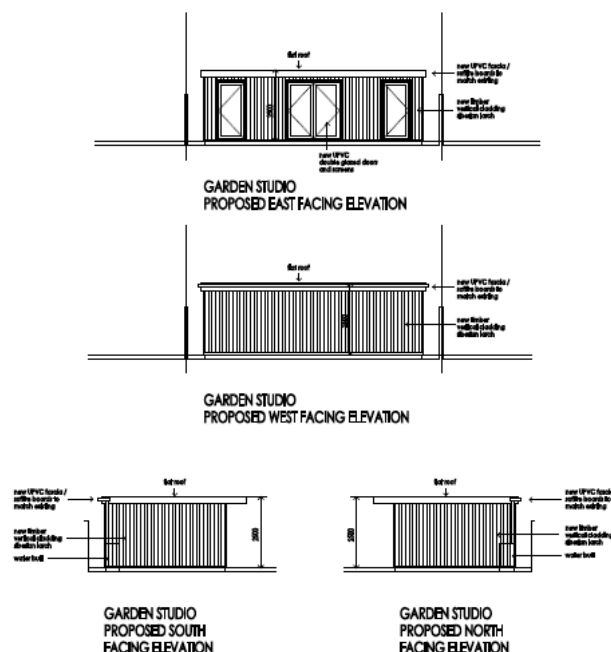


Existing

[illegible]

Page 163

Proposed Garden Room



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

- Site Location Plan
- Green Infrastructure Statement
- Existing and Proposed Plans and Elevations

RELEVANT HISTORY

N/A.

PUBLICITY

Neighbours have been notified of the receipt of the Application.

The application was subject to several revisions which neighbours were reconsulted on.

The period allowed for response to consultations/publicity expired on 30th June 2026.

CONSULTATION RESPONSES

Porthcawl Town Council: No objections

REPRESENTATIONS RECEIVED

The initial plans received 7 objections. 3 separate objections were received from a neighbour but have been recorded as 1.

The revised plans received 5 objections. 5 separate objections were received from a neighbour but again this has been counted as 1.

1 representation was also received from Cllr Elen Jones – Porthcawl Town Council following a referral from a constituent (although it is noted that Porthcawl Town Council has not formally objected to the proposal).

The concerns raised were regarding:

- Scale.

- Height.
- The accuracy of the plans.
- Neighbouring amenity.
- Failure of 45 degree test
- Drainage and surface water.
- Design and character.
- Potential for bedrooms within the roof.
- Impact on disability designed space.
- Parking issues
- Party wall matters

COMMENTS ON REPRESENTATIONS RECEIVED

Residential Amenity

Issues regarding residential amenity have been addressed in the report

Design, character, height and scale

The visual amenity of the proposal has been addressed in the report.

Regarding the accuracy of the plans, officers appreciate the illustration of the neighbouring property's extension could be misleading and as such, this was altered on the revised plan.

Drainage and surface water

The extension and summer house is not considered to give rise to drainage issues and surface water.

Other

Party wall matters should be dealt with by a surveyor.

Whilst the concerns regarding the impact on the neighbouring extension at No.9 are noted, the revised scheme has reduced the depth and height of the proposed extension which should not give rise to overbearingness and contains high level windows which would not give rise to loss of privacy.

There is no potential for bedrooms within the extension roof which is a flat roof.

It appears that many of the objections have been received in relation to the initial plans and not the revised plans.

RELEVANT POLICIES

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.”*

At Para 2.7, it 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 5 – Nature Conservation and Planning (2009).
- Technical Advice Note 12 - Design (2016)
- Technical Advice Note 18 – Transport (2007).

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 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

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA11: Parking Standards
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.

Supplementary Planning Guidance

- SPG02 - Householder Development
- SPG17 - Parking Standards
- SPG19 - Biodiversity

APPRAISAL

The Application is referred to the Council's Development Control Committee due to the Application receiving more than two objections.

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, biodiversity, and highway safety.

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 Bridgend Replacement Local Development Plan (**RLDP**) adopted in 2024. Policy SF1 states that Development will be permitted within settlement boundaries at a scale commensurate with the role and function of the settlement.

Policy SP3 Good Design and Sustainable Place Making of the LDP 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 full regard to the natural, historic and built environment.

On balance, it is considered that, in principle and subject to satisfying the requirements of RLDP Policy SP3, the proposed development is acceptable and accords with the Bridgend Replacement Local Development Plan (2024).

Impact on Visual Amenity and Character.

Policy SP3 of the adopted Bridgend Replacement Local Development Plan (BRLDP) 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 context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;

The following notes regarding visual amenity extracted from the Supplementary Planning Guidance 02: Householder Development (SPG02) are considered to be of relevance:

NOTE 11: The form, materials, and details of extensions and alterations should match or harmonise with those of the existing house.

NOTE 12: An extension should be in scale with the existing dwelling.

The revised plans show a flat roof extension which would span the width of the house. It reduced depth and height ensure it remains subservient to the host property. The extension would be finished in white render and brickwork to match the existing house. Two patio doors would be installed to the rear elevation and two high level windows

installed to the side elevation. Two further windows would be installed to the north elevation of the main house.

The concerns regarding the scale of the proposed extension are noted. However, it is noted that many of the concerns raised relate to the original plans and this revised version has a significantly reduced height/roof form and 1 metre has been removed from the depth. The revised proposed extension would harmonise satisfactorily with the appearance of the existing dwelling in terms of design, scale, and the surrounding area, where there are examples of other similar extensions.

Figure 5 - Image showing other extensions



Regarding the proposed garden studio, this would be finished in vertical Siberian larch timber cladding with uPVC double-glazed doors. The use of natural timber cladding would ensure that the outbuilding integrates sympathetically within the garden setting. Furthermore, with an overall height of 2.5 metres, the structure is considered modest in scale and would not appear unduly prominent when viewed within the context of the property's deep rear garden.

The proposal is considered to be acceptable in terms of its size, scale and design in accordance with criterion (b) of Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and Supplementary Planning Guidance 02 – Householder Development. As such it is considered that the proposed development would not have any unacceptable impact in relation to visual amenity.

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 Bridgend 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.

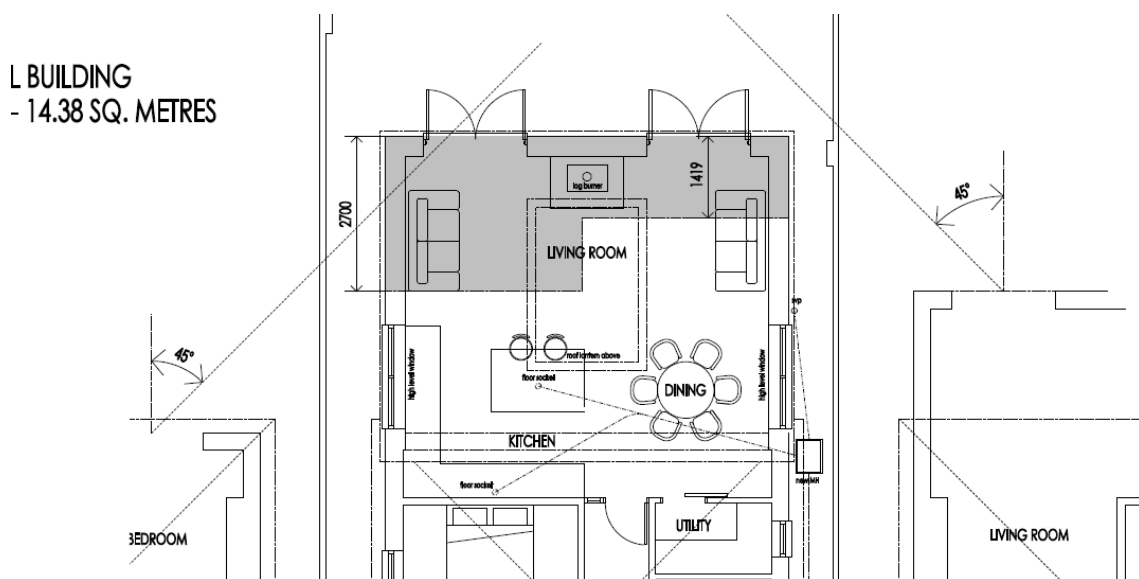
Overbearing and overshadowing impact

In terms of overbearing and overshadowing impact, Note 1 of Supplementary Planning Guidance 02: Householder Development (SPG02) states that *No extension should unreasonably dominate the outlook of an adjoining property.* Further to this, Note 2 states *“No extension should unreasonably overshadow adjoining property.”* Paragraph 4.2.1 of this note continues *“A poorly-designed extension can reduce daylight and sunlight to an unreasonable extent. Neighbouring houses and their gardens can be made gloomy and unattractive in worst cases rights to light may be infringed.”*

The subject property is neighboured by No.5 and No.9 Ynyslas. In relation to No. 5, the proposed extension would project approximately 2.7 metres further than the rear wall of the existing conservatory does. The submitted plans indicate that the extension would intercept a 45-degree line drawn on plan from the nearest habitable room window at No. 5. However, the elevation drawings demonstrate that a 45-degree line can be drawn from the same window up and over the proposed extension. SPG02 advises that where a 45-degree line can pass the extension on either the plan or elevation assessment, the proposal is considered acceptable in terms of its impact on neighbouring amenities.

The submitted plans demonstrate that a 45-degree line can be drawn from the nearest habitable room window at No. 9 without being intercepted by the extension. Furthermore, the elevation drawings show that a 45-degree line can also be drawn up and over the proposed extension from the same window. Accordingly, the proposal is not considered to result in a significant loss of daylight or sunlight to No. 9, nor would it cause the adjacent habitable rooms to appear unduly dark or oppressive.

Figure 6 – showing 45-degree line.
Plan



Elevation

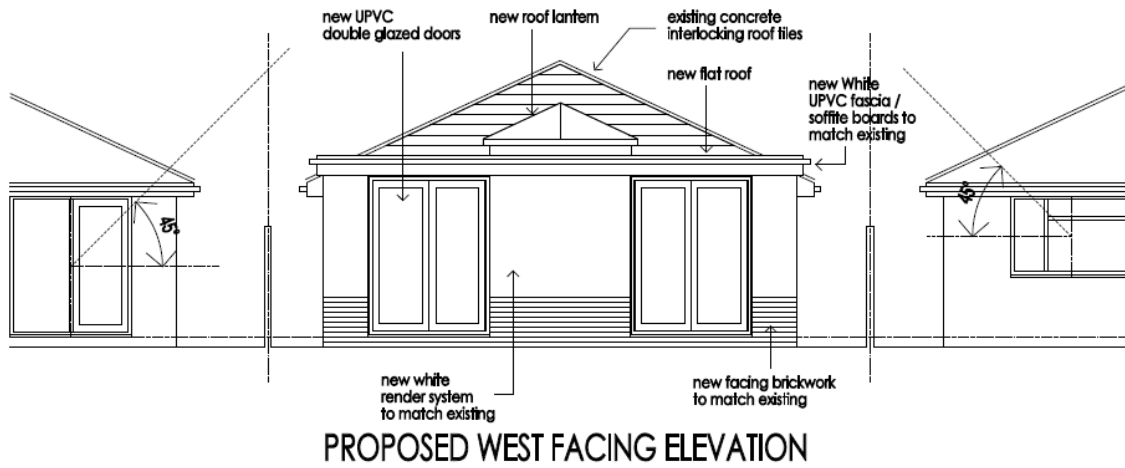


Figure 7 - Images showing No.7 from No.9



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.

The studio garden room would be located far enough away from neighbouring properties to prevent any overbearing or overshadowing impact from occurring.

Privacy and Overlooking

In terms of privacy and overlooking, the windows in the side of the extension would be high level and as such would not lead to overlooking or loss of privacy. Concerns were raised about the windows being able to open but it is not considered that if they could open that this would lead to overlooking or loss of privacy either. It is also noted that they are facing a blank section of No.7 which does not contain any openings.

Regarding the studio garden room, the revised plans ensured the original amount of glazing was reduced and as it is single storey, it is not considered it would lead to overlooking or loss of privacy.

Regarding the 2 new windows proposed to the north elevation, these will both be conditioned to be obscurely glazed and top hung to ensure no overlooking or privacy impacts occur.

Accordingly, the proposal complies with criterion (k) of 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.

Highway and Pedestrian Safety

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. 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”.

Note 7 of SPG02 states “The construction or alteration of a boundary wall, fence, or gate should not compromise highway safety...”

The proposed extension would not increase the number of bedrooms at the property and as such, there is no requirement to increase the number of parking spaces available at the property.

As such, the proposed development is considered to be compliant with the Note 9 of SPG02 and Policy SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from a highway and pedestrian safety perspective.

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 Bridgend 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 where ever 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. In this case the proposed site is located within the settlements, the proposal is within a residential dwelling with limited biodiversity value. The applicant has shown that the majority of the garden would still be laid to lawn. In this case a bird box would be considered sufficient to enhance biodiversity at the site given the limited value. A condition can be imposed to ensure this is implemented. A note can also be attached advising the applicant of ways that they could enhance biodiversity at this location. As such the proposal is acceptable in terms of Biodiversity.

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.

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).

On balance, and having regard to the objections raised, it is considered the proposal would be consistent with the character and appearance of the street scene and would respect the character and appearance of the host property. Furthermore, the proposal is not considered to give rise to amenity impacts for neighbouring properties.

Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SF1, PLA11, DNP6, DNP7 and DNP8 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

(R02) 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 Location Plan received by the Local Planning Authority on 13th May 2026, and the drawing number SK.01/E received by the Local Planning Authority on 15th June 2026.

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

3. The window serving the utility room and bathroom as shown on drawing SK.01/E received on 15th June 2026 shall be fitted with obscure glazing to a minimum of level 3 on the Pilkington index of obscurity and be top hung. The window shall be fitted prior to the beneficial use of the extension hereby approved commencing and shall then be retained in perpetuity.

Reason: In the interests of privacy and residential amenities.

4. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and retained as such thereafter.

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. Prior to the first beneficial use of the extension hereby permitted, an artificial nesting site for birds shall be erected on the dwelling to one of the following specifications, and retained as such thereafter;

Nest Box Specifications for House Sparrow Terrace:

Wooden (or woodcrete) nest box with 3 sub-divisions to support 3 nesting pairs. To be placed under the eaves of buildings.

Entrance holes: 32mm diameter

Dimensions: H310 x W370 x D185mm

or

Swift Nest Box Specification:

Wide box with small slit shaped entrance hole. Must be placed under or close to roofs, at least 5m from the ground.

Dimensions: H150 x W340 x D150mm

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

6. 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), 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 to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

7. 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 forming part of the development hereby permitted 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 garages or outbuildings having regard to the particular layout and design of the development, and to accord with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

8. The use of the Garden Studio hereby permitted shall not be occupied at any time other than for purposes incidental to the residential use of the dwelling known as 7 Ynyslas Porthcawl West Road, Nottage and shall not be used as sleeping accommodation or for any commercial, letting or separate holiday accommodation purposes at any time.

Reason: To ensure that adequate car parking provision is maintained within the curtilage of the dwelling in the interest of highway safety and residential amenity and to ensure the development complies with Policies SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024).

9. 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), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be constructed 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 windows and doors having regard to the particular layout and design of the development, residential amenity and to accord with Policies SP3 of the Bridgend Replacement Local Development Plan (2024).

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

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)

On balance, and having regard to the objections raised, it is considered the proposal would be consistent with the character and appearance of the street scene and would respect the character and appearance of the host property. Furthermore, the proposal is not considered to give rise to amenity impacts for neighbouring properties.

Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SF1, PLA11, DNP6, DNP7 and DNP8 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.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None

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REFERENCE: P/25/722/FUL

APPLICANT: Mr J McCarthy 46a Village Farm Industrial Estate, Pyle, Bridgend, CF33 6BP

LOCATION: Land south of Wyndham Close Brackla Industrial Estate Brackla CF31 2AN

PROPOSAL: Change of use of land to provide self-storage (B8) use, including parking, landscaping, creation of a means of access, and other ancillary works

RECEIVED: 27 November 2025

DESCRIPTION OF PROPOSED DEVELOPMENT

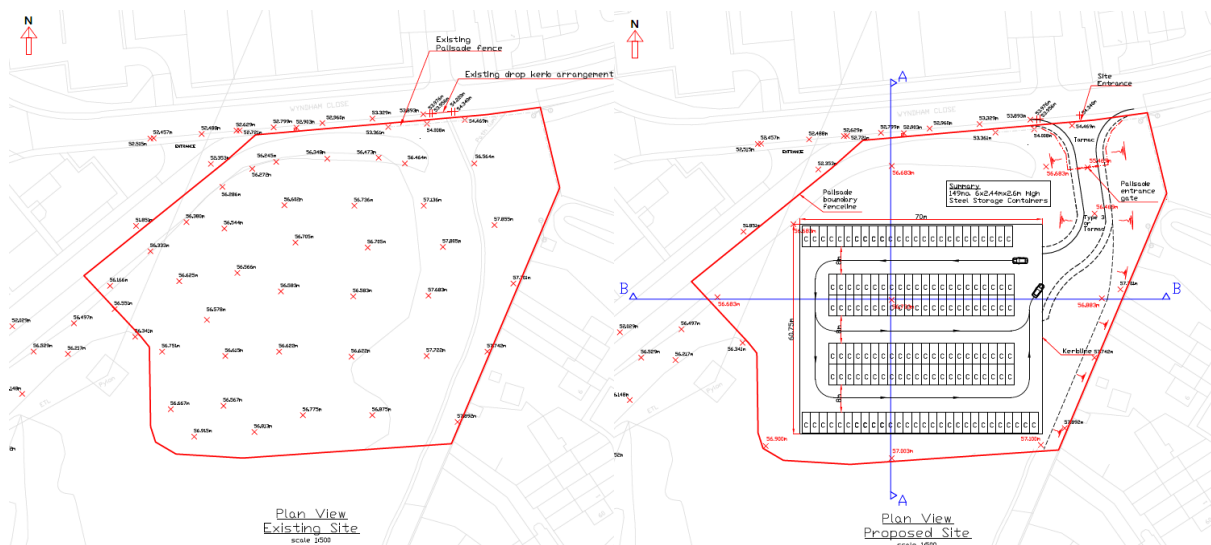
The Application seeks full consent for the change of use of land to B8 to provide self-storage use and the siting of 149 containers measuring 2.4 x 6 x 2.6m (W x D x H) and coloured blue. The storage containers would be set out in roughly a square shape, with single rows on the northern and southern edge, and 2no double rows in-between. Vehicular access is proposed to be via a previous access on the northeast corner via Wyndham Close leading up to the plateau of land. Intersecting the rows of containers would be vehicular passages approximately 8m wide. The overall site covers an area of 0.98Ha, whilst the containers and vehicle tracks would be 70 x 60.85m in area.

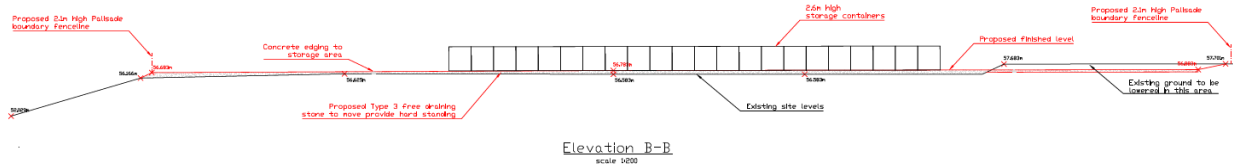
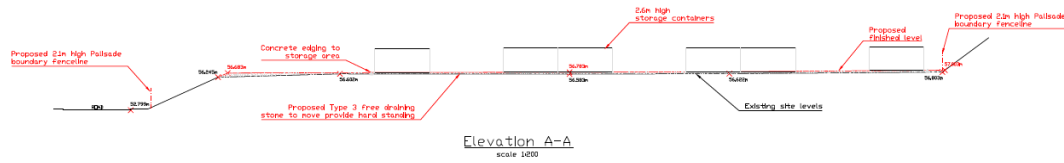
The Application is supported by the following documents:

- Transport Statement by ACSTRO (November 2025)
- Noise Assessment by Acoustic Consultants Ltd (November 2025)
- Preliminary Ecological Assessment by KHEPRI (November 2025)
- Arboricultural Impact Assessment by ArbTS (June 2026)
- Design and Access Statement with GIS
- Sequential Test outlining the feasibility of other sites

Figure 1 – plans

1a/b: Existing/ Proposed Block Plan





SITE DESCRIPTION

The Application site is situated within the Primary Key Settlement of Bridgend and the sustainable growth area of Bridgend, as defined by Policies SF1 and SP1 of the adopted Bridgend Replacement Local Development Plan (2024). Other constraints (within the site or nearby) include:

- COM11(5): Brackla Ridge Natural and Semi-Natural greenspace
- DNP5: Coed-y-Morfa SINC
- COM11: Other Limestone Area
- A claimed Public Right of Way under Application (A763/1/292)

The site comprises an irregular shaped parcel of land directly south of Wyndham Street, with the rear gardens of St. Illtyd's Close along the eastern boundary of the site. To the west and north is Brackla Industrial Estate as designated under policy SP11 whilst to the south/south west is a large area of woodland.

The parcel of land is located on a higher banked level above Wyndham Street and is generally flat, with a historical access within the northeast corner, and a claimed Public Right of Way also commencing along the northeastern corner along eastern edge of the site, with a mixture of trees and hedgerow along the perimeter. The area of land is undeveloped, consisting of a mixture of soil and sporadic grassland.

The street-scene is predominantly industrial/commercial in nature to the north and west, whilst to the east and northeast is generally residential in nature.

Figure 2 – Site Location Plan

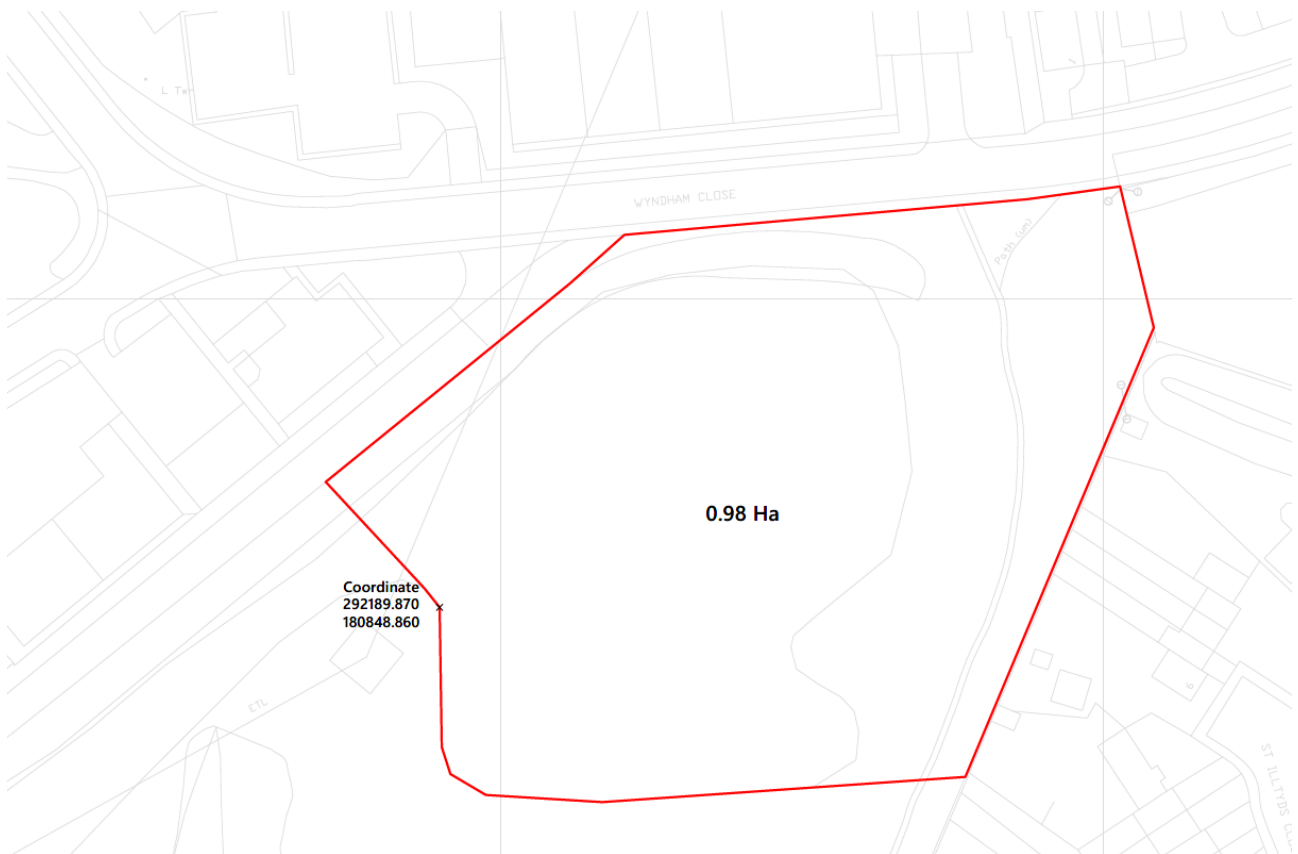


Figure 3 – photos

Proposed vehicular access and claimed PRow Entrance





Existing site







View towards St Illtyd's Close from within the site



RELEVANT HISTORY

Application Number: P/18/945/FUL Decision: Refusal Decision Date: 12 September 2019

Proposal: Erection of 41 affordable residential dwellings, with associated on site car parking, access arrangements and associated works

PUBLICITY

The Application has been advertised on site.

Neighbours have been notified of the receipt of the Application.

The period allowed for response to consultations/publicity expired on 5th January 2026.

CONSULTATION RESPONSES

Land Drainage: No objection raised, subject to a condition relating to drainage arrangements including a SAB Application.

Highway Authority: No objection, subject to conditions relating to access road, parking areas and gradient of land.

Ecologist: No objection, subject to conditions relating to a Reptile Mitigation, Sensitive Lighting Strategy, Construction Environmental Management Plan, Landscaping and Biodiversity Enhancement and Landscape and Ecological Management Plan / Long-term Habitat Management Plan.

Public Right of Way: 'Qualified objection'. Conditions suggested in relation to a footway creation agreement and informative not suggested. A plan outlining the claimed right of way is also suggested prior to determination.

Shared Regulatory Services – Contaminated Land Section: No objection, subject to conditions relating to contaminated land, aggregates, materials and opening times.

Natural Resources Wales: No objection raised or conditions suggested.

Dwr Cymru/Welsh Water: No objection, subject to a condition relating to surface water and advisory notes regarding the water act 1991 and Sustainable Drainage.

South Wales Fire Service: No objection raised. Standing advice comments relating to adequate water supply and emergency access received.

REPRESENTATIONS RECEIVED

Letters of representation have been received from a total of seven addresses. One of the letters of representation did not include any content (the letter was blank and so has not been included in the total number of objections submitted). Therefore, six letters of objection are considered in the determination of this Application.

In summary, the letters of objection are based on the following concerns:

- a) Impact upon the claimed right of way on the eastern edge of the site and access via the northern vehicular access.
- b) Biodiversity/ Ecology: loss of frogs and newts in the area and/ or trees within the site.
- c) Devaluation of homes by way of incongruous/ overpowering development above the ground level of Wyndham Street and the proposed screening is not sufficient due to the change in ground levels of the site and nearby land uses.
- d) Noise and light pollution egress onto nearby homes. The noise assessment does not consider all possibilities of the noise egress from the site, in addition to the

- levels of noise already spilling from the nearby industrial estate.
- e) The proposed access has been illegally obstructed and there is evidence of heavy plant machinery in use.
- f) Concern relating to Japanese knotweed on the site.
- g) Concern relating to the drainage implications of the site due to the type of existing ground evident.
- h) Any palisade fencing should assimilate with the surrounding area.
- i) Concern relating to overlooking from any potential CCTV cameras.
- j) The proposed screening is not sufficient due to the change in ground levels of the site and nearby land uses.
- k) There is sufficient self-storage areas within Bridgend already and the site is not suitable for this type of development due to the nature of the ground/habitat, nor would it have a economic or social benefit.

Councillor Martin Williams has also requested that the Application is put before the Development Control Committee.

Councillor Williams has raised concerns in relation to the claimed PRow and visual amenity of the area by way of screening/landscaping provided due to the elevated position of the site.

Andrew RT. Davies MAS has written in support of the Application.

COMMENTS ON REPRESENTATIONS RECEIVED

- a) Issues relating to rights of way are addressed in the relevant section of the report.
- b) Biodiversity/ Ecology are addressed in the relevant section of the report.
- c) Devaluation of homes is not considered a material planning consideration.
- d) Noise/Light pollution are addressed in the relevant section of the report.
- e) A dropped kerb is evident on the site post 2009 as evident on Google Street View. The agent has confirmed that development has not commenced and remedial work on the site was required.
- f) Japanese Knotweed would be considered within any ecological or Arboricultural survey.
- g) Drainage implications of the site are addressed in the relevant section of the report.
- h) Palisade fencing, subject to conditions can be classified as permitted development. Any visual impact of fencing will be addressed in the visual amenity section of the report.
- i) Overlooking is addressed in the relevant section of the report.
- j) Screening is addressed in visual amenity section of the report.
- k) The Local Planning Authority is duty bound to consider any planning Application that is submitted whilst the principle of development will be addressed in the relevant section of the report.

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.”

At Paragraph 2.7, it 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 5 – Nature Conservation and Planning (2009)
- Technical Advice Note 11- Noise (1997)
- Technical Advice Note 12 - Design (2016)
- Technical Advice Note 18 – Transport (2007)
- Technical Advice Note 23 – Economic Development (2014)

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act (Wales) 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 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 SP11: Employment Land Strategy
- Policy SP17: Conservation and Enhancement of the Natural Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA11: Parking Standards
- Policy COM11: Provision of Natural and Semi-Natural Greenspace (including Amenity Greenspace)
- Policy DNP5:
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural Resource Protection and Public Health
- Policy PLA9: Development Affecting Rights of Way
- Policy PLA11: Parking Standards

Supplementary Planning Guidance

- SPG02 - Householder Development
- SPG04 – Retail and Commercial Development
- SPG07 – Trees and Development
- SPG17 - Parking Standards
- SPG19 - Biodiversity

APPRAISAL

The Local Ward Member has requested that the Application be referred to the Council's Development Control Committee. Additionally, as there are more than four objections with material planning considerations, the application cannot be determined under the Council's Scheme of Delegation of Functions granted to Officers.

Having regard to the above, the main issues to consider in this Application relate to the principle of development, the amenities of neighbouring residents, biodiversity, drainage, public right of way and highway/pedestrian safety.

Principle Of Development

The site is located within the primary key settlement of Bridgend as defined by **Policy SF1** and is also located within the Bridgend Sustainable Growth Area as defined by Policy SP1 of the Bridgend Replacement Local Development Plan (**RLDP**) adopted in 2024. Policy SF1 states that Development will be permitted within settlement boundaries at a scale commensurate with the role and function of the settlement.

The Application site is adjacent to Brackla Industrial Estate, as defined by policy SP11 of the RLDP. As the Application proposes a new employment use, in the first instance, the proposal should be located within an allocated employment site. To support the Application, additional information has been submitted in the form of a sequential assessment to justify the proposed development's location immediately adjacent to the boundary of Brackla Industrial Estate. This assessment demonstrates that there are no

suitable or available sites within the industrial estate capable of accommodating the proposed employment use. Consequently, the proposed location is considered to be broadly appropriate in this instance.

Policy COM11: Provision of Natural and Semi-Natural Greenspace (including Amenity Greenspace) states that the provision of accessible, Natural and Semi-Natural Greenspace will be promoted wherever suitable opportunities arise. In this respect, the site overlaps with Brackla Ridge and Associated Areas which is specifically allocated under Policy COM11(5). The site forms part of the wider green infrastructure network to protect and enhance biodiversity and ecological resilience. In this instance, the Application is supported by an ecological assessment and arboricultural impact assessment outlining the baseline measures of biodiversity. It is noted that although it is allocated, the site comprises predominantly of bare ground with limited vegetation. The Council's Ecologist has been consulted on the matter and raised no objection to development on the site, subject to specific conditions ensuring any ecological merit is retained. As such and on balance, in this instance, the development of the site is compliant in principle.

Policy SP3: Good Design and Sustainable Place Making of the LDP 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 full regard to the natural, historic and built environment.

On balance, it is considered that, in principle and subject to satisfying the requirements of RLDP Policy SP3, the proposed development is acceptable and accords with the Bridgend Replacement Local Development Plan (2024).

Visual Impact

Policy SP3 of the adopted Bridgend Replacement Local Development Plan (RLDP) 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 context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;

Public representations have raised concern in relation to the potential for the storage containers to be an eyesore and overpowering in the landscape.

The proposed development comprises the change of use of the land to B8 (storage) with the siting of 149 containers and associated access works. The siting of the containers in their entirety can be classified as non-permanent structures. Therefore, whilst clearly visible within the street-scene and landscape, the consideration of visual amenity predominantly comprises of the change of use of land and not the siting of the storage containers.

In the first instance, the change of use of land to B8 is, as outlined above, is considered appropriate in principle. The land is at a raised level above Wyndham Street to the north and is relatively open within the landscape. The land itself is not of significant visual merit

and comprises of bare scrubland, bound by trees. The change of use of land adjacent to an existing industrial estate which comprises of large warehouse type structures and industrial uses would not be overly prominent and can be considered as an extension to the existing industrial estate not at odds with the land uses to the north.

There are a number of dwellings at St Illtyd's Close to the east which have some intervisibility with the proposed site. The rear gardens of the dwellings would form a near straight line distinction between industrial and residential land uses from the site and is comparable to the dwellings on the opposite side of Wyndham Street and the existing boundary of the Brackla Industrial Estate. The dwellings rear curtilage boundaries and proposed container siting are intersected by a claimed PRow, hedgerows and a number of trees, whilst many of the dwelling's boundary treatments consist of palisade style fencing. As such, owing to the distance from the site, existing boundary treatments/trees within the vicinity and lack of any visual merit, it is considered that the change of use of land to B8 would be acceptable in relation to visual amenity.

The proposed access and siting of containers would also have a visual impact. The storage containers are proposed to be in a relatively standard row pattern and coloured blue. The perimeter containers would be prominent within the street-scene and could have the potential to be impactful. To ensure there is some coherence of colour from Wyndham Street southwards and from the dwellings eastwards a condition relating to the external colour of the containers will be added to the recommendation. Details of the palisade fencing will also be sought along with a suitable landscaping scheme along Wyndham Street and the eastern boundary.

Therefore, as outlined above and having regard to the objections raised, the change of use of this area of land to B8 is not considered to be overly visually obtrusive and any visually obtrusive features from public vantage points can be suitably controlled via planning conditions.

On balance, the proposal is considered to be acceptable in terms of its land use, scale and design in accord with criterion (b) of Policy SP3 of the Bridgend Replacement Local Development Plan (2024). As such it is considered that the proposed development would not have any unacceptable impacts in relation to visual amenity.

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 Bridgend 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.

Public comments have been received raising concern in relation to noise, operating times, CCTV/loss of privacy and light pollution.

Overbearing and overshadowing impact

Given the nearby land uses and distance between the closest dwellings and proposed change of use of land and associated structures there would be no overshadowing impact. It is acknowledged that there would be some visibility to the land use apparatus, however, it is considered that the storage containers would not dominate the outlook of windows from adjoining dwellings.

Overlooking/loss of privacy

In terms of overlooking and loss of privacy, there would be a separation distance of approximately 19m from nearest rear dwelling boundary to the area of hardstanding where the containers are to be sited. Due to the layout and height of the containers, there would be no increased visibility into dwellings when compared with the existing viewpoints, particularly from the claimed right of way which runs in-between the site and nearby dwellings. Concerns relating to CCTV is noted and a condition ensuring any CCTV is approved by the LPA and does not record any residential dwelling curtilage is considered appropriate in this instance. As such, there is no increase in the level of overlooking or loss of privacy when comparing the existing situation.

Noise and operating times

Policy DNP9 of the RLDP seeks to ensure that pollution (including noise) from new development can be mitigated to an acceptable level. Given that the proposed B8 use has the potential to be more intensive than the existing use, the Application is supported by a Noise Assessment. Although objectors have raised concerns with the validity of the assessment, Shared Regulatory Services (SRS) have been consulted on the matter and raised no objection, subject to reducing the operating hours on weekends and bank holidays to 8am – 6pm. This is considered to be an appropriate and reasonable approach within the context of the wider land uses.

Lighting

In terms of external lighting, no details have been provided with this Application. As external lighting may be required for such a development to illuminate external areas, it is necessary to impose a condition to ensure that adequate details are provided prior to any lighting being installed on the site. This is to ensure that any future lighting does not have any unacceptable impacts upon the amenity of surrounding residential properties.

Accordingly, subject to the imposition of conditions, the proposal complies with criterion (k) of Policy SP3 of the Bridgend Replacement Local Development Plan (2024) in relation to residential amenity.

Highway Safety

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 Highways Officer has been consulted on the matter and comments as below:

The Application relates to a proposed B8 (self-storage) with a gross floor area of approximately 2,181 sqm. The submitted Transport Statement confirms that access will be taken from Wyndham Close via a new junction designed to provide visibility splays of 2.4m x 43m in both directions, which is considered to meet the requirements for the vehicle speed of the local environment.

Traffic generation has been assessed using TRICS data for comparable self-storage sites. The reported anticipated trip generation is very low, it is noted that the sample surveys have been restricted to ensure that they are representative by size. However, it could be considered useful to open the data fields to find similar sites which offer storage container storage rather than a building with subdivided rooms. Notwithstanding this, the traffic impact associated with self storage units is low and the land use peak periods of activity do generally coincide with the network peak hours.

The background planning history of this site has been considered, including the refusal of

planning consent, and subsequent appeal dismissal, for a residential use. The reasons for refusal, in transport terms, included a lack of acceptable sustainable travel connections, including design deficiencies in maximising active travel and the absence of adequate parking provision.

The considerations in terms of this Application are that this specific land use has different travel characteristics to a residential use. The self storage land use is typically accepted to result in vehicular movements to the storage facility to deposit or collect items. The local active travel provision has also benefitted from the shared walking and cycling route installed opposite the site on Wyndham Close. The submitted Planning, Design & Access Statement indicates that adequate on-site parking and turning facilities will be provided.

In accordance with the Council's adopted Parking Standards (SPG17), a storage warehouse located within Zone 5 requires operational parking at a rate of one space per 500 sqm of gross floor area, with no non-operational parking requirement. On this basis, the proposed development requires five operational spaces. The Transport Statement confirms that parking is readily available adjacent to storage units, with sufficient space to allow vehicles to pass and manoeuvre safely. A review of the layout confirms that aisle widths are proposed at 8 metres which is sufficient for two way vehicular travel and parking on at least one side of the aisle. The layout has been set out that the aisles include connecting loops which are not constrained and would likely allow large vehicle movements for long wheel based panel vans and negate the need for turning heads.

The access proposals indicate that footways would be provided on both sides of the access road. The security gate has been shown to be inset some 15 metres from the carriageway which is sufficient for large vehicles to wait off the highway while gates are opened or closed.

The Transport Statement identifies the proposed walking and cycling route INM-BR-29 along Wyndham Close using the Active Travel Network Maps. Part on INM-BR-29 has already been delivered to a point at the north east corner of the site and on the opposite side of Wyndham Close. The requirements of this site in coming forward is that it does not frustrate the possibility in delivering a scheme for INM-BR-29. Therefore, it is required that the development allows for a suitable set back of any secure fenceline on the northern and north western boundaries. This should allow for a corridor of 3.5 metres, inclusive of any footway width from the edge of the carriageway, continuously from the north eastern corner along Wyndham Close. The land should be made available for the provision of an active travel route, which may result in formal dedication in the future.

The access junction should be redesigned to show a vehicular crossover of the footway and in this case of heavy duty construction. Internally the footway could be removed from eastern side of the site access road.

It would appear that the proposed use is sufficiently different from that which was refused, and that same issues may not apply in this case.

On the basis of the submitted information, and the revision of the site layout to ensure that INM-BR-29 can be delivered and the revisions to the site access, I would advise that the observations of the Highway Authority are:

No objection subject to conditions.

The Highway Authority will require the Developer to enter into a legally binding Section 111 Licence Agreement including an appropriate bond to secure the proper implementation of the proposed highway works and the adoption of the same as part of

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

As such and having regard to the objections raised, the Application is considered appropriate in relation to highway safety, subject to the imposition of suitable conditions, is compliant with Policies SP3 and PLA11 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from a highway and pedestrian safety perspective.

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. Public comments have raised concern in relation to impact of the development on the ecology and biodiversity within the site including invasive species within the site boundaries.

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 Bridgend Replacement Local Development Plan (2024) requires development to Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks.

Policy DNP5 Local and Regional Nature Conservation Sites seeks to retain important sites with compatible development. It states *“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 where ever 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.

In this case the proposed site is located adjacent to the Coed-y-Morfa SINIC and allocated as semi-natural woodland within policy COM11. As outlined previously in the report, the site comprises of relatively bare ground and in principle the land use is compatible subject to appropriate mitigation and enhancement.

In relation to biodiversity, the Application is supported by a Green Infrastructure Statement, Arboricultural Impact Assessment, Tree Protection Plan, Arboricultural Method Statement and Preliminary Ecological Appraisal (PEA) prepared by Khepri Wildlife. The contents of which have been considered by the Council's Ecologist. Some concern were raised in relation to reptiles, lighting, tree protection, biodiversity enhancement and ecological protection. However, subject to accordance with the accompanying documents, and subject to specific conditions, no objection is raised. The conditions are in relation to the following matters:

- **Reptile Mitigation Strategy** – to include vegetation clearance methodology, timing of works, Ecological Clerk of Works supervision and habitat protection measures.
- **Sensitive Lighting Strategy** - prepared in accordance with Bat Conservation Trust guidance, demonstrating that retained woodland edges and ecological corridors will remain suitable for commuting and foraging bats and other nocturnal wildlife.
- **Construction Environmental Management Plan** - detailing ecological protection measures during construction, pollution prevention, vegetation clearance methodologies, surface water management, invasive non-native species procedures and unexpected ecological discoveries.
- **Detailed Landscaping and Biodiversity Enhancement Scheme** – to include native planting of local provenance, details and locations of enhancement features, planting specifications, establishment, monitoring and maintenance methods.
- **Landscape and Ecological Management Plan / Long-term Habitat Management Plan** – for both retained and created habitats, to include wider grassland and scrub management areas identified within the submitted Green Infrastructure Statement.

On balance, and having regard to the objections raised, the proposed development is considered to be compliant with Policies SP3, DNP5, 6, 7 and 8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

Public Right Of Way

Public comments have raised concerns in relation to the impact the development will have on Public Right of Way's. Policy PLA9 of the Bridgend Replacement Local Development Plan (2024) seeks to ensure adverse impacts on Public Right of Ways (PRoW) are mitigated. The Public Right of Way Officer has confirmed that a claimed public right of way exists on the northern and eastern perimeter of the site, although the pedestrian access appears to cross the proposed vehicular access of the development at the north. A palisade fence nearby the entrance of the claimed PRoW route was constructed between 2018-2021 and an area of hedgerow exists along the eastern edge of the site.

The PRoW is not currently included as a definitive map order PRoW and investigations have now commenced by the PRoW team to consider the merits of including the route in a definitive map. The PRoW Officer has requested a plan outlining how the route will be affected prior to determination. On this occasion, details of the palisade fencing and landscaping are required to be submitted via a condition.

The PRoW Officer has also suggested the following conditions:

- *Prior to the commencement of development, a written undertaking to enter into a Footpath Creation Agreement to ensure the registration of the claimed right of way or a valid public path diversion or extinguish order Application for the unrecorded path made out under the provisions of the Highways Act 1980 must be submitted to the Council for determination.*

Reason: To ensure the timely diversion / extinguishment of the claimed PRow and enable the consented development to lawfully progress.

- *Prior to the commencement of any phase of the development requiring the disturbance of the claimed PRow there will be a confirmed Order for the diversion or extinguishment of the claimed PRow or signed Creation Agreement for the creation of the claimed right of way.*

Reason: To ensure the timely diversion / extinguishment of the PRow and therefore enable the consented development to lawfully progress

Such conditions are principally related to specific legislation relating to PRow's which, although complimentary, is outside the remit of the planning process and is not considered to meet the necessary tests for a planning condition. It is of note that a previous planning Application (18/945/FUL) may have crossed over the claimed right of way further south from the access of this Application and did not have any suggested conditions.

Therefore, whilst the impact of PRows are material in the determination of an Application it is considered that details being submitted via condition is not appropriate in this case from a planning context, given the claimed PRow is not currently within the definitive map. The developer is required to contact the PRow team within the Council for any Footpath Creation Agreement, diversion or extinguishment of any claimed of definitive PRow's in the future.

Land Drainage

The Council Land Drainage officer has been consulted on the matter and has confirmed that SAB approval would be required. In addition, conditions relating to comprehensive drainage on the site and any infiltration test design are suggested and considered appropriate in this regard.

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).

On balance, and having regard to the objections raised, the proposal is deemed to be compatible with neighbouring existing and proposed land uses subject to specific conditions relating to biodiversity.

In addition, the development is considered to be appropriate in relation to neighbouring visual and residential amenity, highway safety and drainage, subject to conditions. Any impact upon a claimed PRow is outside the remit of the Local Planning Authority and can be remedied via other legislation.

Accordingly, it is considered that the proposal is in accordance with Policies SP1, SP3, SP4, SP5, SP17, COM11, PLA9, PLA11 DNP6, DNP7, DNP8, DNP9 of the Bridgend

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

(R02) 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
Plan View Proposed Site (1:500)
Elevation A-A (1:200)
Elevation B-B (1:200)

and documents:

- Transport Statement by ACSTRO (November 2025)
- Noise Assessment by Accoustic Consultants Ltd (November 2025)
- Preliminary Ecological Assessment by KHEPRI (November 2025)
- Arboricultural Impact Assessment by ArbTS (June 2026)
- Design and Access Statement with GIS

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

3. The uses hereby approved shall not be carried out outside of the following hours:

Monday to Friday 07:00 hours to 18.00 hours

Saturday, Sundays and Bank Holidays 08:00 hours to 18.00 hours

Reason: To ensure that the Local Planning Authority retains effective control over the hours of operation of the business in the interests of general amenity in accordance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

4. The land to which this permission relates for Use Class B8 storage purposes only shall be restricted to the 70m x 60.75m area outlined on plan 'Plan View Proposed Site (1:500)' and shall be used for no other purpose including any other purpose in Class B8 of Schedule 1 Part B of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any other provision equivalent to that Class in any statutory instrument amending or revoking and re-enacting that Order.

Reason: In the interest of clarity, residential amenity and to ensure other changes of use can be assessed in the interests of amenity and to accord with Policies SP3 and SP11 of the Replacement Bridgend Local Development Plan (2024).

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

Reason: In the interests of highway safety in accordance with Policy SP3 of the

6. No development shall commence on site until the details of the permanent materials for the access road and parking areas have been submitted to and agreed in writing by the Local Planning Authority. The development shall not be brought into beneficial use until the access road and internal routes have been completed in accordance with the agreed details and retained as such thereafter.

Reason: In the interest of Highway Safety in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

7. Notwithstanding the submitted plans, prior to any container being sited, details and samples of the finishes of the storage containers to be used with the development hereby permitted shall have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and retained as such thereafter in perpetuity.

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).

8. Notwithstanding the submitted plans, prior to their use in the construction of the development hereby permitted, a scheme indicating the positions, height, design, materials and type of boundary treatment to be erected to all boundaries shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the location of any Public Right of Way or Claimed Right of Way within the site boundary and any measures required to allow public access if necessary. The boundary treatment shall be completed, as approved, prior to the commencement of the use and retained as such thereafter.

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

9. Notwithstanding the submitted plans, no development shall take place until details of soft landscaping works and/or biodiversity enhancements have been 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 such as a wildflower meadow, long grass or semi-improved grassland); schedules of plants noting species, plant supply sizes and proposed numbers/densities where appropriate; an implementation programme (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. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenities of the area, to maintain the special qualities of the landscape and, 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, DNP6 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

10. No development shall take place until a reptile mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. The details shall include vegetation clearance methodology, timing of works, Ecological Clerk of Works supervision and habitat protection measures. Development shall proceed in accordance

with the agreed details and recommendations of the methodology statement.

Reason: In the interests of safeguarding biodiversity and ecology and to comply with Policies SP3 and DNP6 of the Bridgend Replacement Local Development Plan (2024).

11. No development shall commence on site, including further site clearance, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include measures set Natural Resources Wales Guidance for Pollution Prevention (GPP) documents (2021). The CEMP should include information relating to:
 - a. Pollution prevention,
 - b. Vegetation clearance methodologies,
 - c. Surface water management,
 - d. Invasive and non-native species procedures,
 - e. Unexpected ecological discoveries

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

Reason: To ensure necessary management measures are agreed and implemented to protect local amenity, especially for people living and/or working nearby, biodiversity, human health and to accord with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

12. Prior to the commencement of the use hereby approved, a landscape and ecological management plan for retained and created habitats including wider grassland and scrub management areas identified within the submitted Green Infrastructure Statement shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented and adhered to in accordance with the approved details thereafter.

Reason: In the interests of visual amenity and biodiversity, and to ensure the long term management and maintenance of all landscaped and ecologically sensitive areas within the site and to ensure the development complies with Policies SP3, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

13. 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 in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

14. No development shall commence on site until a suitable infiltration test, sufficient to support the design parameters and suitability of any proposed infiltration system, 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 satisfactory management and disposal of surface water is provided for the proposed development in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

15. 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 for the movement of wildlife with no direct lighting of vegetation). The lighting scheme shall be implemented on site in accordance with the approved scheme only and retained as such thereafter in perpetuity.

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

16. Prior to the installation of any CCTV cameras on the site, a detailed scheme shall be submitted to and approved in writing by the Local Planning Authority detailing the location of all cameras indicating their field of view. The scheme shall ensure no residential property is adversely affected by the proposed camera positions. The cameras shall be implemented on site in accordance with the approved scheme and retained as such thereafter.

Reason: In the interests of residential amenity and to prevent any unacceptable overlooking and loss of privacy and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024).

17. 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 Replacement Local Development Plan (2024).

18. 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 Replacement Local Development Plan (2024).

19. 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 Replacement Local Development Plan (2024).

20. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

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).

On balance and in considering the objections made the proposed is deemed to be compatible with regards to the existing and proposed land use subject to specific conditions relating to biodiversity. In addition, the development is considered to be appropriate in relation to the visual and residential amenity, highway safety and drainage, subject to conditions. Any impact upon a claimed PRow is outside the remit of the planning authority and can be remedied via alternate legislation.

Accordingly, it is considered that the proposal is in accordance with Policies SP1, SP3, SP4, SP5, SP17, COM11, SF1, PLA9, PLA11 DNP6, DNP7, DNP8, 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.

Highway Advisory 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;

c

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.

2. The Highway Authority will require the Developer to enter into legally binding Section 111 Licence Agreement including an appropriate bond to secure the proper implementation of the proposed highway works and the adoption of the same as part of the maintainable highway. The commencement of the works on or abutting the existing

maintainable highway will not be permitted until such time as the Agreement has been concluded.

PRoW Advisory Note

PROW

- Prior to the commencement of development, a written undertaking to enter into a Footpath Creation Agreement to ensure the registration of the claimed right of way or a valid public path diversion or extinguish order Application for the unrecorded path made out under the provisions of the Highways Act 1980 must be submitted to the Council for determination.

Reason: To ensure the timely diversion / extinguishment of the claimed PRoW and enable the consented development to lawfully progress.

- Prior to the commencement of any phase of the development requiring the disturbance of the claimed PRoW there will be a confirmed Order for the diversion or extinguishment of the claimed PRoW or signed Creation Agreement for the creation of the claimed right of way.

Reason: To ensure the timely diversion / extinguishment of the PRoW and therefore enable the consented development to lawfully progress

We must advise the Applicant that in the interests of public amenity and to ensure the protection of the claimed PRoW:

- The alignment of the unrecorded path which is the subject of Application A763/1/292 must be included in any relevant drawings submitted with the planning Application.
- The granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct a Public Right of Way or a claimed right of way. The development, insofar as it affects a PRoW or claimed right of way, cannot be started - until such time as an Order which provides for its diversion or extinguishment has been made and confirmed.
- The successful making and confirmation of an Order should not be assumed.

Land Drainage Note

Land Drainage Informative

To satisfy condition 13, the Applicant must:

- Provide surface water drainage layouts;
- The Applicant shall provide an agreement in principle from DCWW for the disposal of surface water flows (if required) to the public sewer.

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 order to satisfy the condition 14, the following supplementary information is required:

- Provide a surface water drainage layout including the location of any infiltration systems;
- 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.

Dwr Cymru Note

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 may be subject to Schedule 3 of the Flood and Water Management Act 2010. In the event this proposed development amounts to a total impermeable area of 100sqm or more, approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It would therefore be recommended that the developer engage in consultation with Bridgend County Borough, 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.

If the development will give rise to a new discharge (or alter an existing discharge) of trade effluent, directly or indirectly to the public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted.

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

Fire Safety Officer

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.

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

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

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

Should the Applicant require further information in relation to these matters they should contact the above-named fire safety office

NRW Pollution Prevention Note

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 Guidance for Pollution Prevention (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.

If you have any queries on the above, please do not hesitate to contact us.

Contamination and Unstable Land Advisory Note

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.

**JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES**

Background Papers

None

Appeals

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

APPEAL NO.	2052
APPLICATION NO.	P/25/483/FUL
APPELLANT	MR C RICHARDS
SUBJECT OF APPEAL	RETAIN EXISTING STONE BARN WALLING, REMOVE FLOORS AND ROOF OF STONE BARN; FORM INTERNAL ALTERATIONS AND LARGE STRUCTURAL OPENINGS TO EXISTING STONE WALL (ALL STONE TO BE REUSED); RAISE EXISTING STONE WALL TO ACCOMMODATE NEW MONO PITCHED ROOF SET AT A HIGHER LEVEL TO ENSURE ADEQUATE FLOOR TO CEILING HEIGHTS OVER TWO FLOORS; ERECTION OF TWO STOREY EXTENSION; PROVISION OF TWO PARKING SPACES; PATHWAY TO LOWER PLATEAU AND REAR GARDEN (WORKS TO SUPPORT CHANGE OF USE TO SINGLE RESIDENTIAL UNIT)
LOCATION OF APPEAL	BARN AND LAND AT MILL LANE BRIDGEND
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	DELEGATED OFFICER

The application was refused for the following reasons:

1. The proposed development would result in an unacceptable intensification of the use of Mill Lane, a narrow, steep and unlit access with no pedestrian facilities or passing provision, to the detriment of highway and pedestrian safety contrary to the provisions of policies SP3 and SP5 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (Feb. 2024).
2. The constrained junction with Tondu Road fails to provide adequate visibility, particularly to the north where the submitted drawing applies a 30-mph visibility standard to a section partly within a 50-mph speed-limit zone, to the detriment of highway 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 resulting increase in the probability of vehicular and pedestrian conflicts, reversing movements and an overreliance on private transport would be detrimental to highway 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), TAN 18 and the Active Travel (Wales) Act 2013.

APPEAL NO.	2053
APPLICATION NO.	P/25/410/FUL
APPELLANT	MS R WILLIAMS

SUBJECT OF APPEAL	HARD LANDSCAPING OF THE FRONT GARDEN OF THE PROPERTY TO PROVIDE 2NO. OFF ROAD PARKING SPACES AND ASSOCIATED ENGINEERING WORKS INCLUDING DROPPED KERBS
LOCATION OF APPEAL	38 BRYNLLYWARCH MAESTEG
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	DELEGATED OFFICER

The application was refused for the following reasons:

1. The proposed development, by reason of its design, layout, form and scale, represents an incongruous and unsympathetic form of development which is out of keeping with, and harmful to, the established character and appearance of the prevailing built up residential area and streetscene contrary to Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy 12 (Feb. 2024).
2. The proposed development, by reason its design, form and siting, will result in the loss of on-street parking availability to the detriment of highway safety, contrary to Policies SP5 and PLA11 of the Bridgend Replacement Local Development Plan, Note 9 of Supplementary Planning Guidance Note 02: Householder Development and advice contained within Supplementary Planning Guidance Note 17: Parking Standards.
3. The proposed development, by reason if its design, form and siting, is adjacent to a narrow road that is not suitable for reversing manoeuvres from what will become the principal means of vehicular access for the host property, contrary to Policies SP5 and PLA11 of the Bridgend Replacement Local Development Plan, Note 9 of Supplementary Planning Guidance Note 02: Householder Development and advice contained within Supplementary Planning Guidance Note 17: Parking Standards.
4. The proposal fails to demonstrate a sufficient biodiversity net gain as part of the scheme, contrary to Policies DNP6 and DNP8 of the Bridgend County Borough Replacement Local Development Plan (2018-2033) and advice contained within Planning Policy Wales 12 (Feb. 2024).

APPEAL NO.	2062
ENF NO.	ENF/42/25/ACK
APPELLANT	MR K TODD
SUBJECT OF APPEAL	ALLEGED UNAUTHORISED CHANGE OF USE OF LAND FOR GARDEN PURPOSES
LOCATION OF APPEAL	LAND ADJ 32 PEN LLWYN BROADLANDS BRIDGEND
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	ENFORCEMENT NOTICE

APPEAL NO.	2064
ENF NO.	ENF/16/24/ANC
APPELLANT	M SMART

SUBJECT OF APPEAL	ALLEGED NON-COMPLIANCE WITH CONDITIONS OF PLANNING PERMISSION P/22/337/FUL & /P/22/335/FUL IN REGARD TO GROUND LEVELS, POSITION OF BUILDING AND BOUNDARY WALLS.
LOCATION OF APPEAL	26 PANT GLAS PENCOED
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	ENFORCEMENT NOTICE

APPEAL NO.	2065
ENF NO.	ENF/16/24/ANC
APPELLANT	M SMART
SUBJECT OF APPEAL	ALLEGED NON-COMPLIANCE WITH CONDITIONS OF PLANNING PERMISSION P/22/337/FUL & /P/22/335/FUL IN REGARD TO GROUND LEVELS, POSITION OF BUILDING AND BOUNDARY WALLS.
LOCATION OF APPEAL	28 PANT GLAS PENCOED
PROCEDURE	WRITTEN REPRESENTATIONS
DECISION LEVEL	ENFORCEMENT NOTICE

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

APPEAL NO.	2049
APPLICATION NO.	P/24/514/FUL
APPELLANT	MR A CARTER
SUBJECT OF APPEAL	CONVERSION OF DETACHED GARAGE FOR USE AS COMMERCIAL PHYSIOTHERAPY CLINIC/GYM
LOCATION OF APPEAL	2 BRYNTIRION COTTAGES BRIDGEND
PROCEDURE	WRITTEN REPRESENTATION
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 A**.

APPEAL NO.	2060
APPLICATION NO.	P/25/569/FUL
APPELLANT	MR M JAMES
SUBJECT OF APPEAL	PROPOSED EXTERNAL STAIRCASE TO SIDE ELEVATION WITH NEW DOORWAY AT FIRST FLOOR LEVEL AND BALCONY TO FRONT ELEVATION
LOCATION OF APPEAL	82A BEACH ROAD PORTHCAWL
PROCEDURE	WRITTEN REPRESENTATION
DECISION LEVEL	DELEGATED OFFICER

DECISION

THE INSPECTOR APPOINTED BY THE WELSH
MINISTERS TO DETERMINE THIS APPEAL DIRECTED
THAT THE APPEAL BE DISMISSED.

The Appeal decision is attached as **APPENDIX B**.

APPEAL NO.	2067
APPLICATION NO.	P/25/767/FUL
APPELLANT	VJ THOMAS & SON
SUBJECT OF APPEAL	ERECT A CAR PORT THAT IS FINISHED IN WHITE POWDER COATED ALUMINIUM
LOCATION OF APPEAL	23 MARLPIT LANE PORTHCAWL
PROCEDURE	HOUSEHOLDER
DECISION LEVEL	DELEGATED OFFICER
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 G Hall BSc (Hons) DipTP MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 29/07/2026

Appeal reference: CAS-04778-Z2R2D0

Site address: 2 Bryntirion Cottages, Bryntirion Hill, Bridgend, CF31 4DZ

- 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 Anthony Carter against the decision of Bridgend County Borough Council.
- The application Ref P/24/514/FUL, dated 20 August 2024, was refused by notice dated 16 July 2025.
- The development is Proposed Conversion of Detached Garage for use as Physiotherapy Clinic/Gym.
- A site visit was made on 21 May 2026.

Decision

1. The appeal is dismissed.

Procedural Matters

2. The Council's decision notice and the appeal form describe the proposal as a "commercial" physiotherapy clinic/gym, whereas the planning application form does not. As the proposal is clearly for a physiotherapy clinic/gym to be used by clients attending for treatment and exercise, and the addition of the word "commercial" does not change the substance of the development proposed, I have used the description from the planning application form.
3. The Council's decision notice refers to LDP Policy DNP7 'Trees, Hedgerows and Development'. The Officer Report concludes that the proposal would be compliant with LDP Policy DNP7, and I do not consider that this policy is particularly relevant.

Main Issues

4. The main issues are:
 - whether the location of the proposed development is appropriate having regard to national and local planning policy concerning the location of development and the role of town centres;
 - the effect of the proposed development on the living conditions of neighbouring occupiers, with particular regard to noise and disturbance; and
 - the effect of the proposed development on highway and pedestrian safety.

Reasons

Location

5. The appeal site lies within a predominantly residential area and is accessed via a private drive serving a small number of dwellings. It is not located within a town, district or local centre, nor within any established commercial area.
6. Policy SP12 of the Bridgend Replacement Local Development Plan (LDP), together with Policy 6 of Future Wales (FW) and the advice in Planning Policy Wales (PPW), promotes a town centre first approach to the location of retail, commercial and other appropriate uses. The objective of that approach is to maintain or enhance the vibrancy, vitality and attractiveness of centres by directing such uses to the most accessible and sustainable locations. The supporting text to LDP Policy SP12 refers to a sequential test in relation to out-of-centre retail development; FW Policy 6 refers to the sequential test in relation to a wider range of significant new uses and encourages planning authorities to take a similar approach for smaller developments; and PPW explains that the sequential approach is not limited to retail development and can apply to other uses where appropriate, and that by adopting a sequential approach first preference should be to locate new development within a retail and commercial centre defined in the development plan hierarchy of centres.
7. The appellant contends that the proposed development is of an appropriate scale and nature for a residential setting and does not constitute the type of retail, health or commercial development to which the sequential approach is intended to apply. They have nevertheless provided evidence of having considered a number of alternative premises within Bridgend Town Centre and the Triangle Shopping Centre. Four potential premises were identified, and the appellant explains that, having regard to wider work commitments, business turnover and the likely rental costs of commercial units, operating from separate premises would not be financially viable.
8. I have no reason to doubt the appellant's assessment of their personal circumstances and the financial implications of operating from separate premises. However, that evidence is primarily directed towards the appellant's preferred business model and commercial viability, rather than demonstrating that the proposed use could not reasonably be accommodated in a more appropriate location. In particular, the evidence does not establish that the identified premises were unsuitable in planning or operational terms, unavailable, or otherwise unreasonable alternatives for accommodating the proposed physiotherapy clinic/gym.
9. Whilst PPW recognises that some healthcare uses may have specific accessibility requirements that justify a more flexible approach to location, the evidence before me does not demonstrate that this proposal has any such requirement or that its location is necessary to ensure access for the clients it would serve. The proposed physiotherapy clinic/gym would operate as a private business, albeit one undertaken by the occupiers of the host dwelling. I acknowledge the benefits to the appellant of operating from the appeal property; however, those matters relate primarily to the appellant's preferred working arrangements and business model rather than an inherent need for this type of use to be located within a residential setting. They do not alter the nature of the proposed use or overcome the locational considerations arising from introducing a destination use outside an established centre. Accordingly, I am not satisfied that there is a specific locational justification which would warrant the proposed out-of-centre location.
10. I acknowledge the appeal site is accessible on foot and by cycle for some local residents and benefits from nearby active travel routes. However, the appeal site remains within a suburban residential estate, accessed via a private drive and not integrated with an

established centre. Whilst some clients may travel sustainably and/or live locally, that does not make the appeal site comparable, in accessibility or locational terms, with a town, district or local centre, where such uses would generally be more accessible by a range of transport modes and better integrated with other services, facilities and complementary town centre uses.

11. The appellant presently lives in Laleston, where, following a previous grant of planning permission, part of their dwelling is used as a physiotherapy treatment room. They contend that the appeal proposal is comparable to that development and that the Council has therefore been inconsistent in determining applications of this type. However, I am not persuaded that the earlier permission provides a direct parallel with the appeal proposal. That case involved the use of part of an existing dwelling for a treatment room, whereas the present proposal involves the conversion of a detached outbuilding to create a dedicated physiotherapy clinic/gym, with associated client visits. Moreover, each proposal must be determined on its own merits and against the relevant policy framework. The earlier decision does not demonstrate that the appeal site is an appropriate location for the proposed use, nor does it outweigh the conflict I have identified with the town centre first approach.
12. The appellant has also drawn my attention to businesses located on the Broadlands estate, including those offering beauty treatment, sports massage and gym facilities. Whilst I observed one such business during my site visit, I have limited evidence regarding the planning circumstances in which all those other uses were established or authorised. Their existence does not justify the appeal proposal, which must be assessed on its own merits against the relevant policy framework.
13. For these reasons, I conclude that the proposal has not demonstrated sufficient justification for locating the physiotherapy clinic/gym outside an established centre. The evidence before me does not demonstrate that there is a specific locational justification which outweighs the objectives of the town centre first approach. Consequently, the proposal would conflict with LDP Policy SP12, FW Policy 6 and the relevant guidance in PPW.

Living conditions

14. The proposal would introduce an appointment-based physiotherapy clinic/gym into a detached outbuilding within a predominantly residential setting. Although the use would be operated by the occupiers of the host dwelling, it would involve members of the public travelling to and from the site for treatment. That activity would be materially different in character from the ordinary domestic use of an ancillary garage.
15. The appeal site is served by a private drive shared with a small number of neighbouring dwellings. In that context, the regular arrival and departure of clients would be noticeable to neighbouring occupiers, particularly because those visits would arise from the operation of the clinic rather than the normal residential occupation of the dwelling. The proposal would therefore introduce a regular and commercial pattern of activity into an otherwise quiet residential environment, resulting in increased disturbance that would be harmful to the living conditions of neighbouring occupiers.
16. The fact that the business would be operated by residents of the dwelling would not alter the external effects of the proposed use. Nor would staggered appointments prevent the creation of a regular pattern of customer visits, vehicle movements and pedestrian activity associated with a physiotherapy clinic/gym. I recognise that residential properties commonly receive visits from family, friends, deliveries, tradespeople and other service providers. However, those visits are incidental to the residential occupation of the dwelling and are generally variable in frequency, duration and timing. By contrast, the appeal

proposal would establish a planned and repeated pattern of client visits connected with an ongoing clinic use. In my view, that distinction is important when assessing the effect on neighbouring living conditions.

17. I have taken into account that the Environmental Health Officer did not object on noise grounds. However, that response is not determinative of the broader planning judgement before me. My concern is not limited to noise from within the building but to the cumulative effect of customer arrivals and departures, vehicle movements, doors opening and closing, headlights and associated activity on the shared private drive, which would harmfully impact upon the living conditions of neighbouring occupiers.
18. I have considered whether conditions including those controlling opening hours, staffing levels or appointment-only visits would overcome this harm. Such conditions could reduce the extent of activity, but they would not alter the essential nature of the use or its relationship with neighbouring dwellings because they would not prevent the regular arrival and departure of clients associated with the operation of the clinic. The proposal would still introduce regular customer activity into a shared residential environment where such activity would give rise to unacceptable disturbance to neighbouring occupiers.
19. For these reasons, I find that the proposal would result in unacceptable harm to the living conditions of neighbouring occupiers through the regular pattern of customer visits, associated vehicle movements and general activity generated by the clinic. It would therefore conflict with LDP Policy SP3, which seeks to ensure that development does not adversely affect the amenity of neighbouring occupiers.

Highway and pedestrian safety

20. Old Mansion Close forms part of a modern planned residential estate, comprising a conventional estate road with footways on both sides of the carriageway and standard highway junctions. In contrast, the appeal site is accessed via a private drive from Old Mansion Close, which is narrower, functions as a shared surface and lacks dedicated pedestrian footways. The drive is intended to serve the low-speed traffic associated with the small number of dwellings it accesses. Visibility at its junction with Old Mansion Close is restricted, particularly to the left when emerging, due to the boundary hedge. The entrance to the private drive is also relatively inconspicuous when travelling along Old Mansion Close, particularly for first-time visitors.
21. The appellant contends that the additional vehicle movements arising from the proposal would be limited. According to the appellant, even on the busiest day and assuming all clients travel by car, the proposal would generate no more than ten vehicle movements, with appointments staggered throughout the day. They also say that there have been no recorded accidents associated with the access over a prolonged period and argue that the hedge reflects an existing characteristic of the access rather than a constraint arising from the proposal.
22. As I observed during my site visit, the private drive is narrow and functions as a shared surface used by both pedestrians and vehicles. I have also taken account of the representations from local residents that the private drive is used for walking, exercise and wider well-being purposes. This reinforces my view that pedestrians may reasonably be present on the shared surface and should be considered when assessing the potential for conflict with additional vehicle movements.
23. The private drive's limited width means that opposing vehicles could meet on the drive, requiring one vehicle to reverse or manoeuvre within a constrained area where there is limited space to do so safely. That risk would be heightened by the additional vehicle movements generated by regular client visits, particularly as many drivers would be

unfamiliar with the layout and operation of the access. In those circumstances, additional vehicle movements and manoeuvring within this tight shared space would increase the potential for conflict not only between vehicles, but also between vehicles and pedestrians using the drive.

24. The existing visibility constraint at the junction is not overcome by the fact that the hedge is longstanding, or by the absence of evidence of recorded collisions. Those matters may describe the historic operation of the access, but they do not demonstrate that it would be suitable for the regular additional client traffic associated with the proposed use. Collision records are only one indicator of highway safety, and the absence of recorded accidents does not establish that an intensified use would not increase risk. On the evidence before me, I am not satisfied that the existing visibility at the junction is adequate to safely accommodate the additional client traffic associated with the proposed use.
25. I have considered whether planning conditions including those restricting visits to appointment only, staffing levels or hours of operation would overcome these concerns. However, such conditions would not alter the physical characteristics of the private drive or improve the restricted visibility at its junction with Old Mansion Close. Whilst they could reduce the frequency of vehicle movements, they would not remove the need for regular client traffic to use the constrained shared access, nor ensure that the level of activity would remain at that envisaged over the lifetime of the development.
26. The parties also disagree on the adequacy of the proposed parking and turning arrangements within the appeal site. I have considered those matters. However, even if I were to conclude that the parking and turning arrangements were satisfactory, this would not overcome my findings regarding the constrained shared access and restricted visibility at its junction with Old Mansion Close. Those deficiencies would remain and continue to give rise to unacceptable highway and pedestrian safety concerns. The adequacy of the parking and turning arrangements is therefore not determinative of the appeal.
27. Taking these matters together, I conclude that the proposal would give rise to an unacceptable risk to highway and pedestrian safety, and would conflict with LDP Policy SP3, which seeks to promote connections within and outside of sites to ensure efficient and equitable access for all.

Other Matters and Conclusion

28. The appellant suggests that the proposed use would remain ancillary to the residential use of the property and as such would not amount to a material change of use requiring planning permission. The question of whether the proposed development requires planning permission is not before me, and as such I make no determination on that point. My role is to determine the appeal made against the Council's refusal of planning permission, and I have assessed the proposal accordingly.
29. I have noted the representations submitted both in support of and objecting to the proposal and have considered all the matters raised. I have taken into account the health and well-being benefits that the proposed development could provide, including the testimonials submitted in support of the appellant, among them an email from a GP. I have also had regard to the evidence that the physiotherapy and associated services proposed could provide treatment for patients who might otherwise experience difficulty accessing care through the NHS. These are material considerations to which I attach moderate weight. However, they do not outweigh the conflict with the development plan, nor do they overcome the harm I have identified.
30. For the above reasons and having regard to all matters raised, I conclude that the appeal should be dismissed.

31. 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.

G Hall

INSPECTOR



Appeal Decision

by Melissa Hall

an Inspector appointed by the Welsh Ministers

Decision date: 10/08/2026

Appeal reference: CAS-04898-J4R9G7

Site address: 82A Beach Road, Newton, Porthcawl, CF36 5NE

- 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 Mark James against the decision of Bridgend County Borough Council.
- The application Ref P/25/569/FUL, dated 19 September 2025, was refused by notice dated 12 February 2026.
- The development proposed is an external staircase to side elevation with new doorway at first floor level and balcony to front elevation.
- A site visit was made on 21 July 2026 by Mr T. Braithwaite.

Decision

1. The appeal is dismissed.

Procedural Matters

2. The site visit was undertaken by an Appeal Planning Officer whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.
3. The description of development given on the original application form differs from the one on the Council's decision notice and appeal form. I have taken the description of development from the decision notice and appeal form, as it is more accurate and concise.
4. I have identified inconsistencies between the existing elevations, proposed elevations, and what is present on site at the time of my visit. These relate to omission of an existing dormer window in the southern hip of the roof of the existing dwelling and the inclusion of an external staircase leading from the front balcony. As the dormer is an existing feature on the dwelling and is not determinative to this appeal, this inconsistency has no bearing on my recommendation. I will deal with the inconsistencies in the drawings denoting the front balcony later in my report.

Main Issue

5. The main issue is the impact of the proposal on the character and appearance of the area.

Reasons

6. Beach Road is a residential street which fronts Newton beach, separated by the highway. Properties are set back from the street with generous front gardens and driveways. Boundaries are denoted by a mix of low boundary walls of red brick or render, with some fencing atop, along with intermittent vehicle access gates.
7. In the context of the above, and notwithstanding the coastal location, the area has a residential character through the dwellings' typical domestic appearance, with a variety of householder extensions such as porches and roof additions. Many properties in the street also have first floor front balconies / verandas of varying scales, styles and external finishes.
8. The appeal property is semi-detached located centrally along Beach Road. As I understand from the Council, it has been lawfully converted into two flats, with permission to be used as short-term holiday accommodation. The property is typical in its form and proportions as part of a traditional semi-detached pair. Accordingly, in my view it still reads as a single dwelling and contributes to the street's strong residential character.
9. The proposal comprises two main elements: a first-floor front balcony spanning the full width of the principal elevation finished in steel framing, a decked surface and glass balustrade, together with a powder coated external metal staircase to the side elevation with associated new door opening at first floor level. The submitted information confirms that the staircase would provide a separate means of access to the first floor flat and, by doing so, remove the need for the existing shared access arrangement from the ground floor.
10. On my site visit I saw there was an absence of external staircases on properties on Beach Road, and so the proposal would introduce a new feature in the streetscene. Although the properties are set back from the street, the low boundary treatments fronting the road result in the side elevation of the appeal property being visible from the street and wider public realm on Newton beach. Whilst I acknowledge that the staircase would be set back from the principal elevation, thus reducing its visual prominence, it would represent a utilitarian addition to the residential appearance of the property. This is not a feature found elsewhere in the street and, to my mind, is different in its visual impact upon the property to that of existing front balconies. It would therefore represent an unsympathetic addition to the otherwise largely traditional appearance of the property.
11. The presence of the staircase would also necessitate a new doorway opening at first floor level to achieve separate access to the first floor flat. I observed other properties in the immediate vicinity had doorways on their front elevations onto balconies, however none were evident on side elevations. The fenestration on the appeal dwelling's side elevation is irregularly spaced and sized, with a shared access doorway at ground floor only. The same is true for its neighbour to the south. In this visual context, the addition of a doorway at first floor level would appear at odds with the style and arrangement of fenestration. When considered together, the staircase and doorway would collectively give rise to development that discords with the prevailing residential character of the dwellings on Beach Road.
12. I note the Council's contention that the staircase would be an arbitrary addition given that the shared access arrangement for the flats currently operates sufficiently. Whilst I have no information before me from the appellant to suggest the existing arrangement functions inadequately at present, the question here is not if an element of the development proposal is necessary, but whether it would be visually acceptable. This matter has been addressed above.

13. For these reasons, I find the external staircase and doorway would be harmful to the character and appearance of the dwelling and area, contrary to policy SP3 of the adopted Bridgend County Borough Local Development Plan 2018-2033 and SPG 02 'Householder Development' Supplementary Planning Guidance, which seek to ensure new development enhances local distinctiveness and conforms to high standards of design.

Other matters

14. The proposal also seeks the erection of a first-floor balcony across the front elevation. This element of the proposal is not cited in the Council's reason for refusal, and I therefore conclude that it found the balcony to be acceptable in its consideration of the application. I have no reason to come to a different conclusion.
15. I have considered recommending that a split decision be issued, which dismisses the appeal insofar as it relates to the external staircase but allows the appeal in relation to the front balcony. In principle, I consider that these elements of the scheme are clearly severable.
16. Notwithstanding this, there is inconsistency between the proposed floorplans and elevations insofar as an external staircase is shown forward of the balcony on proposed floor plans drawing no.003 Rev P1 and the proposed front elevation on drawing no.004 Rev P2, but omitted from the proposed left side elevation on this same plan. The description of development also only makes reference to one external staircase to the side elevation, with no mention of the front staircase. As such, I cannot be certain that this element is indeed included in the appeal scheme. The absence of any annotations on the proposed plans detailing its external finishes adds to my uncertainty.
17. With this in mind, I do not have sufficient detailed information or accurate drawings before me to make an informed assessment of this element. I am also not satisfied that, in the event of my recommending a split decision, this element is severable from the front balcony were I to find against it. To this end, I do not feel a split decision is appropriate, and I have not therefore taken this matter any further.

Conclusion and Recommendation

18. For the reasons given above and having regard to all other matters raised, I recommend that the appeal is dismissed.

T Braithwaite

Appeal Planning Officer

Inspector's Decision

19. I have considered all the submitted evidence and the Appeal Planning Officer's report, I agree with the reasoning and conclusions contained therein and on that basis the appeal is dismissed in the terms recommended above.
20. 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. This decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of making our cities, towns and villages even better places in which to live and work.

Melissa Hall

Inspector



Appeal Decision

by Paul Selby BEng (Hons) MSc MRTPI

an Inspector appointed by the Welsh Ministers

Decision date: 29/07/2026

Appeal reference: CAS-04998-L0D3K9

Site address: 23 Marlpit Lane, Nottage, Porthcawl CF36 5EG

- 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 Glyn Richards (VJ Thomas and Son) against the decision of Bridgend County Borough Council.
 - The application Ref P/25/767/FUL, dated 18 December 2025, was refused by notice dated 18 May 2026.
 - The development proposed is a car port that is finished in white powder coated aluminium.
 - A site visit was made on 13 July 2026 by Georgia Peters.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The site visit was undertaken by an Appeal Planning Officer whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.
3. The submitted appeal documentation includes a reference to an amended scheme; however, for the purposes of this appeal, the proposed development has been assessed based on the plans and details as originally submitted and determined by the local planning authority.

Main Issue

4. The main issue is the effect of the proposed development on the character and appearance of the surrounding area.

Reasons

5. The appeal site is a gabled dormer bungalow with a small hardstanding front garden and a driveway in front of a detached garage. The property is central to a row of dwellings but marks the start of a run of several bungalows of similar architectural design and materials, visually separated from one another by modest side driveways, passages and subordinate structures. Whilst there is some variation in external finishes and boundary treatments, the area remains unified by its common design features and cohesive materials which make a positive contribution to the area's character and appearance.
6. The proposed car port would be located at the south-eastern elevation of the bungalow, covering the existing driveway in front of the detached garage. Whilst set moderately

back from the front elevation of the dwelling, the height of the proposed structure would exceed the eaves of the host property and would be visible in its entirety from public view. Although the structure would be lower in height than nearby properties, the car port would appear disproportionate in scale to the host property and cramped within the plot, creating discordance in the street scene.

7. Furthermore, the proposed materials would not be consistent with the host property or surrounding properties. Combined with its open-sided design and large arched roof, the car port would present an overtly modern and utilitarian appearance that would jar with the style and materials of the existing dwelling. Therefore, due to its scale, materials and design, the proposed car port would appear visually intrusive and would detract from the character of the host property and wider street scene. Irrespective of the likely modest number of vehicles and pedestrians using the road, and the absence of dwellings opposite the site, the visual harm would nevertheless persist and be experienced by existing and future residents of the surrounding area, as well as by passing road users and pedestrians.
8. For the reasons given above, I conclude that the development subject to this appeal would be harmful to the character and appearance of the surrounding area. It is therefore contrary to policy SP3 of the Bridgend Replacement Local Development Plan (2024).

Conclusion and Recommendation

9. For the reasons given above and having regard to all other matters raised, I recommend that the appeal is dismissed.

Georgia Peters

Appeal Planning Officer

Inspector's Decision

10. I have considered all the submitted evidence and the Appeal Planning Officer's report. I agree with the reasoning and conclusions contained therein and on that basis the appeal is dismissed in the terms recommended above.
11. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. This decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of making our cities, towns and villages even better places in which to live and work.

Paul Selby

Inspector

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Meeting of:	DEVELOPMENT CONTROL COMMITTEE
Date of Meeting:	03 SEPTEMBER 2026
Report Title:	ANNUAL MONITORING REPORT
Report Owner: Responsible Chief Officer / Cabinet Member	CORPORATE DIRECTOR - COMMUNITIES
Responsible Officer:	JACK DANGERFIELD PRINCIPAL STRATEGIC PLANNING POLICY OFFICER
Policy Framework and Procedure Rules:	There is no effect upon the Policy Framework and Procedure Rules.
Executive Summary:	The purpose of this report is to present the findings of the Replacement Local Development Plan Annual Monitoring Report 2026 to the Development Control Committee prior to its submission to Welsh Government by 31 October 2026. Completion of the Annual Monitoring Report is a statutory requirement and provides an important mechanism for evaluating the implementation and effectiveness of the adopted Replacement Local Development Plan, the Council's statutory land-use planning document. It identifies if adopted policies are being achieved and determines whether any revisions to the Plan are necessary. The findings will subsequently inform any future review of the Plan.

1. Purpose of Report

- 1.1 The purpose of this report is to present the key findings of the Replacement Local Development Plan (RLDP or the Plan) Annual Monitoring Report (AMR) 2026 (**Appendix 1**), prior to the submission of the AMR to Welsh Government by 31 October 2026.

2. Background

- 2.1 Following the adoption of the RLDP in March 2024, the Local Planning Authority (LPA) must publish and submit to Welsh Government an AMR under Regulation 37 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended).
- 2.2 The purpose of the AMR is to assess the extent to which the RLDP's strategy, policies and key site allocations are being delivered. The results must also identify any challenges, opportunities and possible ways forward for revising policies and proposals at a future Plan review. In this respect, the LPA must undertake a mandatory full Plan review 4 years following its adoption to ensure that the RLDP remains up to date. This is due to take place in March 2028.
- 2.3 The AMR is structured around the RLDP's Monitoring Framework, which contains 36 indicators covering the key themes of the Plan. Each indicator is assessed against an associated target and trigger. The AMR records whether each target has been achieved and whether triggers for further action have been met. Alongside this analysis, the AMR provides commentary on wider contextual factors that may affect delivery, such as economic conditions, environmental pressures, legislative change, or policy shifts beyond the control of the LPA.
- 2.4 The AMR provides a comprehensive overview of how effectively the RLDP is being implemented across its policy areas, and highlights where further intervention, adjustment or review may be required.

3. Current situation / proposal

- 3.1 An AMR (**Appendix 1**) has now been prepared for 2025/26 following adoption of the RLDP in March 2024. The AMR provides a detailed assessment of progress against the 36 monitoring indicators, covering the key policy areas of the RLDP.
- 3.2 The RLDP is clearly in the early stages of implementation. While housing delivery to date has been below the adopted trajectory, this is not a significant concern. Existing commitments (sites already having been granted planning permission), strategic allocations and housing allocations are progressing and are expected to deliver substantial completions in the coming years. This will help resolve the initial lag in housing delivery. Key findings from the AMR are summarised below for ease of reference:
 - **Housing Delivery** – dwelling completion rates were below the Anticipated Annual Build Rate (AABR) in 2025/26 (130 completions compared to the forecasted 505 dwelling AABR).

- **Cumulative Completions Over the Plan Period (2018-2033)** – By 31 March 2026, cumulative completions were projected to be at 2,949. At the end of 2025/26, actual cumulative completions were 2,387, a shortfall of 19.1%.
- **Strategic Sites** - Progress continues across all strategic sites identified in the RLDP, with planning applications submitted for two sites last year, one this year and the others progressing in advance of submitting applications. Good progress is also being made across several non-strategic housing allocations, with the Development Control Committee recently resolving to grant planning permission for three sites, while other sites are currently undertaking pre-application work.
- **Climate Change, Flood Risk and Energy** – All indicators associated with climate change, managing flood risk and energy show strong policy compliance. The RLDP has been framed with resilience at its core and climate adaptation is embedded throughout the strategy.
- **Gypsy and Traveller Accommodation** – All ‘need’ identified in the approved Gypsy and Traveller Accommodation Assessment has been met in full by granting planning consent for 7 pitches across three private sites. The RLDP also contains a robust policy framework to assess any newly arising need and associated planning applications over the RLDP period.
- **Employment and Economic Development** - Employment land take-up (over 5ha in the past three years), and job creation show steady progress and have contributed to the wider growth and spatial strategy. Take-up is expected to increase in future years as allocations come forward, the local labour force enlarges and businesses expand and/or are attracted to the area in response. Delivery of new employment opportunities remains an important part of the RLDP’s balanced growth strategy.
- **Retail and Town Centres** - The health of town centres remains relatively resilient, with vacancy rates at varying levels in each of the four main towns: Bridgend (17.5% vacancies), Porthcawl (8.5% vacancies), Maesteg (18.7% vacancies) and Pencoed (13% vacancies). When compared to the target of 15%, there is need for improvement in Bridgend and Maesteg, in particular. However, once the strategic and non-strategic sites allocated in the RLDP begin to come forward and new housing is delivered, it is anticipated that socio-economic activity will increase across the county borough’s town centres. The recent adoption (24 September 2025) of the Retail and Commercial Development Supplementary Planning Guidance (SPG) is also expected to provide further clarity on the application of the retail and commercial policies contained within the RLDP.

3.3 The AMR also identifies a number of contextual changes influencing Plan delivery that lie outside the direct control of the LPA. These include the Planning (Wales) Bill Act 2026, the planned introduction of the Strategic Development Plan (SDP) for

South-East Wales, the recent update to Technical Advice Note (TAN) 15: Development and Flood Risk and TAN 24: The Historic Environment and targeted updates to Planning Policy Wales (PPW), the pace of economic growth, the climate and nature emergencies.

- 3.4 Since the adoption of the RLDP, four Supplementary Planning Guidance (SPG) documents (covering Affordable Housing, Retail, Recreation and Houses in Multiple Occupation) have been adopted, which provide further clarity, and interpretation of the policies contained in the RLDP. An additional suite of six SPGs covering Educational Facilities and Residential Development, Planning Obligations, Green Infrastructure, Biodiversity, Parking Standards and Employment are due to be produced and adopted within 2026/27.

4. Equality implications (including Socio-economic Duty and Welsh Language)

A full Equality Impact Assessment (EIA) was undertaken during the production of the RLDP. The AMR is directly linked to the monitoring of the successful implementation of that Assessment. The EIA identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. I.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 As the Annual Monitoring Report is directly linked to the RLDP and key to ensuring its implementation, the AMR aligns with the delivery of Local Well-being Objective One '*A prosperous place with thriving communities*'.
- 5.2 The AMR 2026 will also contribute to the following goals within the Well-being of Future Generations (Wales) Act 2015:
- *A prosperous Wales* – The AMR monitors the effectiveness of the RLDP in delivering sustainable economic growth, including progress on housing delivery, strategic employment sites, retail and town centre vitality, and the promotion of tourism and leisure opportunities, supporting a more prosperous economy.
 - *A resilient Wales* – Through indicators on climate change, flood risk, renewable energy, countryside and landscape, the AMR assesses how well the RLDP is achieving its objectives for environmental resilience and the sustainable management of natural resources.
 - *A more equal Wales* – The AMR evaluates the extent to which the RLDP is meeting diverse housing needs, including provision for affordable housing, Gypsy and Traveller accommodation, and whether policies are ensuring fair access to community facilities, contributing to greater equality.

- *A healthier Wales* – By monitoring the implementation of RLDP policies on open space, recreation, active travel and community facilities, the AMR highlights the Plan's effectiveness in supporting healthier lifestyles and improving community well-being.
- *A Wales of cohesive communities* – The AMR assesses the RLDP's impact on housing distribution, safeguarding of community facilities, and the strength of town and local centres, demonstrating how the Plan supports the development of cohesive, safe and well-connected communities.

6. Climate Change and Nature Implications

- 6.1 The AMR has direct relevance to climate change and nature, as it assesses the effectiveness of the RLDP in delivering its wide-ranging policies in these areas. The RLDP includes policies in these areas. The RLDP includes policies designed to support decarbonisation and renewable energy generation, promote active travel and sustainable waste management, and protect natural resources and public health. It also contains a comprehensive framework for safeguarding and enhancing the natural environment, including policies on green infrastructure, biodiversity and ecological networks, habitats and species, local and regional conservation sites, special landscape areas and the sustainable management of development in the countryside. By monitoring the performance of these policies, the AMR provides an essential mechanism for ensuring that the RLDP is achieving its objectives in addressing climate change, protecting nature, and supporting communities to adapt to current and future environmental challenges. Without the AMR, it would not be possible to evaluate the extent to which the RLDP is delivering these critical outcomes.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no Safeguarding and Corporate Parent implications from this report.

8. Financial Implications

- 8.1 There are no financial implications arising from this report.

9. Recommendation

- 9.1 It is recommended that the Committee:
- (a) Note the contents of this report together with the RLDP AMR 2026 for submission to Welsh Government (**Appendix 1**).

Background documents

None

Bridgend County Borough Local Development Plan 2018-2033

Annual Monitoring Report October 2026



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1.0 Executive Summary

- 1.1 The Annual Monitoring Report (AMR) reviews progress in implementing the Replacement Local Development Plan (RLDP or “the Plan”) during the period **1 April 2025 – 31 March 2026**. It considers housing delivery, strategic site progress, economic development, environmental outcomes and the overall effectiveness of the Plan in shaping sustainable growth.

Housing Delivery and Distribution

- 1.2 Housing completions were below the annual requirement of 505 dwellings and remain behind the adopted trajectory currently. Affordable housing delivery has primarily stemmed from the existing landbank thus far, though future completions are expected to align more closely with recently adopted affordable housing policies as allocations progress.

Strategic Sites

- 1.3 There has been progress across all strategic sites identified in the RLDP, with applications already submitted for three strategic sites and the others progressing through pre-application stages. These sites remain central to achieving the growth strategy, and their build-out will be critical to delivering the housing trajectory.

Climate Change, Flood Risk and Energy

- 1.4 The monitoring year shows strong policy compliance in respect of climate resilience and sustainable development. No inappropriate development was permitted in areas at risk of flooding, and all major planning applications submitted after adoption of the RLDP were supported by energy masterplans.

Gypsy and Traveller Accommodation

- 1.5 The identified need set out in the Gypsy and Traveller Accommodation Assessment (GTAA) 2020 has been met in full for the Plan period. No unmet arising need was identified in the monitoring year.

Community Facilities

- 1.6 Community facilities have been successfully protected through the application of policy, with no losses recorded in areas of need.

Employment and Economic Development

- 1.7 Employment land take-up and job creation show steady progress. Take-up is expected to increase in future years as allocations come forward, the local labour force enlarges and businesses expand and/or are attracted to the area in response. Delivery of new employment opportunities remains an important part of the RLDP's balanced growth strategy.

Retail and Town Centres

- 1.8 The health of town centres remains relatively resilient, with vacancy rates at varying levels in each of the four main towns – Bridgend, Porthcawl, Maesteg and Pencoed. There is need for improvement in Bridgend and Maesteg, in particular, which is expected as the strategic allocations come forward for development, increasing footfall in these town centres. The RLDP retail strategy is being upheld, with no major out-of-centre developments permitted.

Minerals and Waste

- 1.9 Minerals reserves remain above the required 10-year supply, and waste management capacity is sufficient to meet the needs of the county borough.

Tourism, Leisure and Recreation

- 1.10 Tourism activity has remained stable, with no unjustifiable losses of leisure or recreation facilities.

Countryside, Landscape and Biodiversity

- 1.11 Strong protection has been maintained for the countryside, landscapes and biodiversity. No development was permitted contrary to relevant policies safeguarding valued habitats, species and landscape character.

Overall Conclusions

- 1.12 Recent updates to national planning policy, including revisions to Planning Policy Wales and associated Technical Advice Notes, have been considered

in the monitoring process. These changes do not undermine the RLDP strategy, which remains relevant and appropriate in enabling sustainable growth.

2.0 Key Findings of the Annual Monitoring Report

2.1 This section summarises the main findings of the monitoring process for the period **1 April 2025 – 31 March 2026**, organised by key topic areas. It provides the evidence base underpinning the conclusions set out in the Executive Summary.

2.2 The RLDP, adopted in March 2024, is in the early stages of implementation and is showing encouraging progress against its objectives. While housing delivery to date has been below the projected trajectory, this is not a significant concern. A number of strategic allocations are advancing well through the planning process and are expected to deliver substantial completions in the coming years, which will help to address the slower initial pace.

Housing Delivery and Distribution

2.3 The key findings associated with housing delivery and distribution include the following:

- **Spatial Strategy:** Housing completions during the monitoring period were somewhat inconsistent with the settlement hierarchy (Indicator 1), but this is due to completions stemming from existing commitments (approved under the previous LDP). This issue will rectify itself as new allocations start delivering.
- **Build rates:** A total of 130 dwellings were completed during the monitoring year, compared with the anticipated annual build rate (AABR) of 505 dwellings (Indicator 11). This represents a variance of -74.26% below the target.
- **Housing Trajectory:** Annual completions were below the AABR set out in the adopted Housing Trajectory (Indicator 12), and cumulative completions also remain behind the expected cumulative total (Indicator 13). The last

monitoring year indicated a trend of under-delivery, however this is expected to significantly improve as existing commitments and site allocations come forward for development (the latter are all either already progressing through the planning system or actively subject to pre-application work).

- **Affordable Housing:**

- o A total of 62 affordable dwellings were delivered through the planning system, which is below the RLDP's overarching target of 114 per annum (Indicator 14).
- o Tenure split was 62 Social rented and 0 Intermediate dwellings, which contributed towards the identified need in the most recent Local Housing Market Assessment (LHMA) (Indicator 15).
- o The affordable housing developments completed during the monitoring period all exceeded the adopted affordable housing thresholds and targets set out in policies COM3 (Indicator 16).

Strategic Sites

- 2.4 All strategic development sites (Policies PLA1-5) have not yet commenced development, however three applications have already been submitted and the remainder are progressing pre-application stage. Strategic site completions are expected to follow in due course.

Climate Change, Flood Risk and Energy

- 2.5 The key findings associated with climate change, flood risk and energy include the following:
- No applications were approved contrary to TAN 15 requirements within Flood Zones 2 or 3 (Indicators 8 and 9).
 - No applications were permitted contrary to sustainable placemaking (SP3) or sustainable transport and accessibility Policy SP5 (Indicators 2 and 10).
 - All major planning applications submitted post adoption of the RLDP were accompanied by an energy masterplan (Indicator 26).

- Waste management capacity continues to meet TAN 21 requirement (Indicator 30).

Gypsy and Traveller Accommodation

2.6 The key findings associated with gypsy and traveller accommodation include the following:

- The identified need set out in the GTAA 2020 has been met in full for the Plan period (Indicator 18).
- No unmet arising needs were recorded during the monitoring year, consistent with COM8 and Circular 005/2018 requirements (Indicator 19).

Community Facilities

2.7 The key findings associated with community facilities include the following:

- No permissions were granted contrary to Policy SP9 that would have resulted in the unacceptable loss of community facilities in areas of need (Indicator 20).

Employment and Economic Development

2.8 The key findings associated with employment and economic development include the following:

- Employment land take-up in the monitoring year was 0.41 hectares, in line with Policy SP11's requirements (Indicator 21).
- There are no current data sources available to evidence employment growth in the county borough, although Welsh Government data shows that the number of people of working age fell by 5.9% compared to the previous year (Indicator 22). However, it should be noted that these figures will include those residing in the county borough but who are employed elsewhere. Newly released datasets will be monitored in future AMRs.

Retail and Town Centres

2.9 The key findings associated with retail and town centres include the following:

- No major retail developments were permitted outside town and local centre boundaries (Indicator 23).

- Vacancy rates were significantly below the 15% threshold for Porthcawl Town Centre and slightly below for Pencoed Town Centre, but slightly above in Maesteg (18.7%) and Bridgend Town Centres (17.5%) (Indicator 24).
- Within primary shopping areas, over 60% of units remain in A1 use in Porthcawl Town Centre, which aligns with the 60% target. However, the percentage was lower in Maesteg (53.41%) and Bridgend (57.73%) Town Centres (Indicator 25).

Minerals and Waste

2.10 The key findings associated with minerals and waste include the following:

- Aggregate reserves remain well above the minimum 10-year supply requirement (Indicator 28).
- No permissions were granted for development within safeguarded minerals areas contrary to Policy ENT12 (Indicator 29).
- Waste management capacity remains sufficient to meet county borough requirements (Indicator 30).

Tourism, Leisure and Recreation

2.11 The key findings associated with tourism, leisure and recreation include the following:

- Visitor numbers to the county borough in 2025 equal 4.04 million, which would indicate a 5.2% increase on the previous year (2024) (Indicator 31).
- No permissions were granted contrary to ENT17 that would have resulted in the unjustified loss of tourism, leisure or recreation facilities (Indicator 32).

Countryside, Landscape and Biodiversity

2.12 The key findings associated with the countryside, landscape and biodiversity include the following:

- No land in the countryside was lost to development via departure applications to Policy DNP1 (Indicator 33).

- No permissions were granted contrary to Policy DNP4 that would have caused unacceptable harm to Special Landscape Areas (SLAs) (Indicator 34).
- No permissions were granted contrary to Policy DNP5, protecting SINCs (Sites of Importance for Nature Conservation), RIGS (Regionally Important Geodiversity Sites) and LNRs (Local Nature Reserves) (Indicator 35).
- No permissions were granted contrary to Policy DNP6, ensuring no harm to legally protected habitats or species (Indicator 36).

2.13 Overall, the Plan is performing well at this early stage, with evidence showing progress against key targets and a strong pipeline of development to support future delivery.

3.0 Introduction

3.1 On 13 March 2024, Bridgend County Borough Council adopted the RLDP 2018-2033 for Bridgend County Borough. Section 76 of the Planning and Compulsory Purchase Act 2004 (PCPA, as amended) requires Local Authorities to prepare an AMR. The AMR is required to be submitted to Welsh Government by 31 October each year, hence this AMR has now been prepared to fulfil this requirement.

3.2 Appendix 4 of the RLDP sets out the monitoring framework that will be used as a basis for reviewing the Plan. Monitoring and review is an ongoing function and is a vital aspect of evidence-based policy making. Welsh Government require that all LDPs include a monitoring framework and this framework has therefore been developed in accordance with the following requirements:

- PCPA 2004 (Section 61) states that a Local Planning Authority (LPA) must **keep under review** the matters which may be expected to affect the development of their area or the planning of its development;
- PCPA 2004 (Section 76) and LDP Regulation 37 states that an LPA must publish and submit to Welsh Government an AMR setting out how the objectives of the Plan are being achieved, or not (by 31 October each year);
- PCPA 2004 (Section 69(1)) and LDP Regulation 41(1) collectively state that an LPA **must review its LDP no longer than 4 years** from the date of adoption;
- LDP Regulation 41 states the LPA must approve by resolution a report of a review prepared in accordance with Section 69(1) and before it is submitted to the Welsh Ministers in accordance with Section 69(2). The **'Review Report'** (RR) should be submitted to Welsh Government within six months of triggering the review process; and
- Regulation 17 of the **SEA Regulations** require monitoring of certain plans to identify unforeseen adverse effects and enable appropriate remedial action to be taken.

- 3.3 The monitoring framework will allow for ongoing assessment of whether the underlying RLDP objectives remain valid or whether the prevailing economic, social, environmental or cultural circumstances have significantly altered since the preparation of the Plan. In essence, the monitoring framework will allow an assessment of the implementation of the RLDP strategy, policies and proposals. The monitoring will feed into this AMR and help inform a subsequent Plan review, which will take place within 4 years of the RLDP's adoption.
- 3.4 The AMR is fundamental to assessing the progress of the RLDP and can assist the LPA to:
- Identify where certain policies are not being successful in delivering their intended objective;
 - Identify gaps in the evidence base, perhaps through a change in the economy, which need to be addressed and reflected in the RLDP;
 - Identify areas of success; and
 - State the intended actions that the LPA will take in rectifying any issues to ensure the successful implementation of the policy or any revision that needs to take place.
- 3.5 The LPA has agreed a set of targets and indicators which act as a benchmark against which performance can be measured. Targets may relate to the achievement of certain levels of development and may be set annually or at an interim point within the Plan period. The target for the whole of the Plan is to achieve the implementation of the RLDP strategy.

4.0 Methodology / RLDP Monitoring Framework

Monitoring Indicators

- 4.1 The monitoring framework sets out a number of indicators which form the basis for assessing the Plan's performance. The framework focuses on key policies fundamental to delivering the Plan, such as housing delivery, affordable housing provision, employment land take-up and gypsy and traveller provision. The monitoring framework clearly sets out which Plan objectives, policies and proposals are relevant to each of the indicators. This will enable both the broad strategy of the Plan and its key policies, where necessary, to be monitored.

Targets

- 4.2 The indicators have a corresponding target and this is either a numerical target or a particular direction of travel. In all cases, the targets have been devised so as to be specific, measurable and realistic. The targets are generally presented as numerical (e.g. homes to be provided), spatial (e.g. % growth to particular settlement tiers) or contextual (e.g. demographic trends).

Trigger Points

- 4.3 The indicators and targets contain trigger points to indicate if the Plan is not achieving the desired outcome(s). If these triggers are 'activated', the AMR will consider the necessary action required as a result. There are a number of outcomes which could be actioned by the LPA and will depend on the extent to which the target appears not to have been met and the need to take action on a particular aspect of the Plan strategy, or a policy. Trigger points which are numerical will be measured over two consecutive years to establish trends. Contextual information will also be used in the AMR to evaluate if it is actually the Plan which is not achieving the targets or if there are external factors (such as the economy or changes in funding sources, etc.) which are outside of the planning system's control.

Monitoring Actions

- 4.4 If trigger points are 'activated' then it will be necessary to investigate the reasons why policies or proposals are not being implemented as intended

and/or the objectives not being met. The following options are available to the LPA in association with each of the indicators and their triggers. The AMR will assess the severity of the situation associated with each indicator and recommend an appropriate response. Likely, indicative initial actions are included within the monitoring framework for ease of reference.

Continue Monitoring
Development Plan policies are being implemented effectively.
Training Required
Development Plan policies are being implemented as intended and Officer or Member training is required.
Supplementary Planning Guidance (SPG) Required
Development Plan policies are not being implemented as intended and further guidance is required, potentially preparing additional SPG.
Further Investigation / Research Required
Development Plan policies are not being implemented as intended and further research and/or investigation is required.
Policy Review Required
Development Plan policies are not being implemented and are failing to deliver; a review of the specific policy may be required.
Plan Review
Development Plan policies are not being implemented, and the plan strategy is not being delivered triggering a formal review in advance of the statutory 4-year review.

5.0 Contextual Changes

- 5.1 The findings of the AMR monitoring framework are fundamental in determining how the implementation and delivery of the RLDP is progressing. However, it is equally important to understand how the implementation of the RLDP has been influenced by local, regional, national and international environmental, social and economic factors. By seeking to understand how different factors have affected the delivery of the RLDP, the LPA will gain a better understanding of what it can do to support the Plan's implementation. In focusing on those factors, it can influence and better support delivery of its objectives and shape any future strategy.
- 5.2 The following section looks specifically at the external factors that have had, or could have, an influence on the implementation of the Plan and thus on development in Bridgend County Borough. These include changes in:
- Policy and legislation;
 - External conditions; and
 - Local development context.

Policy and Legislation

- 5.3 Through the AMR, the LPA needs to consider whether changes to national planning policy have any implications for the RLDP. If the implications are significant, the LPA will need to determine how it addresses the issues.
- **Planning (Wales) Act 2026:**
 - o The Planning (Wales) Bill passed through the Senedd and received Royal Assent on 27 April 2026. The Planning (Wales) Act 2026 is now subject to enactment of new subordinate legislation in order to bring into force the relevant provisions of this Act in Wales. The Act is a technical consolidation of existing planning legislation – combining the Town and Country Planning Act 1990, Planning and Compulsory Purchase Act 2004, and the Planning (Wales) Act 2015 into a single bilingual statute with modernised structure and clearer language, reflecting Wales' unitary planning system. The legal

effects remain unchanged – this is not a reform of policy, but an effort to make planning law more accessible and easier to navigate.

- **Strategic Development Plan (SDP) for South-East Wales:**

- The Town and Country Planning (Strategic Development Plan) (Wales) Regulations (SI 2021/360) (2021 Regulations) were made on 18 March 2021 and came into force on 28 February 2022. The 2021 Regulations set out the procedure for the preparation of strategic development plans (SDPs). The policy intent is to introduce a more strategic approach to plan making at a scale greater than individual LDPs. From 30 June 2022, the South East Wales Corporate Joint Committee (SEWCJC) was given the responsibility for preparing Regional SDPs, Regional Transport Plans and for doing whatever is deemed necessary to enhance or promote the economic well-being of the area. Although Bridgend County Borough Council has recently adopted an RLDP, simultaneous collaborative working will be undertaken with neighbouring authorities and the SEWCJC to prepare an SDP. A joint evidence base will also be shared wherever possible to this end.

- **Technical Advice Note (TAN) 15: Development and Flood Risk:**

- On 31 March 2025, Welsh Government released the first update to TAN 15 since its initial publication in 2004. The update supplements the policies set out in PPW and Future Wales in relation to flooding and coastal erosion. It provides a framework within which the flood risks arising from rivers, the sea and surface water, and the risk of coastal erosion can be assessed. It also provides advice on the consequences of the risks and adapting to and living with flood risk. Furthermore, the updated policy provides Local Planning Authorities with more flexibility to make informed decisions that effectively consider unique local evidence and circumstances.

- **Technical Advice Note 24: The Historic Environment:**

- o On 25 March 2026, an update to TAN 24 was published on the Welsh Government's website. The Historic Environment (Wales) Act 2023 ('the Act') is the first consolidated legislation in the Welsh Government's initial five-year programme to improve the accessibility of Welsh law. The Act consolidated earlier legislation for the historic environment, notably the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. This consolidated Act now provides fully bilingual, orderly and accessible law for the effective protection and management of our unique historic environment. This helps to ensure that the historic environment continues to contribute to the well-being of Wales and its people. The Act and its subordinate legislation have been in force since 4 November 2024. TAN 24 has been factually updated to reflect the new legislation and ensure that the language used across the documents is consistent with the Act.
- **Targeted updates to Planning Policy Wales (PPW):**
 - o Recent updates to PPW strengthen the protection and enhancement of biodiversity in new development. Key changes include a requirement for all proposals to demonstrate a net benefit for biodiversity using a step-wise approach (avoid, minimise, mitigate, compensate), stronger safeguards for designated sites such as SSSIs, and the integration of green infrastructure, trees and woodlands into development design.
 - o The update to PPW (12th Edition) in 2024, elevated green infrastructure as a crucial component of sustainable, nature positive development. It mandates that all planning applications include a Green Infrastructure Statement demonstrating how biodiversity enhancement, net benefit and multi-functional nature-based solutions are integrated.

External Conditions

5.4 The external conditions that will affect the delivery of the RLDP's objectives include the following:

- **Economy:**

- o The latest OECD Economic Report (June 2026) projects that growth will weaken to 0.9% in 2026, as renewed inflationary pressures squeeze real incomes and exacerbate uncertainty, weighing on private consumption and investment. It will then pick up to 1.1% in 2027, helped by the normalisation of global energy prices and a gradual improvement in trade and financial conditions. Economic activity has picked up after a weak second half of 2025 and before the onset of the evolving conflict in the Middle East. Flash estimates indicate that GDP grew by 0.6% in the first quarter of 2026, driven by a strong rebound in the services sector. Momentum has been shifting since March, with consumer confidence dropping to its lowest level since late 2023. Bank Rate was held at 3.75% in April, with upward pressure on borrowing costs for households and the government. Labour demand continued to slow, especially in sectors most exposed to higher minimum wages. The unemployment rate, at 5.0% in the three months to March, is higher than a year earlier, even though the rise in labour supply has levelled off.

- **Climate change and nature emergencies:**

- o The climate change and nature emergencies remain significant contextual factors. The most recent UK Climate Change Risk Assessment highlights increased flooding, pressure on water resources, biodiversity loss, and risk to critical infrastructure and supply chains as key challenges facing Wales and the wider UK.
- o There is also the potential for evolving national policy and legislation on climate adaptation to impose stricter requirements, or in some cases restrictions, on development in sensitive locations.

- o The RLDP has, however, been framed with resilience at its core. Allocations were subject to testing against the Flood Map for Planning via a Strategic Flood Consequences Assessment. Climate adaptation is embedded throughout the strategy. Policies seek to secure sustainable placemaking, energy efficiency, biodiversity enhancement and green infrastructure, while aligning with the updated TAN 15 to safeguard against inappropriate development in high-risk flood zones.
- o While external risks associated with climate change are growing, the RLDP is considered robust in its approach to resilience and adaptation. The LPA will continue to monitor environmental evidence, supply chain trends and legislative changes to ensure that allocations remain deliverable, and that the strategy contributes to wider climate and nature objectives.

Local Development Context

5.5 The local development context is characterised by the following factors:

- **Local Development Plan status:**

- o The Bridgend County Borough RLDP was adopted in March 2024. It is therefore based upon a relatively recent evidence-base and is in a strong position to support the provision of the justified housing requirement over the Plan period.

- **Supplementary Planning Guidance (SPG)**

Four SPGs were adopted in 2025-26 as follows:

- o The [Affordable Housing](#) SPG was adopted by Bridgend County Borough Council on 25 June 2025. Its purpose is to support and provide further direction on the implementation of the affordable housing policies contained within the adopted RLDP. It outlines how affordable housing should be delivered through the planning system throughout Bridgend County Borough. This provides greater clarity for both planning applicants and officers and should therefore assist in the delivery of the RLDP.

- o The [Retail and Commercial Development](#) SPG was adopted on 24 September 2025. The purpose of this SPG is to support and provide further direction on the implementation of the retail and commercial development policies contained within the adopted RLDP. It provides guidance on retail and commercial development to protect the vitality, attractiveness, and viability of the designated retail centres in accordance with the approach outlined in national planning policy.
- o The [Outdoor Recreation Facilities](#) SPG was adopted on 14 January 2026. Its purpose is to support and provide further direction on the implementation of the policies for outdoor recreation facilities contained within the adopted RLDP. It outlines how such facilities should be delivered through the planning system throughout the county borough.
- o The [Houses in Multiple Occupation](#) SPG, adopted on 4 February 2026, provides planning applicants and officers with additional information on how to interpret and apply Policy COM7, the adopted RLDP policy on Houses in Multiple Occupation.

A suite of new SPG documents is also due to be prepared and progressed towards adoption in the coming year as follows:

- o The draft [Educational Facilities and Residential Development](#) SPG is currently at post-consultation stage. Once adopted, it will update the current SPG (adopted in 2021), provide detailed guidance on the council's approach to the provision of educational facilities and outline how the council will, where appropriate, seek planning obligations to provide or enhance the capacity of education and school facilities as part of new residential developments throughout the county borough of Bridgend. Adoption will be sought in September 2026.
- o A [Planning Obligations](#) SPG is scheduled for preparation to clarify how planning obligations will be secured 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). This SPG is due to be progressed towards adoption by late 2026.

- o A **Green Infrastructure** SPG is scheduled for preparation to detail how green infrastructure should be successfully incorporated 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, this SPG will also provide necessary advice required to assist in the production of these statements. This SPG is due to be progressed towards adoption by Winter 2026-27.
- o A **Biodiversity** SPG is scheduled for preparation to 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 any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for). This SPG is due to be progressed towards adoption by Winter 2026-27 alongside the Green Infrastructure SPG.
- o A **Parking Standards** SPG is scheduled for preparation to provide guidance on 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. This SPG is due to be progressed towards adoption by Winter 2026-27.
- o An **Employment** SPG is scheduled for preparation to 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 the criteria for determining applications for non-employment uses on such sites. This SPG is due to be progressed towards adoption by Spring 2027.

6.0 Analysis of Core Indicators

- 6.1 **Indicator 1** - The RLDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the settlement hierarchy, to ensure the majority of growth is directed towards areas that already benefit from good infrastructure, services and facilities, or where additional capacity can be provided. Development will be directed towards environs conducive to sustainable placemaking that facilitate a balance of environmentally friendly, economically vibrant, and socially inclusive characteristics, aiming to benefit current inhabitants and future generations alike. Sustainable placemaking is therefore an overarching concept that underpins the RLDP. SP2 defines a suite of Strategic Allocations where growth will be focused. The location and scale of these sites present opportunities for significant new development to take place over the Plan period to help meet the RLDP vision and objectives and ensure implementation of the Regeneration and Sustainable Growth Strategy. The combined development of these sites will result in the provision of comprehensive residential, employment and commercial development whilst providing new transportation, affordable housing, community, education and recreation facilities to serve the respective sites and existing communities.

Objective: All Strategic Objectives (Strategic Framework, Regeneration and Growth Strategy)

Policy Reference: SF1, SP1, SP2

Indicator	Target	Trigger
1: Spatial distribution of housing development.	Annual housing completions to be in line with the growth strategy and settlement hierarchy as set out in Table 7 (Chapter 5).	Variation of 10% from the expected distribution for at least two consecutive years.

Performance Outcome:

Previous year	AMR 2025-26
See table and analysis below	See table and analysis below

Analysis:

To support the creation of high-quality, sustainable places, Policies SF1, SP1 and SP2 set out a strategic growth framework based on a settlement hierarchy. This approach directs development to locations that are best placed to accommodate growth – prioritising the largest settlements with the greatest access to services, employment opportunities, and sustainable transport links. The policies are designed to ensure that new housing is supported by the necessary infrastructure and facilities, helping to create well-connected, resilient communities.

To assess how effective the RLDP is in implementing its overall strategy, the above indicator has been devised by the LPA to measure the ‘spatial distribution’ of housing development. Indicator 1 monitors the spatial distribution of housing growth against the settlement hierarchy and strategic growth strategy set out in the

RLDP. The target is for annual housing completions to align with this strategy, as outlined in Table 7 (Chapter 5), ensuring that development is directed to the most sustainable locations in accordance with the Plan's objectives.

Growth Areas	Total Housing Provision Anticipated (2018-19 to 2032-33)		Cumulative Completions (2018-19 to 2025-26)		2024-2025 Completions		2025-2026 Completions	
	%	Number	%	Number	%	Number	%	Number
Bridgend Sustainable Growth Area	40.3	3,481	60.4	1441	19.4	24	4.6	6
Maesteg and the Llynfi Valley Regeneration Growth Area	11.1	954	5.4	129	1.6	2	18.5	24
Porthcawl Regeneration Growth Area	13.3	1,149	11.8	281	18.5	23	18.5	24
Pencoed Sustainable Growth Area	10.3	890	4.1	98	20.2	25	0	0
Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	12.8	1,102	2.8	67	0	0	1.5	2
Valleys Gateway	8.3	712	12.5	299	37.9	47	30.0	39
Local Settlements (Outside of Growth Areas)	3.9	340	3.0	72	2.4	3	26.9	35

The table above shows the spatial distribution of housing provision anticipated, together with both the actual cumulative spatial distribution for the Plan period up to 31 March 2026 and similar figures for 2024-2025 and 2025-2026. Housing delivery to date has primarily stemmed from the existing landbank, which explains why there are some anomalies between delivery to date and anticipated distribution over the whole RLDP period. This issue is expected to rectify itself as new site allocations in the RLDP come forward in future years.

Performance:	
Action:	Continue monitoring

6.2 Indicators 2, 3a and 3b to 7a and 7b - Policy SP3 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 full 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. PLA1 to PLA5 detail the site-specific requirements for the mixed-use strategic development sites in Regeneration Growth Areas and Sustainable Growth Areas. Delivery of these strategic sites will prove fundamental in achieving the RLDP's vision and objectives for the county borough.

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

Indicator

Target

Trigger

2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Placemaking.

No applications permitted contrary to Policy SP3.

One application permitted contrary to Policy SP3 within two consecutive years.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Good design is fundamental to creating sustainable places where people want to live, work and socialise. As emphasised in PPW, 'design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places'. In achieving sustainable development, the RLDP seeks to ensure design that goes beyond aesthetics to include the social, economic, environmental and cultural aspects of development. Therefore, in order to achieve good design, development must consider how space is utilised, how buildings and the public realm can support this use and the relationship with the surrounding area.

In order to monitor whether development is meeting high quality, sustainable placemaking criteria set out in Policy SP3, the LPA considers Indicator 2 to ensure that all developments are built to a good standard that support people's health and

well-being. No developments were granted contrary to Policy SP3 of the RLDP during the monitoring period 1 April 2025 – 31 March 2026.

Performance:

Action:

Continue monitoring

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area

Indicator

Target

Trigger

3a: Number of dwellings delivered.

Completions in line with the phased housing trajectory.

Annual completions falling below anticipated trajectory for two consecutive years.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Land at Porthcawl Waterfront is a strategic development site allocated in the RLDP for circa 1,100 dwellings, 30% of which will be affordable. It is allocated for a comprehensive, regeneration-led, mixed-use development.

No new dwellings were completed during the period 1 April 2025 – 31 March 2026, which aligns with the housing trajectory. A hybrid (part full, part outline) planning application (P/26/140/HYB) for the strategic site was received in March 2026, submitted by joint landowners, Bridgend County Borough Council and Welsh Government. This application is currently under consideration and is expected to be presented to Development Control Committee (DCC) in Autumn 2026. While no dwellings have been built to date, this demonstrates ongoing progress in bringing the site forward for development.

Performance:

Action:

Continue monitoring.

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area

Indicator

Target

Trigger

3b: Infrastructure requirements and Placemaking principles delivered.

Infrastructure requirements and Placemaking principles delivered in accordance with PLA1.

Infrastructure not delivered in accordance with Policy PLA1.

Performance Outcome:	
Previous year	AMR 2025-26
0	0
Analysis:	
Land at Porthcawl Waterfront is allocated for a comprehensive, regeneration-led, mixed-use development. It will incorporate a new one form entry Welsh medium primary school a four-classroom block extension at the existing English medium primary school, a new food store, leisure facilities, a bus terminus, recreation facilities, public open space, plus appropriate community facilities and commercial uses. Policy PLA1 sets out several 'placemaking principles' to guide the development of the site, including the need to create a well-connected, sustainable mixed-use development that will regenerate Porthcawl; to pursue transit-orientated development that prioritises walking, cycling and public transport use; to create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities; to ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, the waterfront and the broader settlement of Porthcawl; to orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; to provide a mix of higher densities at key points in the layout and lower densities on the sensitive edges; and to comply with the principles outlined within the Porthcawl Placemaking Strategy and future development briefs published by the council. While no dwellings were delivered, the metro bus terminus and new food store have so far been completed as part of the wider regeneration objectives within the vicinity of the site. Furthermore, a hybrid planning application (P/26/140/HYB),	

submitted in March 2026, is seeking detailed planning permission for a spine road from Eastern Promenade to Sandy Bay in Porthcawl.

Performance:

Action:

Continue monitoring

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area

Indicator

Target

Trigger

4a: Number of dwellings delivered.

Completions in line with the phased housing trajectory.

Annual completions falling below anticipated trajectory for two consecutive years.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Land South of Bridgend (Island Farm) is a strategic development site allocated in the RLDP for circa 788 dwellings, 20% (158) of which will be affordable. The site is allocated for a comprehensive green infrastructure-led mixed-use development.

No new dwellings were completed during the period 1 April 2025 – 31 March 2026, which aligns with the housing trajectory. The site is being progressed towards the planning application stage, which is expected imminently.

Performance	
Action:	Continue monitoring

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area

Indicator	Target	Trigger
4b: Infrastructure requirements and Placemaking principles delivered.	Infrastructure requirements and Placemaking principles delivered in accordance with PLA1.	Infrastructure not delivered in accordance with Policy PLA1.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		

Land South of Bridgend (Island Farm) is allocated for a comprehensive green infrastructure-led mixed-use development, and will incorporate a new one form entry primary school with co-located nursery, the relocation of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.

Policy PLA2 sets out several 'masterplan development principles' to guide the development of the site, including the need to create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, adjacent Grade II* listed Merthyr Mawr House, existing housing clusters, community facilities, active travel networks and public transport facilities; pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency; create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities; pursue high quality, well-planned development in the vicinity of the overhead power lines, ensuring the land beneath and adjacent to the overhead line route is used to make a significant, positive contribution to the development's green infrastructure network; extend the site's green infrastructure network to Newbridge Fields, capitalising on proposed active travel route INM-BR-49 and establishing a 'green lung' that connects the site to both Bridgend Town Centre and Merthyr Mawr; ensure the design and layout of the site has regard to the surrounding landscape, minimising visual impacts through the inclusion of mitigation measures that provide links with the existing landscape and access features; orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and provide a mix of higher densities at key points in the layout and lower densities on the rural/ sensitive edges.

No dwellings were delivered during the period 1 April 2025 – 31 March 2026, therefore no new infrastructure is yet in place for this site.

Performance:

Action:	Continue monitoring
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Objective: Strategic Objective 1, ‘To Create High Quality, Sustainable Places (Placemaking)’		
Policy Reference: SP3		
PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area		
Indicator	Target	Trigger
5a: Number of dwellings delivered.	Completions in line with the phased housing trajectory.	Annual completions falling below anticipated trajectory for two consecutive years.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		
Land West of Bridgend is a strategic development site allocated in the RLDP for circa 850 dwellings, 20% (170) of which will be affordable. The site is allocated for a comprehensive green infrastructure-led residential development. No new dwellings were completed during the period 1 April 2025 – 31 March 2026. Following substantial pre-application engagement with the developer, a hybrid planning application was subsequently submitted on 13 August 2025 (P/25/507/HYB), which is currently under consideration. The application is expected to be reported to Development Control Committee shortly. While delivery		

has slipped compared to the anticipated housing trajectory, this is not a major concern given the pace at which the application is now progressing.

Performance:

Action:

Continue monitoring.

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area

Indicator

Target

Trigger

5b: Infrastructure requirements and placemaking principles delivered.

Infrastructure requirements and Placemaking principles delivered in accordance with PLA1.

Infrastructure not delivered in accordance with Policy PLA1.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Land West of Bridgend is allocated for a comprehensive green-infrastructure-led residential development and will incorporate a new one and a half form entry

primary school, recreation facilities, public open space, plus appropriate community facilities all set within distinct character areas.

Policy PLA3 sets out several 'masterplan development principles' to guide the development of the site, including the need to create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, Scheduled Ancient Monument, existing housing clusters, community facilities, Active Travel Networks and public transport facilities; pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency; create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities; ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston; maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence; orientate buildings to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety; and provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.

No dwellings were delivered during the period 1 April 2025 – 31 March 2026, therefore no new infrastructure is yet in place for this site. While delivery has slipped compared to the anticipated housing trajectory, this is not a major concern given the pace at which the application is now progressing.

Performance:	
Action:	Continue monitoring.

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP3

PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area

Indicator	Target	Trigger
6a: Number of dwellings delivered.	Completions in line with the phased housing trajectory.	Annual completions falling below anticipated trajectory for two consecutive years.

Performance Outcome:

Previous year	AMR 2025-26
0	0

Analysis:

Land East of Pencoed is allocated for a comprehensive mixed-use development. The site will deliver approximately 804 dwellings during the Plan period, 20% of which will be affordable. Located to the north-east of Bridgend and to the north of the M4 motorway, the site lies directly adjacent to the boundary with Rhondda Cynon Taf County Borough Council.

No new dwellings were completed during the period 1 April 2025 – 31 March 2026, which aligns with the housing trajectory. Extensive pre-application engagement has taken place with the agent, the PAC process has completed for the site, and an outline application was submitted on 11 April 2025 (P/25/230/OUT). The application is being progressed through the planning process and is expected to be reported to Development Control Committee shortly.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 1, ‘To Create High Quality, Sustainable Places (Placemaking)’		
Policy Reference: SP3		
PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area		
Indicator	Target	Trigger
6b: Infrastructure requirements and Placemaking principles delivered.	Infrastructure requirements and Placemaking principles delivered in accordance with PLA1.	Infrastructure not delivered in accordance with Policy PLA1.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		
Land East of Pencoed is allocated for a comprehensive mixed-use development and will incorporate a new one and a half form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.		

Policy PLA4 sets out several ‘masterplan development principles’ to guide the development of the site, including the need to create a well-connected sustainable urban extension to Pencoed, comprising a number of character areas that integrate positively with the existing town centre, existing housing clusters, community facilities, active travel networks, Pencoed Technology Park, Pencoed Comprehensive School and public transport facilities; create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities; pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency; orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.

No dwellings were delivered during the period 1 April 2025 – 31 March 2026, therefore no new infrastructure is yet in place for this site.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 1, ‘To Create High Quality, Sustainable Places (Placemaking)’		
Policy Reference: SP3		
PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area		
Indicator	Target	Trigger
7a: Number of dwellings delivered.	Completions in line with the phased housing trajectory.	Annual completions falling below anticipated trajectory for two consecutive years.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		
Land East of Pyle is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,003 dwellings, 15% (300) of which will be affordable. Approximately half of the site is expected to come forward during the Plan period. No new dwellings were completed during the period 1 April 2025 – 31 March 2026, which aligns with the housing trajectory. Pre-application discussions have taken place, and a planning application is expected in Autumn 2026.		
Performance:		

Action:	Continue monitoring.
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Objective: Strategic Objective 1, ‘To Create High Quality, Sustainable Places (Placemaking)’		
Policy Reference: SP3		
PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area		
Indicator	Target	Trigger
7b: Infrastructure requirements and Placemaking principles delivered.	Infrastructure requirements and Placemaking principles delivered in accordance with PLA1.	Infrastructure not delivered in accordance with Policy PLA1.
Performance Outcome:		
Previous year	AMR 2025-26	
N/A	0	
Analysis:		
Land East of Pyle is allocated for a comprehensive residential-led mixed-use development, incorporating two 2 form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses.		

Policy PLA5 sets out several 'masterplan development principles' to guide the development of the site, including the need to create a well-connected sustainable urban extension to Pyle, North Cornelly and Kenfig Hill, comprising a number of character areas that integrate positively with the existing Town Centres, existing housing clusters, community facilities, active travel networks and public transport facilities; create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities; ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site and the broader grouped settlement of Pyle, Kenfig Hill and North Cornelly; pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency; orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and provide a mix of higher densities at key points in the layout and lower densities on the rural/ sensitive edges.

No dwellings were delivered during the period 1 April 2025 – 31 March 2026, therefore no new infrastructure is yet in place for this site.

Performance:	
Action:	Continue monitoring

- 6.3 Indicators 8 and 9** - Policy SP4 states that all development proposals must make a positive contribution towards tackling the causes of, and adapting to, the impacts of climate change. Development, especially highly vulnerable, should be directed away from flood risk areas, by avoiding development that increases the risk of flood and coastal erosion, including through the deployment of sustainable urban drainage systems (SuDS), where relevant.

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'

Policy Reference: SP4

Indicator

Target

Trigger

8. Amount of development permitted within C1 Floodplain areas [now Flood Zone 2] that does not meet all TAN 15 tests.

No applications approved within C1 Floodplain areas [now Flood Zone 2] unless all TAN 15 tests are met.

One or more applications permitted for development in any one year that does not meet all TAN 15 tests.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Policy SP4 recognises flooding as a significant risk associated with climate change and seeks to ensure that new development does not exacerbate this risk.

Criterion 7 specifically directs development away from flood-prone areas and requires robust compliance with national flood risk tests where development is proposed within Flood Zone 2.

No developments were permitted in Flood Zone 2 during the period 1 April 2025 – 31 March 2026.

*Indicator amended to reflect the updated release of TAN15.

Performance:

Action:	Continue monitoring
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Objective: Strategic Objective 1, ‘To Create High Quality, Sustainable Places (Placemaking)’		
Policy Reference: SP4		
Indicator	Target	Trigger
9. The scale/type of highly vulnerable development permitted within C2 flood risk areas [now Flood Zone 3].	No relevant applications approved within C2 flood risk areas [now Flood Zone 3].	One application permitted for highly vulnerable development within C2 Floodplain [now Flood Zone 3] in any one year.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		
Policy SP4 recognises flooding as a significant risk associated with climate change and seeks to ensure that new development does not exacerbate this risk. Criterion 7 specifically directs development away from flood-prone areas and requires robust compliance with national flood risk tests where development is proposed within Flood Zone 3. No developments were permitted within Flood Zone 3 during the period 1 April 2025 – 31 March 2026. *Indicator amended to reflect the updated release of TAN15.		

Performance:	
Action:	Continue monitoring

6.4 Indicator 10 – Policy SP5 encourages all development to consider active travel and public transport networks, in order to make a contribution towards decarbonisation and supporting economic growth. All 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. Consideration must be given to location, scale, density, mix of uses and design of all developments in a manner that reduces demand on transport and enhances the scope for sustainable transport choices.

Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'		
Policy Reference: SP5		
Indicator	Target	Trigger
10. Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.	No applications permitted contrary to Policy SP5.	One application permitted contrary to Policy SP5 in any one year.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	

Analysis:

SP5 emphasises that movement, connectivity and legibility of transport links are critical components in the creation of a successful, sustainable place. An efficient, integrated transport network that prioritises sustainable transport is critical to making a contribution to decarbonisation and supporting economic growth. SP5 requires all development proposals to consider improving and/or expanding corresponding active travel and public transport networks.

No planning applications were granted contrary to Policy SP5 during the period 1 April 2025 – 31 March 2026.

Performance:**Action:**

Continue monitoring

- 6.5 Through Policy SP6, the RLDP must provide a supply of appropriate and sustainable housing land to ensure good quality affordable housing, which is essential for well-being and improving communities for now and future generations. In total, 8,628 homes have been identified for this purpose. This will be monitored throughout the Plan period using the housing trajectory to illustrate the expected rate of housing delivery for market and affordable housing to ensure a supply of land is maintained throughout the Plan period.
- 6.6 Policy COM2 identifies 1,711 affordable dwellings over the Plan period. All housing developments must include a mix of house types, sizes and tenures appropriate to the local identified needs. The RLDP is not the sole mechanism to address all of the affordable housing needs identified in the Local Housing Market Assessment (LHMA). Delivery of the remaining need will be enabled through a range of other mechanisms, which include capital grant funding (Social Housing Grant or otherwise), self-funded Registered Social Landlord developments, private sector leasing schemes, re-utilisation of empty homes and re-configuration of existing stock. Policy COM3 seeks to secure appropriate on-site affordable housing provision from new residential

developments in order to contribute to the affordable housing requirement set out in Policy SP6 and COM2. A spatial strategy has been developed to maximise affordable housing delivery in high housing need areas.

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'		
Policy Reference: SP6		
Indicator	Target	Trigger
11: The number of net additional affordable and market dwellings built in the LPA area.	Total annual build rate of 505 dwellings per annum, of which 114 are affordable housing units.	Delivery below Plan's annual build rate / target for at least two consecutive years.
Performance Outcome:		
Previous year		AMR 2025-26
124		130
Analysis:		
A key function of Policy SP6 is to provide an appropriate and sustainable supply of housing land to deliver inter-connected, balanced communities that form the basis for individuals and families to prosper in all aspects of their lives. This will be monitored through a housing trajectory, which is a key tool to illustrate the expected rate of housing delivery for both market and affordable housing over the RLDP period. This will ensure a deliverable supply of land is secured and maintained to meet housing need. 2025-26		

- 62 affordable dwellings delivered (expected rate of 114 per annum). For this year, affordable dwelling completions were -52 below the number anticipated (**114 expected vs 62 completions**) (-45.6%).
- 68 market dwellings delivered (expected rate of 391 per annum). For this year, market dwelling completions were -323 below the number anticipated (**391 expected vs 68 completions**) (-82.6%).
- 130 dwellings delivered in total (expected build rate of 505 per annum). For this year, total actual completions were -375 dwellings below the number anticipated (**505 expected vs 130 completions**) (-74.26%).

The housing delivery rate (for both market and affordable dwellings) for the monitoring period is considerably lower than the annual build rate, as demonstrated by the figures provided above. This reflects the fact that some sites within the existing landbank and some housing allocations within the RLDP have not delivered completions at the rate expected. Delivery is therefore currently below trajectory, but this situation is expected to rectify itself in future years as existing landbank sites are built out and allocations progress through the planning and delivery stages.

Several of the site allocations are already making good progress, with planning applications having been submitted for three strategic sites and significant pre-application progress being made on the remaining two. Development Control Committee also recently resolved to grant planning applications for Land South of Pont Rhyd-y-Cyff (P/24/313/FUL), Land South-West of Pont Rhyd-y-Cyff (P/24/457/FUL) and Craig y Parcau, Bridgend (P/25/731/FUL). Subject to s106 agreements being completed, these sites will be able to start delivering up to 324 residential units combined in the short to medium term.

Furthermore, a pre-application enquiry has been completed for Land South-East of Pont Rhyd-y-Cyff and a planning application is expected imminently. Outline consent has been granted at Ewenny Road, Maesteg (P/13/808/OUT) and a reserved matters application (P/25/556/RES) was submitted on 12 September 2025. An officer's decision is expected in due course.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 2, ‘To Create Active, Healthy, Cohesive, Inclusive and Social Communities’		
Policy Reference: SP6		
Indicator	Target	Trigger
12. The annual level of housing completions monitoring against the Anticipated Annual Build Rate (AABR).	Annual housing completions as per the AABR within the adopted housing trajectory.	Delivery below the AABR for at least two successive years.
Performance Outcome:		
Previous year	AMR 2025-26	
124	130	
Analysis:		
The AABR refers to the number of new homes built each year, averaged over the length of the RLDP period. It is used to assess whether housing delivery is keeping pace with identified targets and to inform future land supply calculations. 2025-26 (AABR was 337 dwellings): Annual completions were 130 dwellings.		

- There was an annual shortfall against the AABR in 2025-26. In this year, completions were -207 dwellings below the number anticipated (337 **AABR vs 130 actual completions**) (-61.4%).

The annual level of housing completions for the monitoring period is considerably lower than the AABR, as demonstrated by the figures outlined above. This reflects the fact that existing landbank completions are lower than expected thus far and a number of allocated sites within the RLDP have not yet come forward for development. Delivery is therefore currently below trajectory, but this situation is expected to rectify itself in future years as existing landbank sites are built out and allocations progress through the planning and delivery stages. Several of the site allocations are already making good progress and are expected to begin delivery soon.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'

Policy Reference: SP6

Indicator	Target	Trigger
13: Total cumulative completions monitored against the anticipated cumulative completion rate.	Total cumulative completions as per the anticipated cumulative completion rate within the adopted housing trajectory.	Total cumulative completions below the anticipated cumulative completion rate for at least two consecutive years.

Performance Outcome:

Previous year	AMR 2025-26
2,257	2,387
Analysis: Cumulative completions refer to the total number of dwellings delivered over the Plan period up to 31 March 2026 (between 1 April 2018 – 31 March 2026). • 2025-26 By 31 March 2026, cumulative completions were projected to be at 2,949. By this date, actual completions were 2,387. At this point in time, cumulative completions were -562 below the number anticipated (2,949 anticipated completions vs 2,387 actual completions) (-19.1%). Total cumulative housing completions for the monitoring period is lower than the anticipated cumulative completion rate, as demonstrated by the figures outlined above. This reflects the fact that existing landbank completions are lower than expected thus far and a number of allocated sites within the RLDP have not yet come forward for development. Delivery is therefore currently below trajectory, however this situation is expected to rectify itself in future years as existing landbank sites are built out and allocations progress through the planning and delivery stages. Several of the site allocations are already making good progress and are expected to begin delivery soon.	
Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'

Policy Reference: SP6

Indicator	Target	Trigger
14: The level of affordable housing completions monitored against the Plan's overarching target.	Annual affordable housing completions delivered through the planning system in line with the target rate set out within SP6 and COM2.	Variation of 10% from the expected target for at least two consecutive years, unless site-specific viability assessments robustly demonstrate a deviation was necessary to enable site delivery.

Performance Outcome:

Previous year	AMR 2025-26
49	62

Analysis:

The overall affordable housing delivery target over the Plan period is 1,711 (114 per annum) affordable dwellings as set out in Policies SP6 and COM2 of the RLDP. Policy SP6 supports this delivery of affordable homes as part of the overall housing requirement, recognising affordable housing as essential to creating balanced, sustainable communities. It includes both social rented and intermediate tenures.

- **2025-26**

62 affordable dwellings were delivered during the period 1 April 2025 – 31 March 2026. For this year, affordable housing completions were -52 below the number anticipated (**62 completions vs 114 anticipated**) (-45.6%).

- **Total affordable housing completions for the Plan period**

There has been a total of 598 affordable dwelling completions during the first eight years of the Plan period compared to a projected total of 912 completions at this point. This leaves a shortfall of -314 (**598 completions vs 912 anticipated**) (-34.4%).

The level of affordable housing completions is lower than the expected number delivered on 31 March 2026, as demonstrated by the figures outlined above. This reflects the fact that existing landbank completions are lower than expected thus far and a number of allocated sites within the RLDP have not yet come forward for development. Delivery is therefore currently below the trajectory, but this situation is expected to resolve itself in future years as existing landbank sites are built out and these allocations progress through the planning and delivery stages. Several of the site allocations are already making good progress and are expected to begin delivery soon.

Performance:	
Action:	Continue monitoring.

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'

Policy Reference: SP6, COM2

Indicator	Target	Trigger
15: The tenure of affordable housing completions.	The tenure of annual affordable housing completions to be in line with the need identified in the most recent LHMA.	Affordable housing completions deviate from the tenure split identified in the most recent LHMA for at least two consecutive years.

Performance Outcome:

Previous year	AMR 2025-26
Social = 39 Intermediate = 10	Social = 62 Intermediate = 0

Analysis:

Policy SP6 sets a target for the quantity of affordable housing to be delivered over the RLDP period. Affordable housing delivery forms an integral part of the overall housing requirement, which incorporates a total of 1,711 affordable dwellings. Securing an appropriate and integrated balance of tenures is essential to fostering sustainable communities and the RLDP plays a key role in supporting households both able and unable to access housing through the market. Affordable housing includes **social rented** housing, provided by local authorities and registered social landlords in line with the Welsh Government Rent Standard and **intermediate** housing, which is priced between social rent and market housing.

The council has prepared an updated Local Housing Market Assessment (LHMA), which was approved by Welsh Government in November 2024. This LHMA calculated a total need for 2,834 affordable homes over the 15-year LHMA period, comprising 1,548 social rented dwellings and 1,286 intermediate dwellings. However, it is important to emphasise that this identified need should not be considered a delivery target or even the solution to the affordability issues within the county borough. It instead indicates the scale of housing need within the county borough, which the council will seek to address through a range of market interventions as far as practically possible. The RLDP is one source of supply but is not the sole solution. Other sources of supply include yet are not limited to SHG and other capital grant funding, planning contributions, RSL funded schemes, reconfiguration of stock, social lettings agencies, private sector leasing schemes and re-utilisation of empty homes. The affordable housing provision delivered through the planning system for the RLDP monitoring period is shown in the table below, by tenure:

Tenure	2025-2026	2018-2026 (Cumulative total, whole Plan period)
Social rent	62	563
Intermediate	0	35
Total (all tenures)	62	598

The tenure of annual affordable housing completions in 2025-26 and cumulatively to date has primarily been weighted towards social rent. A greater quantity of affordable housing and a more even balance of tenures is expected to come forward as allocations progress in response to the latest LHMA evidence at the time.

Overall delivery reflects the broader under-delivery of housing during the current Plan period to date and is consistent with trends seen elsewhere, influenced by wider economic challenges. However, as site allocations progress and larger

developments come forward, delivery rates are expected to increase significantly. As a result, the range of affordable housing tenures delivered is anticipated to align more closely with identified needs in future years.

Performance:	
Action:	Continue monitoring.

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'

Policy Reference: SP6, COM2, COM3

Indicator	Target	Trigger
16: Delivery of the affordable housing policy - thresholds and percentage targets for each sub-market area.	Annual affordable housing completions in line with the policy targets and thresholds defined within COM3 and PLA1-5.	Variation of 10% from the expected target for at least two consecutive years, unless site-specific viability assessments robustly demonstrate a deviation was necessary to enable site delivery.

Performance Outcome:

Previous year	AMR 2025-26
See AMR 2024-25	See below

Analysis:

Policy COM3 sets out the on-site affordable housing requirements across the county borough. It establishes target percentage thresholds for affordable housing provision. The policy applies to proposals within settlement boundaries that result in a net gain of ten or more dwellings, including where adjacent developments collectively meet this threshold. COM3 seeks to deliver both social rented and intermediate housing, informed by the LHMA, to ensure that the type, size and tenure of affordable homes meet identified local needs. The policy plays a key role in maximising affordable housing delivery where viable, on both allocated and windfall sites.

The percentage targets for each housing market area set out in Policy COM3: On Site Provision of Affordable Housing are shown as follows:

- Porthcawl – 30% affordable housing contribution
- Pencoed – 15% affordable housing contribution
- Bridgend – 15% affordable housing contribution
- Pyle, Kenfig Hill and North Cornelly – 0% affordable housing contribution
- Valleys Gateway – 10% affordable housing contribution
- Maesteg and the Llynfi Valley – 0% affordable housing contribution
- Ogmore and Garw Valleys – 0% affordable housing contribution.

In all cases, these are minimum policy targets and on-site affordable housing provision can be increased if supported with grant funding, for example. Strategic sites and housing allocations also have site-specific policy targets, which will be analysed in future AMRs when these allocations come forward.

Analysis

The table below shows all sites eligible to deliver affordable housing provision that have been built out during the monitoring period. It also details the percentage affordable housing secured through s106 relative to Policy COM3's requirements and whether those affordable dwellings have been delivered in full.

Sites fully built out in 2025-26:

Application Number	Site Name	HMA	Affordable Policy Requirement as per Policy COM3 (%)	Affordable Housing Secured (via s106) (% and number)	Affordable Housing Delivered (when site built out, % and number)
P/25/14/FUL P/18/758/FUL	Former Porthcawl Hotel, 7-11 John Street, Porthcawl	Porthcawl	30%	22 (100%)	22 (100%)
P/22/34/FUL	Former Blaenllynfi Infant School, Grosvenor Terrace, Maesteg	Maesteg and Llynfi Valley	0%	20 (100%)	20 (100%)
P/23/699/FUL	Land at former Bettws Social Club, Bettws	Ogmore and Garw Valleys	0%	20 (100%)	20 (100%)

All sites built out during the monitoring period exceeded the full affordable housing policy requirement. It should be noted that two of the above applications were determined under previous LDP policies prior to the adoption of the current policy in March 2024. Some deviation is expected as affordable housing requirements have since been updated in the adopted RLDP.

Looking ahead, it is expected that schemes completed in future monitoring years will reflect the updated RLDP policy requirements. A summary of completions by each sub-market area is provided below:

Porthcawl - 30% affordable housing contribution

One development (RSL-led scheme) required to deliver affordable housing was built out in Porthcawl during the monitoring period and this exceeded the minimum policy requirement, delivering 100% affordable housing.

Pencoed - 15% affordable housing contribution

No developments required to deliver affordable housing were built out in Pencoed during the monitoring period.

Bridgend - 15% affordable housing contribution

No developments required to deliver affordable housing were built out in Bridgend during the monitoring period.

Pyle, Kenfig Hill and North Cornelly - 0% affordable housing contribution

No developments required to deliver affordable housing were built out in Pyle, Kenfig Hill and North Cornelly during the monitoring period.

Valleys Gateway - 10% affordable housing contribution

No developments required to deliver affordable housing were built out in the Valleys during the monitoring period.

Maesteg and Llynfi Valley - 0% affordable housing contribution

One development was built out in Maesteg and the Llynfi Valley during the monitoring period and this exceeded the minimum policy requirement, delivering 100% affordable housing.

Ogmore and Garw Valleys - 0% affordable housing contribution

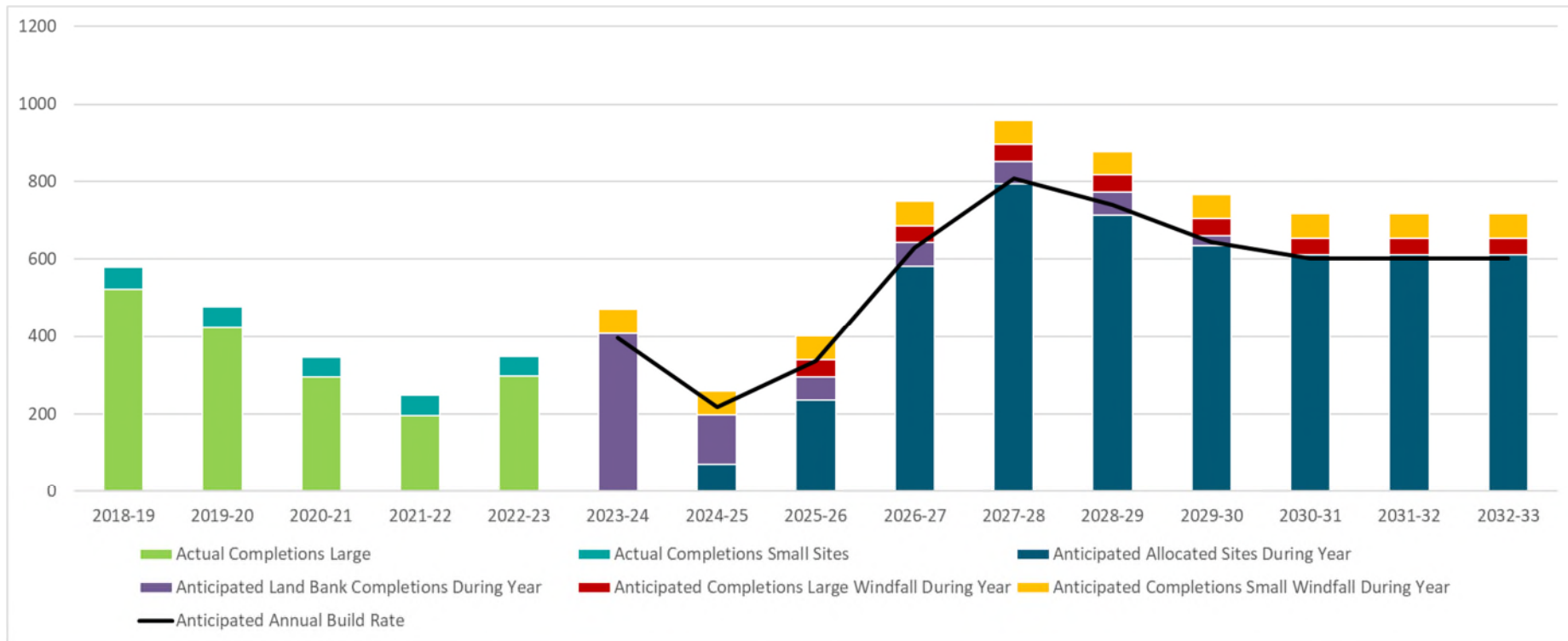
One development was built out in the Ogmore and Garw Valleys during the monitoring period and this exceeded the minimum policy requirement, delivering 100% affordable housing.

Performance:	
Action:	Continue monitoring.

Housing Trajectory Data Comparisons

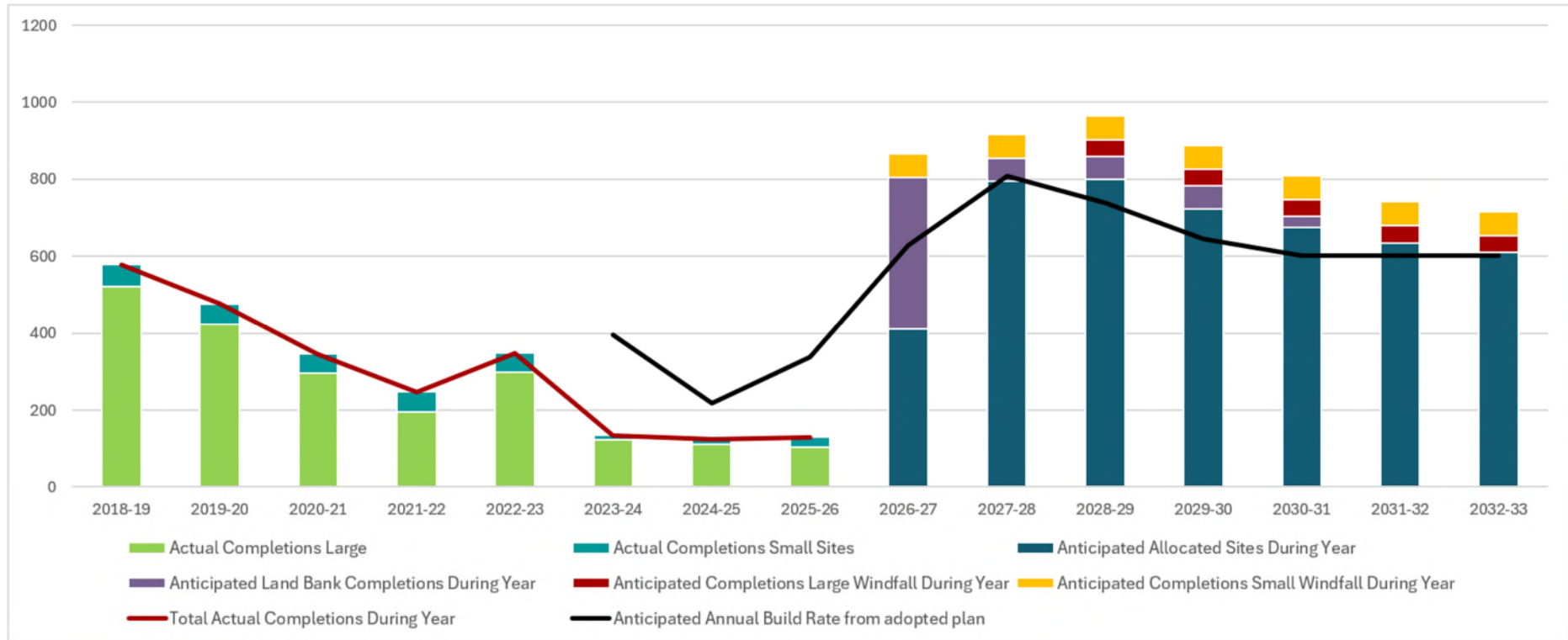
Figure 1 below shows the Housing Trajectory at the time of publication of the RLDP.

Figure 1. Original Housing Development Trajectory Graph 2018 – 2033



For comparison, Figure 2 below shows the same trajectory graph as amended to show actual progress as at the end of 2025-2026.

Figure 2. Housing Development Trajectory, (Updated 2025 - 2026)



Anticipated Annual Build Rate – Data Comparisons

Table 1. Anticipated Annual Build Rate at RLDP adoption

RLDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Year	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
Remaining Years	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
Total Housing Provision	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628
Total RLDP Housing Requirement	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575
Actual completions on large sites during year	521	423	296	195	298										
Actual completions small sites during year	58	54	50	53	50										
Anticipated completions on allocated sites during year	0	0	0	0	0	0	70	235	582	793	712	635	610	610	610
Anticipated land bank completions during year	0	0	0	0	0	408	128	60	60	60	60	25	0	0	0
Anticipated completions large windfall during year	0	0	0	0	0	0	0	44	44	44	44	44	44	44	44
Anticipated completion small windfall during year	0	0	0	0	0	62	62	62	62	62	62	62	62	62	62
Total completions	579	477	346	248	348	470	260	401	748	959	878	766	716	716	716
Anticipated Annual Build Rate					0	395	219	337	629	807	739	644	602	602	602
Total projected cumulative completions	579	1056	1402	1650	1998	2393	2612	2949	3579	4385	5124	5768	6370	6973	7575
Remaining housing completions	6996	6519	6173	5925	5577	5182	4963	4626	3996	3190	2451	1807	1205	602	0

Table 2. Anticipated Annual Build Rate (Updated 2025 – 2026)

RLDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Year	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33
Remaining Years	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
Total Housing Provision	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628	8628
Total RLDP Housing Requirement	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575
Actual completions on large sites during year	521	423	296	195	298	123	111	105							
Actual completions small sites during year	58	54	50	53	50	12	13	25							
Anticipated completions on allocated sites during year	0	0	0	0	0	0	0	0	412	795	800	722	675	635	610
Anticipated land bank completions during year	0	0	0	0	0	0	0	0	392	60	60	60	29	0	0
Anticipated completions large windfall during year	0	0	0	0	0	0	0	0	0	0	44	44	44	44	44
Anticipated completion small windfall during year	0	0	0	0	0	0	0	0	62	62	62	62	62	62	62
Total completions	579	477	346	248	348	135	124	130	866	917	966	888	810	741	716
Anticipated Annual Build Rate						395	219	337	629	807	739	644	602	602	602

- 6.7 The latest monitoring data indicates that the AABR is currently below the level originally expected in the adopted RLDP. This primarily reflects the fact that completions from the existing landbank have not come forward as quickly as expected. However, such sites are still due to come forward in the short term, with the majority either on-site or due to commence imminently.
- 6.8 While the short-term trajectory shows lower delivery than anticipated, there is no cause for concern at this stage. The landbank continues to provide a steady level of completions, and these are projected to rise in future years as landbank sites progress through the development process. The trajectory will also be bolstered with completions as allocated sites begin to come forward and contribute to supply. Several of the allocations are making good progress and are expected to begin delivery soon.
- 6.9 In summary, although delivery is currently below the adopted trajectory, this does not indicate a fundamental issue with the Plan strategy. The expected future contribution from existing commitments and allocated sites provides confidence that delivery will catch up over the Plan period, and no specific intervention is considered necessary at this stage beyond continued monitoring.

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'		
Policy Reference: SP6		
Indicator	Target	Trigger
17: Viability – trends in house prices, land values, build costs.	No target.	No trigger point.
Performance Outcome:		

Previous year	AMR 2025-26																																				
See below	See below																																				
Analysis:																																					
The median average house prices paid in each locality throughout the county borough are shown below. These averages are derived from Land Registry Price Paid Data. House Prices 2023-2024 <table> <tr><td>Bridgend and Surrounding</td><td>£220,000</td></tr> <tr><td>Garw Valley</td><td>£110,000</td></tr> <tr><td>Llynfi Valley</td><td>£121,000</td></tr> <tr><td>Ogmore Valley</td><td>£119,975</td></tr> <tr><td>Pencoed and Heol Y Cyw</td><td>£215,000</td></tr> <tr><td>Porthcawl</td><td>£323,500</td></tr> <tr><td>Pyle, Kenfig and Cornelly</td><td>£166,500</td></tr> <tr><td>Valleys Gateway</td><td>£181,000</td></tr> <tr><td>Overall average</td><td>£173,750</td></tr> </table> 2024-2025 <table> <tr><td>Bridgend and Surrounding</td><td>£226,000</td></tr> <tr><td>Garw Valley</td><td>£113,000</td></tr> <tr><td>Llynfi Valley</td><td>£125,000</td></tr> <tr><td>Ogmore Valley</td><td>£118,000</td></tr> <tr><td>Pencoed and Heol Y Cyw</td><td>£225,000</td></tr> <tr><td>Porthcawl</td><td>£310,000</td></tr> <tr><td>Pyle, Kenfig and Cornelly</td><td>£179,975</td></tr> <tr><td>Valleys Gateway</td><td>£189,995</td></tr> <tr><td>Overall average</td><td>£184,985</td></tr> </table>		Bridgend and Surrounding	£220,000	Garw Valley	£110,000	Llynfi Valley	£121,000	Ogmore Valley	£119,975	Pencoed and Heol Y Cyw	£215,000	Porthcawl	£323,500	Pyle, Kenfig and Cornelly	£166,500	Valleys Gateway	£181,000	Overall average	£173,750	Bridgend and Surrounding	£226,000	Garw Valley	£113,000	Llynfi Valley	£125,000	Ogmore Valley	£118,000	Pencoed and Heol Y Cyw	£225,000	Porthcawl	£310,000	Pyle, Kenfig and Cornelly	£179,975	Valleys Gateway	£189,995	Overall average	£184,985
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2025-2026

Bridgend and Surrounding	£230,000
Garw Valley	£117,000
Llynfi Valley	£130,000
Ogmore Valley	£125,000
Pencoed and Heol Y Cyw	£235,000
Porthcawl	£320,000
Pyle, Kenfig and Cornelly	£191,000
Valleys Gateway	£199,995
Overall average	£195,498

New Build Premium for County Borough

HMA	Median Non-New Build Price (2023-24 to 2025-26)	Median New Build Price (2023-24 to 2025-26)	Median Overall Price (2023-24 to 2025-26)
Bridgend and Surrounding	£225,000 (2,435)	£259,998 (64)	£226,000
Garw Valley	£113,500 (287)	N/A (0)	£113,500
Llynfi Valley	£122,500 (769)	£210,000 (13)	£125,000
Ogmore Valley	£120,000 (335)	£300,000 (1)	£120,000
Pencoed and Heol Y Cyw	£222,500 (407)	N/A (0)	£222,500
Porthcawl	£310,500 (816)	£490,003 (32)	£317,500
Pyle, Kenfig and Cornelly	£183,000 (577)	N/A (0)	£183,000
Valleys Gateway	£182,500 (545)	£279,995 (89)	£190,000

* Numbers in brackets reflect the quantity of transactions used to calculate the average prices.

2023-24

New build dwellings:	£284,495
Non-new build dwellings:	£184,975
New build premium:	+53.8%

2024-25

New build dwellings:	£279,995
Non-new build dwellings:	£200,000
New build premium:	+40%

2025-26

New build dwellings:	£299,995
Non-new build dwellings:	£210,000
New build premium:	+42.9%

While the figures above show the average new build premium across the county borough, these should be interpreted with caution. In 2025-26, new build sales were low, with the Valleys Gateway recording the only new build sales in the county borough, with just 12 transactions (with an average new build premium of +42.9%). As such, this average may not accurately reflect the premiums achieved within the local housing market areas where new builds are most common.

Build Costs

There is currently no requirement for housebuilders to contribute to a national database of build costs and therefore holistic industry information on build costs is currently unavailable. In the absence of a fully balanced industry dataset, it is not possible to accurately monitor build costs on a comparative annual basis. However, the LPA will monitor and review any build cost information submitted as part of any viability appraisals submitted in support of future planning applications.

Land Values

There is no holistic dataset on land values. Comparable land values are too crude and volatile to generate a robust average as they do not rise and fall in the same way as house prices or build costs. An 'average' derived in one year may quickly become redundant if there was a large spike or reduction in values the following year. There is also a high propensity for abnormal land sales (based on site specific variables) to affect small sample sizes. Site-specific land values will nevertheless continue to be monitored as part of any viability disputes arising throughout the Plan period.

Analysis

The LPA will continue to monitor housing market trends, including the new build premium and related variables, on an annual basis through the AMR.

Performance:	
Action:	Continue monitoring

- 6.10 **Indicators 18 and 19** - The RLDP recognises the specific accommodation needs of Gypsies, Travellers and Showpeople as part of a holistic approach to delivering well-connected cohesive communities. The council commissioned a GTAA in 2020. Based on the evidence, one permanent site was allocated in the RLDP under Policy SP7. In addition to this, Policy COM8 outlines the need to ensure a fair, reasonable, realistic and effective means of determining planning applications to allow appropriate sites to be delivered. This will ensure that provision is made for any future or unexpected accommodation needs.

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'

Policy Reference: SP7, COM8

Indicator	Target	Trigger
18: The completion of Gypsy and Traveller sites to meet identified need.	Identified need from GTAA (2020) to be fully met by 2033.	No planning permission on allocated sites where identified unmet need still exists.

Performance Outcome:

Previous year	AMR 2025-26
N/A	N/A

Analysis:

The RLDP seeks to ensure Gypsies, Travellers and Showpeople (as defined by Section 108, Housing (Wales) Act 2014) will have equal access to culturally appropriate accommodation as all other members of the community.

The Gypsy and Traveller Accommodation Assessment 2020 identified need for seven additional pitches for Gypsies and Travellers in Bridgend County Borough over the Plan period (five for the first five years of the GTAA period, and a further two for the remainder of the period – 2018-2033).

This need has been met in full (prior to adoption of the RLDP) by granting planning permission for 7 pitches across three private sites.

Performance:

Action:	Continue monitoring
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Objective: Strategic Objective 2, ‘To Create Active, Healthy, Cohesive, Inclusive and Social Communities’		
Policy Reference: COM8		
Indicator	Target	Trigger
19: Meet any new arising need for Gypsy, Traveller and Showpeople sites arising outside of the GTAA.	Meet need in accordance with COM8 and Circular 005/2018.	Provision not met in accordance with Policy COM8.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		
Policy COM8 supports the development of new sites and the extension of existing authorised sites for Gypsy, Traveller, and Show People accommodation, provided specific criteria are met. No new applications were submitted during the period 1 April 2025 – 31 March 2026. The identified need has already been fully met for the Plan period.		
Performance:		

Action:

Continue monitoring

- 6.11 **Indicator 20** – Policy SP9 and SP10 states that the quality of life of all residents is important and needs to be sustained and catered for. It is therefore important to retain or enhance facilities such as educational and training facilities, health and well-being facilities, facilities that support the Welsh language, libraries, green infrastructure, and outdoor recreation (including parks, playing fields, equipped playing areas, informal recreation areas, open spaces, woodlands, wetlands and road verges), indoor leisure facilities, community buildings, allotments and cemeteries. Developers will also need to ensure that all new development is supported by existing or new infrastructure to ensure that residents have good access to services and facilities in their local area.

Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'

Policy Reference: SP9, SP10

Indicator	Target	Trigger
20: Number of community facilities lost through development.	No permission granted for development contrary to SP9 that has the potential to result in the unacceptable loss of community facilities in areas of need.	One or more planning permissions granted out of accordance with SP9.
Performance Outcome:		
Previous year	AMR 2025-26	

0	0
Analysis:	
Policy SP9 of the RLDP seeks to retain or enhance facilities to ensure no section of the community is excluded from having access to basic services, with the overall aim of creating sustainable and inclusive communities. It is essential that the quality of life of all of the county borough's residents is sustained and adequately catered for, and that community services and social facilities continue to address their needs and are not diminished or undermined by planned growth. Social and community uses and/or facilities include schools, sport, recreation, leisure and cultural facilities, health services, libraries, community learning facilities, training enterprises, cemeteries, and all types of community buildings including places of worship. No proposals were granted which were contrary to Policy SP9 during the period 1 April 2025 – 31 March 2026.	
Performance:	
Action:	Continue monitoring

6.12 Indicators 21 and 22 - Policy SP11 states that any opportunities for economic growth will be directed toward the most appropriate and sustainable locations, supporting the expansion of existing businesses and ensuring strong spatial alignment between housing and employment growth. This strategy allocates 68.8 hectares of new employment land to be brought forward and accommodate up to 7,500 additional jobs over the period of the RLDP. Policy ENT1 supports SP11 by allocating 68.8 hectares of new employment land for development. Providing new opportunities for economic growth will help minimise out-commuting, or shifts to migration profiles, which may otherwise be caused by the lack of a sufficient economic driver to incite and accommodate further job creation.

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'

Policy Reference: SP11, ENT1

Indicator	Target	Trigger
21: Employment land take-up against allocations.	Take-up of employment land in accordance with SP11.	0ha of employment land take-up on allocated employment sites for at least two consecutive years.

Performance Outcome:

Previous year	AMR 2025-26
0.71ha	0.41ha

Analysis:

A positive employment land response is necessary to achieve an equilibrium between new homes, a growing skilled labour force and job opportunities in order to stimulate the local to regional economy. Therefore, 68.8ha of employment land is allocated over the Plan period. This equates to an average 4.6ha per year. However, this is a maximum figure rather than a target to enable the RLDP to respond positively to the boost in labour force associated with the demographic growth planned for.

One area of employment land (P/21/286/BCB - Plot B2, Village Farm Road, Village Farm Industrial Estate, Pyle), totalling 0.41ha, was taken up on an allocated employment site during the period 1 April 2025 – 31 March 2026. This will contribute towards overall employment land take up over the Plan period. Future

take-up will be duly monitored as other linked residential and strategic allocations come forward.

Performance:

Action:

Continue monitoring

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'

Policy Reference: SP11, ENT1

Indicator

Target

Trigger

22. Enable job growth.

Deliver up to 500 new jobs per annum in line with SP11.

Variation of 10% from the expected target for at least 3 years consecutive years, allowing for post-pandemic recovery.

Performance Outcome:

Previous year

AMR 2025-26

73.5%

68.4%

Analysis:

Policy SP11 states that the RLDP's employment land strategy will allocate enough employment land to accommodate up to 7,500 new jobs over the Plan period. SP11 sets the framework to enable the delivery of a balanced level of employment land to accommodate the new jobs identified through the Regeneration and Sustainable Growth Strategy.

[Welsh Government figures](#) (StatsWales – *Annual Population Survey: status of employed persons by sex and Welsh local authority*) shows that employment levels in the county borough for the year ending 31 March 2026 totalled 60,600 (67.03% employment rate).

It should be noted that these figures relate to employment among residents of the county borough and do not reflect the number of jobs physically located within the area. They include residents working elsewhere, whether remotely or commuting outside the county borough. Data showing jobs created/based in Bridgend County Borough is available through the Nomis Business Register and Employment Survey (BRES). However, at the time of writing, this is only available up to and including 2024. Data releases will be monitored as part of future AMRs.

The employment rate (of those of working age) went down by 5.90% in 2025-26 compared to the previous year. While this represents a decrease compared with the previous year, the figure for last year had increased significantly (+10,200) relative to the year before (2023-24), which is well above the target of 500 new jobs per year. However, it is recognised that the figure for jobs created is likely to differ for the reasons outlined above.

Performance:	
Action:	Continue monitoring.

6.13 Indicators 23, 34 and 25 - Policy SP12 promotes the town, district and local centres as hubs for socio-economic activities. These hubs are the most sustainable and appropriate locations for any new retail, leisure and supporting commercial development. Ensuring these facilities and services are in suitable locations will help to support long-term health and vitality, and create convenient attractive places to work, live, socialise, shop, study and access services. The RLDP has identified a number of key regeneration sites under Policy ENT6 which will ensure that development happens in the most sustainable locations well served by existing public transport networks. Policy ENT7 helps to protect Primary Shopping Centres from losing their retail status

to the extent that they can no longer function as viable shopping centres. In order to ensure the optimum mix and enhancement of the vitality and viability of these centres, a balance needs to be struck between retailing and non-retailing. ENT9 seeks to protect any development proposals that fall outside of Retail and Commercial Centres that would result in the loss of retail and commercial floorspace. Through the planning process, applicants must demonstrate that the property has been actively marketed for at least 12 months prior to the submission of the application. A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken.

Objective: Strategic Objective 3, ‘To Create Productive and Enterprising Places’		
Policy Reference: SP12, ENT6, ENT9		
Indicator	Target	Trigger
23: Amount of major retail development (sqm) permitted outside established town and local centre boundaries.	No major retail, development (sqm) permitted outside established town and local centre boundaries.	One or more applications permitted for major retail development contrary to Policy ENT9 in any one year.
Performance Outcome:		
Previous year	AMR 2025-26	
0	0	
Analysis:		
Policies SP12, ENT6 and ENT9 of the RLDP direct retail development to within established town and local centre boundaries. Existing town and commercial		

centres represent the most sustainable locations for new retail development from both an environmental and social perspective. This is supported by Planning Policy Wales which acknowledges centres as the best location for retail/leisure uses.

No planning applications were granted for major retail development contrary to Policy ENT9 during the period 1 April 2025 – 31 March 2026.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'

Policy Reference: SP12

Indicator	Target	Trigger
24: Annual vacancy rates of commercial properties within the town centres of the county borough.	Vacancy rates of commercial properties in the Town Centres of Bridgend, Maesteg, Porthcawl or Pencoed remain below 15% throughout the Plan.	Vacancy rates of commercial properties in the Town Centres of Bridgend, Maesteg, Porthcawl or Pencoed increase to more than 15%.
Performance Outcome:		
Previous year	AMR 2025-26	
- Bridgend Town Centre: 19.2% - Porthcawl Town Centre: 7%	- Bridgend Town Centre: 17.5% - Porthcawl Town Centre: 8.5%	

• Maesteg Town Centre: 16.2% • Pencoed Town Centre: N/A	• Maesteg Town Centre: 18.7% • Pencoed Town Centre: 13%
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Analysis:

Vacancy rates of commercial properties are exacerbated in Bridgend, partly due to competition from out-of-centre comparison shopping venues and also due to an increasing tendency for people to shop online. The council is keen to ensure that vacancy rates remain low in the county borough's key retail centres to encourage performance include improving the quality of the shopping environment and promoting more flexibility by increasing the range of community, leisure, and social facilities on offer. Encouraging a greater range of uses will help to reduce vacancy rates, which exceed UK average levels.

While vacancy rates were significantly below 15% for Porthcawl Town Centre, rates were slightly above 15% in Bridgend Town Centre, a marked improvement on the previous year, and slightly higher again in Maesteg Town Centre. Pencoed Town Centre vacancy rates, which have been included for the first time this year, are also below the trigger, at 13%. The strategic sites allocated in the RLDP are now beginning to come forward and new housing will start to be delivered. Major impact is yet to be felt but it is anticipated that resulting socio-economic activity will increase across the county borough's town centres, effecting a reduction in vacancy rates in these locations. This continues to align with the strong emphasis on developing 20-minute neighbourhoods, which aim to improve access to town centres for pedestrians, cyclists and public transport users, further supporting increased footfall and the vitality of local commercial areas.

Three major projects will also drive footfall to Bridgend Town Centre: the relocation of Bridgend College to Cheapside, with 1,000 staff and students expected to come into the Town Centre daily within the next academic year; the acquisition by Valleys to Coast (V2C housing association) of Wyndham House, for the relocation of its head office with additional residential and retail elements; and the council's

own acquisition of the Rhiw Shopping Centre in March 2026 with plans for regeneration and redevelopment.

Furthermore, the recent adoption (24 September 2025) of the Retail and Commercial Development SPG is expected to improve the effectiveness of the retail and commercial policies contained within the RLDP, contributing to the reduction of retail vacancy rates across the town centres.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'		
Policy Reference: SP12, ENT7		
Indicator	Target	Trigger
25: Proportion of A1 retail uses in the Primary Shopping Areas	60% or more of units within the Primary Shopping Areas are in an A1 use.	Less than 60% of units within the Primary Shopping Areas are in an A1 use.
Performance Outcome:		
Previous year	AMR 2025-26	
Bridgend Town Centre: 60.8%	Bridgend Town Centre: 57.73%	
Porthcawl Town Centre: 65.9%	Porthcawl Town Centre: 63.04%	
Maesteg Town Centre: 53.3%	Maesteg Town Centre: 53.41%	

Analysis:

There is a need to ensure that commercial centres do not lose their 'critical mass' of retail units to the extent that they can no longer function as viable shopping centres. There is a danger that retail uses could be 'outbid' by other uses to the possible detriment of the commercial centre. Accordingly, there is a need to strike a balance between retailing and non-retailing uses in commercial centres to ensure the optimum mix, and thus enhance the vitality and viability of those centres. Policy ENT7 of the RLDP recognises that the Primary Shopping Areas of the county borough's town centres are in need of particular protection from competing uses. The Policy enforces strict criteria to protect their viability and vitality.

Overall, less than 60% of units within the Primary Shopping Areas were in an A1 use in Bridgend and Porthcawl Town Centres during the period 1 April 2025 – 31 March 2026, which slightly misses this indicator's target. The proportion of shops in A1 use in Bridgend and Maesteg Town Centres is below the specified target at 57.73% and 53.41% respectively. This issue where it relates to Maesteg was present before adoption of the RLDP and adopted retail policies are intended to safeguard A1 uses in Primary Shopping Areas.

The strategic sites allocated in the RLDP are now beginning to come forward and new housing will start to be delivered. Major impact is yet to be felt but it is anticipated that resulting socio-economic activity will increase across the county borough's town centres, effecting a reduction in vacancy rates in these locations. This continues to align with the strong emphasis on developing 20-minute neighbourhoods, which aim to improve access to town centres for pedestrians, cyclists and public transport users, further supporting increased footfall and the vitality of local commercial areas.

Furthermore, the recent adoption (24 September 2025) of the Retail and Commercial Development SPG is expected to improve the effectiveness of the retail and commercial policies contained within the RLDP, contributing to the safeguarding of A1 uses within Primary Shopping Areas.

Performance:	
Action:	Continue monitoring

6.14 Indicators 26 and 27 - Policy SP13 will seek to assist the county borough to transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses by encouraging renewable and low and zero carbon energy projects. Policy ENT10 aspires to ensure that all new homes in the county borough are net zero carbon in the first instance by ensuring that an energy masterplan accompanies any planning applications, and demonstrates that heating systems have been selected in accordance with the criteria outlined in the RLDP.

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'		
Policy Reference: SP13, ENT10		
Indicator	Target	Trigger
26. Number of major planning applications which are accompanied by an 'energy masterplan' in accordance with Policy ENT10.	100% of all major planning applications are accompanied by an energy masterplan in accordance with Policy ENT10.	One or more major planning applications permitted without an energy masterplan in accordance with Policy ENT10 in any one year.
Performance Outcome:		
Previous year		AMR 2025-26
0		0

Analysis:

Policy ENT10 of the RLDP requires all new major development to produce an energy masterplan to demonstrate that the most sustainable heating and cooling systems have been selected. Schemes should be able to demonstrate that they are suitable for a net-zero carbon energy system, otherwise costly retrofits will be required in the future to ensure that carbon targets are met.

No applications for major development (as defined by RLDP supporting paragraph 5.4.96) submitted post adoption of the RLDP were permitted without an energy masterplan in accordance with Policy ENT10 during the period 1 April 2025 – 31 March 2026.

Performance:**Action:**

Continue monitoring

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'**Policy Reference: SP13****Indicator****Target****Trigger**

27. Number and capacity (MW) of renewable, low and zero carbon energy developments approved / implemented.

Targets for area-based resource use in accordance with Table 10, Chapter 5.

No permissions granted or implemented within five years.

Performance Outcome:

Previous year	AMR 2025-26
14.9MW	1.5MW
Analysis: Policy SP13 of the RLDP supports the provision of renewable and low carbon energy development to reduce carbon emissions and help tackle climate change. This policy (and supporting development management policies) will assist the county borough transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses by encouraging renewable and low and zero carbon energy projects. One scheme with a generating capacity of 1.5MW was approved during the period 1 April 2025 – 31 March 2026: • Ground mounted solar PV array (1.5MW) (P/25/183/SOR Hendir Uchaf Farm, Rhiwceiliog, Pencoed CF35 6NS)	
Performance:	
Action:	Continue monitoring

6.15 Indicators 28 and 29 - National and regional guidance support a strong and sustainable approach to mineral planning, whilst ensuring valuable finite resources are safeguarded for possible future extraction. In terms of the supply of aggregates, the maximum use of secondary and recycled aggregates from commercial and demolition sources in preference to primary aggregates is promoted. Policy SP14 states that minerals will be used efficiently and appropriately throughout the county borough. It aims to encourage re-use and recycling of suitable materials as an alternative to primary won aggregates as set out in the criteria for Policy SP14. SP14 states that, as a minimum, a 10-year landbank of crushed rock will be maintained throughout the Plan period. The RLDP also has a policy to protect against

permanent sterilising development. Before development can take place, applicants must demonstrate that the mineral can be extracted and/or the mineral is of such poor quantity or quality to make extraction of no or little value as a finite resource, or the scale/location of development will have no significant impact on the resource.

Objective: Strategic Objective 3, ‘To Create Productive and Enterprising Places’		
Policy Reference: SP14		
Indicator	Target	Trigger
28. Aggregate landbank for Bridgend County Borough in years.	Maintain a minimum 10-year aggregate resource.	Less than a 10-year land bank of permitted aggregate reserves in any one year.
Performance Outcome:		
Previous year	AMR 2025-26	
50+ years	50+ years	
Analysis:		
Policy SP14 of the RLDP sets out criteria against which all proposals for mineral development will be assessed. It seeks to ensure the protection of aggregates and minerals for use in development. Minerals are an important resource which should be protected for future generations by locating non-mineral development away from areas which are underlain by minerals of economic importance, where feasible.		

The 2024 South Wales Regional Aggregates Working Party (SWRAWP) Annual Report (published January 2026) calculated the 10-year aggregate landbank resource as exceeding 50 years. As such, the RLDP is meeting its target of providing a minimum 10-year aggregate resource.

Performance:

Action:

Continue monitoring

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'

Policy Reference: SP14, ENT12

Indicator

Target

Trigger

29: Amount of permanent sterilising development permitted within a Minerals Safeguarding Area.

No permission granted for development within Minerals Safeguarding Areas contrary to Policy ENT12.

One or more applications permitted for development within a Minerals Safeguarding Area contrary to Policy ENT12 in any one year.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Policy ENT12 of the RLDP seeks to preserve access to aggregates for use in development. In most instances, development may proceed within safeguarding

areas as long as developers demonstrate the resource in question is either of poor quality/quantity and would not be economical to exploit, or the nature of the development in question would not prejudice exploitation of the resource.

No developments were granted permission within Mineral Safeguarding Areas contrary to Policy ENT12 during the period 1 April 2025 – 31 March 2026.

Performance:	
Action:	Continue monitoring

- 6.16 **Indicator 30** - There has been a dramatic growth in waste facilities in recent years to support the national and regional targets to reduce waste disposal going to landfill. This trend is likely to continue to grow during the current Plan period. Policy SP15 identifies existing employment sites where new waste facility development will be directed towards in line with the Regional Waste Plan and TAN21.

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'		
Policy Reference: SP15		
Indicator	Target	Trigger
30: Capacity to cater for the county borough's waste.	Maintain sufficient capacity to cater for the county borough's waste (to be confirmed at a regional level) in accordance with TAN 21.	Triggers to be established at a regional level in accordance with TAN 21.
Performance Outcome:		

Previous year	AMR 2025-26
N/A	See below.
Analysis:	
Minimising waste and managing it sustainably is essential to protecting the environment and supporting the transition to a circular economy. Policy SP15 of the RLDP promotes sustainable waste management by ensuring sufficient capacity is available to accommodate the county borough's waste needs now and in the future. Indicator 30 relates to whether all waste arisings from Bridgend County Borough can be managed (recycled, treated, disposed of) within the available facilities, either locally or through agreed regional arrangements. TAN21 requires LPAs to ensure that, through local or regional facilities, there is enough permitted waste management infrastructure (recycling, treatment, landfill) to handle all of the county borough's waste arisings, applying the waste hierarchy, self-sufficiency, and proximity principle. Data demonstrating waste management capacity is contained within Waste Planning Monitoring Reports (WPMRs). Bridgend County Borough was previously included in the South-West Wales region WPMR, but since 2020-21, it has been incorporated within the South-East Wales region. However, no WPMR for South-East Wales had been published since this change was made, until July 2026, with the latest 2024-25 report. The 2024-25 report confirms that the South-East Wales region has sufficient landfill void space to meet the requirements set out in TAN21 and that, at the present time, arisings of residual waste and food waste are being adequately managed. The report also states that any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in overprovision. This evidence supports the position that sufficient capacity remains to manage the county borough's waste in line with TAN21 requirements.	

Performance:	
Action:	Continue monitoring

6.17 **Indicator 31** - Tourism plays a key role in contributing towards the economic and employment benefits within the county borough. Policy SP16 supports this by seeking to protect and enhance existing tourism facilities, supports proposals for new high quality tourism facilities which will increase visitor numbers, and encourages sustainable tourism initiatives.

Objective: Strategic Objective 3, ‘To Create Productive and Enterprising Places’		
Policy Reference: SP16		
Indicator	Target	Trigger
31: Annual number of visitors to the county borough.	Year on year increase of visitors to the county borough	Decrease in visitors to the county borough compared to the previous year.
Performance Outcome:		
Previous year	AMR 2025-26	
See AMR 2024-25	See below	
Analysis:		
Policy SP16 of the RLDP supports the growth of a sustainable and vibrant tourism sector by guiding appropriate developments that enhance the quality and appeal of the local visitor offer. By encouraging high-quality accommodation, upgraded facilities, and diverse tourism experience – including activity-based, cultural, and		

event-led attractions – the policy aims to strengthen the local tourism industry and attract more visitors to the area. It also ensures that new tourism proposals are supported by sufficient demand, appropriate infrastructure, and avoid unacceptable harm to the environment or local communities.

The target for this indicator is a year-on-year increase in visitor numbers to the county borough. The most recently published STEAM report (2025) provides a comparison between 2024 and 2025, showing that visitor numbers increased significantly from 3.84 million in 2024 to 4.04 million in 2025, representing a 5.2% increase on the previous year. Looking ahead, as residential and commercial sites continue to come forward, this is likely to increase economic activity within the county borough, which in turn is expected to contribute to an increase in visitor numbers in future years.

Performance:	
Action:	Continue monitoring

- 6.18 The authority has a responsibility to protect existing tourist accommodation and that any loss is properly controlled, as advised in TAN13. There may be instances where tourist accommodation will be lost and Policy ENT17 states that accommodation will only be lost if it is no longer suitable or viable, or does not adversely affect the range and quality of accommodation available within the county borough.

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'

Policy Reference: ENT17

Indicator	Target	Trigger
32: Number of applications approved that would result in the loss of tourism or leisure or recreation facilities.	No permission granted contrary to Policy ENT17 that would result in the unjustified loss of tourism, or leisure or recreation facilities.	One or more applications permitted contrary to Policy ENT17.

Performance Outcome:

Previous year	AMR 2025-26
0	0

Analysis:

Policy ENT17 seeks to protect the provision of tourist accommodation within the county borough by ensuring that any proposed loss is fully justified. The policy recognises the value of a diverse and high-quality tourism offer and therefore requires robust evidence that a property is no longer viable or in demand for tourist use. Proposals involving the loss of such facilities must demonstrate that the change would not undermine the range or quality of accommodation available locally, and that continued use for tourism is neither practical nor sustainable.

No development proposals were granted contrary to Policy ENT17 that would result in the unjustified loss of tourism, or leisure or recreation facilities during the period 1 April 2025 – 31 March 2026.

Performance:	
Action:	Continue monitoring

6.19 Policy SP17 of the RLDP seeks to maintain and enhance the landscape quality as part of the natural environment within the county borough. The policy also protects designated sites such as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites. Policy DNP1 in the RLDP seeks to protect the countryside from inappropriate development by ensuring that only in exceptional cases development is acceptable. This is to ensure that the integrity of the countryside is conserved and enhanced. All countryside must be protected for its landscape, habitat, species and geology, and only development that will benefit the rural economy, whilst maintaining and enhancing the environment will be considered. Policy DNP4 of the RLDP seeks to protect SLAs. The emphasis is upon protecting the character and quality of the landscape from inappropriate development by ensuring that such development is compatible with the surrounding landscape rather than unduly restricting acceptable development. Building upon Policy SP17, Policy DNP5 aims to protect nature conservation and SINCs, LNRs and RIGS. It seeks to minimise the impact on the site or provide compensation/mitigation measures to offset any damage. Policy DNP6 provides protection for biodiversity, ecological networks, habitats and species and development will need to take into consideration location, design and layout as well as any adjacent nature conservation resources.

Objective: Strategic Objective 4, 'To Protect and Enhance Distinctive and Natural Places'

Policy Reference: SP17, DNP1

Indicator	Target	Trigger
33. Amount of land in the countryside (ha) lost to development which is permitted by way of a departure application to Policy DNP1.	No land in the countryside lost to development which is permitted by way of departure applications to Policy DNP1.	One or more planning permissions granted out of accordance with Policy DNP1.

Performance Outcome:

Previous year	AMR 2025-26
0	0

Analysis:

Policy DNP1 sets out a strong presumption against inappropriate development in the countryside, aiming to conserve and enhance the character, landscape, and natural resources of areas outside defined settlement boundaries. The policy ensures that only certain types of development are supported in rural locations, typically where they meet specific criteria or serve a justified need. Where development is acceptable in principle, it must be of a sustainable form, make prudent use of natural resources, and, wherever possible, utilise existing buildings or previously developed land before new build options are considered.

No land was lost to development which was permitted by way of departure from Policy DNP1 during the period 1 April 2025 – 31 March 2026.

Performance:	
Action:	Continue monitoring

Objective: Strategic Objective 4, 'To Protect and Enhance Distinctive and Natural Places'

Policy Reference: DNP4

Indicator	Target	Trigger
34: Number of developments permitted with the potential to adversely affect a Special Landscape Area.	No permission granted for development contrary to Policy DNP4 that would cause unacceptable harm to Special Landscape Areas.	One or more planning permissions granted out of accordance with Policy DNP4.

Performance Outcome:

Previous year	AMR 2025-26
0	0

Analysis:

Policy DNP4 seeks to safeguard the distinctive character and quality of the county borough's landscapes – particularly within its nine designated SLAs – by ensuring that development is compatible with its surroundings and minimises harm. While the policy does not aim to unduly restrict acceptable countryside development, it establishes strict criteria to protect and enhance valued landscapes through

sensitive design, management, and where appropriate, the creation of new landscape features.

No development proposals were permitted contrary to Policy DNP4 that would cause unacceptable harm to SLAs during the period 1 April 2025 – 31 March 2026, which meets the target for Indicator 34.

Performance:

Action:

Continue monitoring

Objective: Strategic Objective 4, 'To Protect and Enhance Distinctive and Natural Places'

Policy Reference: SP17, DNP5

Indicator

Target

Trigger

35: Number of applications approved that would cause harm to the overall conservation value of sites of SINCs, RIGS and LNRs.

No permission granted for development contrary to Policy DNP5.

One or more planning permissions granted out of accordance with Policy DNP5.

Performance Outcome:

Previous year

AMR 2025-26

0

0

Analysis:

Policy DNP5 provides an essential second tier of protection for locally and regionally important sites, including LNRs, SINCs, and RIGS. It seeks to ensure that any development within or near the areas is compatible with their biodiversity or scientific value, while also supporting their educational potential. Development that could cause harm to these sites will only be permitted where the benefits clearly outweigh the impact, and where harm can be appropriately mitigated or compensated.

No applications were approved that were contrary to Policy DNP5 during the period 1 April 2025 – 31 March 2026, which aligns with the target for this indicator.

Performance:

Action:

Continue monitoring

Objective: Strategic Objective 4, 'To Protect and Enhance Distinctive and Natural Places'

Policy Reference: SP17, DNP6

Indicator

Target

Trigger

36: Number of applications approved that would cause harm to legally protected habitats or species.

No permission granted for development contrary to Policy DNP6.

One or more planning permissions granted out of accordance with Policy DNP6.

Performance Outcome:

Previous year

AMR 2025-26

0	0
Analysis:	
Policy DNP6 aims to ensure that development contributes to the protection, enhancement, and resilience of biodiversity and ecosystems in line with the council's duties under the Environment (Wales) Act 2016. It seeks to strike a careful balance between enabling appropriate development and safeguarding habitats and species that support the county borough's wider ecological network. Development proposals must be sensitively located and designed to conserve onsite biodiversity and consider the value of any nearby nature conservation assets. No applications were approved for development contrary to Policy DNP6 during the period 1 April 2025 – 31 March 2026, which meets the target associated with this indicator.	
Performance:	
Action:	Continue monitoring

7.0 Sustainability Appraisal (SA) Monitoring

- 7.1 Monitoring of the RLDP should accord with the requirements for monitoring the sustainability performance of the RLDP through the Strategic Environmental Assessment / Sustainability Appraisal (SEA/SA) process. The SA monitoring expands the assessment of the performance of the RLDP against the SA monitoring objectives intended to measure the social, economic and environmental impact of the RLDP. Section 6 of the AMR examines the performance of the RLDP against the SA monitoring objectives.
- 7.2 Welsh Government requires that the SA objectives are monitored as part of the AMR to record the progress of the RLDP. The Monitoring Framework specifically includes mechanisms to monitor the likely significant effects on the environment of the RLDP, as predicted through the SA process.
- 7.3 The Monitoring Framework includes mechanisms to assess whether key policies fundamental to delivering the RLDP are being implemented as intended and with no unforeseen adverse consequences. Specifically, the 14 SA objectives will be assessed against the indicators that have been identified as most relevant.

SA Objectives	Replacement LDP Monitoring Framework Indicators	Green/Amber/Red
1. Health and Wellbeing: Improve the health and wellbeing of the population, including with respect to physical and mental health,	2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making	

social wellbeing and community safety.	20: Number of community facilities lost through development.	
2. Equality and Social Inclusion: Reduce poverty and inequality, tackle social exclusion and promote community cohesion, including through enhancing access to community facilities.	2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making	
	15: The tenure of affordable housing completions.	
	18: The completion of Gypsy and Traveller sites to meet identified need.	
	19: Meet any new arising need for Gypsy, Traveller and Showpeople sites arising outside of the GTAA.	
	20: Number of community facilities lost through development.	

3. Employment and Skills: Increase the number and quality of employment opportunities to meet identified needs, whilst improving the level of educational attainment and skills amongst residents.	21: Employment land take-up against allocations.	
	22: Enable job growth.	
	24: Annual vacancy rates of commercial properties within the Town Centres of the county borough.	
4. Transport and Communications: Enhance the accessibility of public services, economic opportunities and markets through improving infrastructure and creating a sustainable transport network, whilst also ensuring access to high quality communications and utilities.	10: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.	
	24: Annual vacancy rates of commercial properties within the Town Centres of the county borough.	
	25: Proportion of A1 retail uses in the Primary Shopping Areas	
5. Housing: Provide a sufficient quantum and range of good quality and affordable housing in	1: Spatial distribution of housing development	
	11: The number of net additional affordable	

sustainable locations to meet identified needs.	and market dwellings built in the LPA area.	
	12: The annual level of housing completions monitored against the Anticipated Annual Build Rate (AABR).	
	13: Total cumulative completions monitored against the anticipated cumulative completion rate.	
	14: The level of affordable housing completions monitored against the Plan's overarching target.	
	15: The tenure of affordable housing completions.	
	16: Delivery of the affordable housing policy - thresholds and percentage targets for each sub-market area.	

6. Economic Growth: Deliver sustainable economic growth and maximise the economic contribution of the BCBC area to the Cardiff Capital Region, including through diversifying and strengthening the local economic base.	1: Spatial distribution of housing development	
	11: The number of net additional affordable and market dwellings built in the LPA area.	
	17: Viability – trends in house prices, land values, build costs.	
	22: Enable job growth.	
7. Air Quality: Prevent and reduce emissions and concentrations of harmful atmospheric pollutants and minimise exposure to poor air quality.	10: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.	
	27: Number and capacity (MW) of renewable, low and zero energy carbon developments	
8. Climate Change: Adopt appropriate mitigation and adaption measures to reduce and respond to the	8: Amount of development permitted within Flood Zone 2 that does not meet all TAN 15 tests.	

impacts of climate change.	9: The scale/type of highly vulnerable development permitted within Flood Zone 3.	
	10: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.	
	26: Number of major planning applications which are accompanied by an 'Energy Masterplan' in accordance with Policy ENT10	
	27: Number and capacity (MW) of renewable, low and zero energy carbon developments	
9. Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites and	28: Aggregate landbank for Bridgend County Borough in years.	
	29: Amount of permanent sterilising development permitted within a	

species, improving green infrastructure provision and safeguarding important soil resources.	Minerals Safeguarding Area.	
	33: Amount of land in the countryside (ha) lost to development which is permitted by way of a departure application to Policy DNP1.	
	36: Number of applications approved that would cause harm to legally protected Habitats or Species.	
10. Water and Flood Risk: Conserve, protect and enhance water and coastal environments, water quality and water resources, whilst reducing the risk of flooding. Development must be located so as not to increase the risk of flooding and should be steered away from areas of greatest risk.	8: Amount of development permitted within Flood Zone 2 that does not meet all TAN 15 tests.	
	9: The scale/type of highly vulnerable development permitted within Flood Zone 3.	

11. Materials and Waste: Contribute to the implementation of the circular economy, manage waste with minimal environmental impacts and ensure the sustainable use of natural resources, including for energy generation and providing an adequate supply of minerals and materials for construction.	28: Aggregate landbank for Bridgend County Borough in years.	
	29: Amount of permanent sterilising development permitted within a Minerals Safeguarding Area.	
	30: Capacity to cater for the county borough's waste.	
12. Sustainable Placemaking: Maximise the efficient use of land and infrastructure and enhance design quality to create great places for people.	2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making	
	3a-7a: Number of dwellings delivered on Strategic, Mixed-Use Sites	
	3b-7b: Infrastructure requirements and Placemaking principles delivered on Strategic Mixed-Use Sites.	

	• 23: Amount of major retail development (sqm) permitted outside established town and local centre boundaries.	
13. Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets, including the use of the Welsh language.	• 31: Annual number of visitors to the county borough.	
	• 32: Number of applications approved that would result in the loss of tourism or leisure or recreation facilities.	
	• 35: Number of applications approved that would cause harm to the overall conservation value of Sites of SINC, RIGS and LNRs.	
14. Landscape: Protect and enhance the landscape character, visual amenity and legibility of settlements in the BCBC area.	• 33: Amount of land in the countryside (ha) lost to development which is permitted by way of a departure application to Policy DNP1.	

	• 34: Number of developments permitted with the potential to adversely affect a Special Landscape Area.	
	• 35: Number of applications approved that would cause harm to the overall conservation value of Sites of Importance for Nature Conservation (SINCs), Regionally Important Geological Sites (RIGS) and Local Nature Reserves (LNRs).	

8.0 Conclusions and Recommendations

- 8.1 The AMR provides an important assessment of progress in delivering the objectives of the RLDP. The findings indicate no fundamental concerns in delivering the growth and spatial strategy, notwithstanding that housing completions have been lower than anticipated in the early years of the housing trajectory. This issue is expected to resolve itself as existing commitments complete and new allocations come forward.
- 8.2 Progress has also been made in strengthening the supply of land for employment and in advancing climate and sustainability objectives.
- 8.3 The monitoring outcomes highlight the importance of ongoing collaboration between the council, developers, RSLs, and key stakeholders to address identified challenges and to secure the delivery of sustainable, well-designed development. The RLDP has already been supplemented with the adoption of the Affordable Housing, Retail, Outdoor Recreation Facilities and Houses in Multiple Occupation SPGs, with future SPGs being prepared on Education, Planning Obligations, Green Infrastructure, Biodiversity and Employment. There is considered to be no current cause for concern.
- 8.4 The findings of this AMR and subsequent AMRs will inform the preparation of any future review of the RLDP, ensuring that the strategy remains responsive to changing circumstances and capable of delivering the RLDP's Vision and Strategic Objectives.

Appendix A. The Timing and Phasing of Allocations and Site with Planning Permission (2018-2033, Updated 2025-2026)

Table 1. The Timing and Phasing of Allocations

Allocated site name	Total site capacity	Time lag to construction start in months			Phasing of development (2018-33)																	
		Time period for pre-application discussions/PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	Units phased beyond the Plan period
Land South of Bridgend	788	Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	68	120	120	120	120	120	120	0
Land West of Bridgend	850	Pre-application: 7 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and produce a PAC report per phase)	14 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	30	100	100	100	100	100	100	220
Craig y Parcau, Bridgend	108	Pre-application: 6 weeks	10 weeks	8 weeks			0	0	0	0	0	0	0	0	30	50	40	0	0	0	0	0

Allocated site name	Total site capacity	Time lag to construction start in months			Phasing of development (2018-33)																		
		Time period for pre-application discussions/PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	Units phased beyond the Plan period	
		PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report)																					
Porthcawl Waterfront	1100	Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase)	16 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	60	120	120	120	120	120	120	120	320
Land East of Pencoed	804	6 weeks (per phase) PAC: 7 weeks (4 weeks minimum with a period of 3 weeks to collate and	14 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	84	120	120	120	120	120	120	120	0

Allocated site name	Total site capacity	Time lag to construction start in months			Phasing of development (2018-33)																		
		Time period for pre-application discussions/PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	Units phased beyond the Plan period	
		produce a PAC report per phase)																					
Land East of Pyle	2003	Pre-application: 9 weeks (per phase) PAC: 8 weeks (4 weeks minimum with a period of 4 weeks to collate and produce a PAC report per phase)	16 weeks (per phase)	8 weeks (per application)			0	0	0	0	0	0	0	0	70	150	150	150	150	150	150	1033	
Land South West of Pont Rhyd-y-cyff	130	Pre-application: 6 weeks PAC: 6 weeks 4 weeks minimum with a period of 2 weeks to collate and produce a PAC report per phase)	10 weeks	8 weeks			0	0	0	0	0	0	0	0	10	45	45	30	0	0	0	0	

Allocated site name	Total site capacity	Time lag to construction start in months			Phasing of development (2018-33)																		
		Time period for pre-application discussions/PAC consultation	Time between submission of planning application and determination	Time taken from planning consent to the discharge of relevant conditions to enable site construction	Completions	U/C	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	Units phased beyond the Plan period	
Land South East of Pont Rhyd-y-cyff	140	Pre-application: 6 weeks PAC: 42 days (28 days minimum with a period of 14 days to collate and produce a PAC report)	10 weeks	8 weeks			0	0	0	0	0	0	0	0	10	25	40	40	25	0	0	0	
Land South of Pont Rhyd-y-cyff	102	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report)	10 weeks	8 weeks			0	0	0	0	0	0	0	0	30	25	25	2	0	0	0	0	
Former Cooper Standard Site, Ewenny Road, Maesteg	205	Pre-application: 6 weeks PAC: 6 weeks (4 weeks minimum with a period of 2 weeks to collate and produce a PAC report)	10 weeks	8 weeks			0	0	0	0	0	0	0	0	20	40	40	40	40	25	0	0	

Table 2. The Timing and Phasing of Sites with Planning Permission (2018-2033)

Settlement tier / Growth area	Planning application	Site name	Total site capacity	Phasing of development (2018-33)																	Units phased beyond the Plan period
				Completions	U/C	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	
Valleys Gateway (Main Settlement)	P/19/915/RES	LAND OFF MAESTEG ROAD, TONDU	405	136	30					20	32	47	37	60	60	60	60	29			
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/983/FUL	SUNNYSIDE ROAD (LAND OFF), BRIDGEND	59	0	59					0	0	0	0	59							
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/15/693/FUL	69-73 COWBRIDGE ROAD (REAR OF), BRIDGEND	10	0	0					0	0	0	0	10							
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/610/FUL	PARK STREET, COED PARC, BRIDGEND	15	6	2			3	1	0	0	2	2	7							
Valleys Gateway (Main Settlement)	P/19/182/RES (Phase 2)	PARC TYN Y COED, BRYNCETHIN	273	269	3					1	2	0	2	4							
Porthcawl (Main Settlement,	P/19/352/RES P/21/60/FUL P/21/273/FUL	ST CLARES CONVENT, CLEVIS HILL, PORTHCAWL	11	7	3					3	2	0	2	4							

Regeneration Growth Area)	P/23/695/FUL P/23/711/FUL																			
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/14/185/FUL P/20/638/NMA	WATERTON MANOR & LANE (LAND AT) WATERTON, BRIDGEND	39	26	0					26	0	0	0	13						
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	P/18/829/FUL	LAND AT CROFT GOCH ROAD, KENFIG HILL	21	0	0					0	0	0	0	21						
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	P/22/508/FUL	LAND AT CEFN ROAD (FORMER RESERVOIR) CEFN CRIBBWR	16	0	0								0	16						
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	P/14/390/FUL P/21/547/RLX	LAND AT NANTYFYLLON RFC, BLOSSE STREET, MAESTEG	36	23	4					23	0	0	0	13						
Porthcawl (Main Settlement, Regeneration Growth Area)	P/20/415/FUL	FORMER GLAMORGAN HOLIDAY HOME, THE SQUARE	52	0	0					0	0	0	0	52						
Valleys Gateway (Main Settlement)	P/21/1092/FUL	FORMER GLAN YR AFON CARE HOME HEOL YR YSGOL YNYSAWDRE	35	0	35					0	0	0	0	35						

Valleys Gateway (Main Settlement)	P/14/838/FUL	LAND EAST CWM FELIN & SOUTH CRAIG TERRACE / EBENEZER TERRACE, BLACKMILL	28	0	0						0	0	0	28							
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	P/22/34/FUL	FORMER BLAENLLYNFI INFANT SCHOOL, GROSVENOR TERRACE, MAESTEG	20	20	0						0	0	20								
Porthcawl (Main Settlement, Regeneration Growth Area)	P/18/758/FUL	FORMER PORTHCAWL HOTEL 7-11 JOHN STREET PORTHCAWL	22	22	0						0	0	22								
Garw Valley (Local Settlement)	P/23/699/FUL	LAND AT THE FORMER BETTWS SOCIAL CLUB, BETTWS	20	20	0							0	20								
Garw Valley (Local Settlement)	P/22/597/FUL	FORMER FFALDAU CLUB / LAND EAST OF OXFORD STREET	12	0	12							0	0	12							
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/21/379/FUL	LAND ON WEST SIDE OF GENTLE WAY, BROADLANDS, BRIDGEND	10	0	0																
Porthcawl (Main Settlement, Regeneration Growth Area)	P/20/263/FUL	FORMER ST. JOHN'S SCHOOL, NETWON, PORTHCAWL	57	57	0					24	30	3									

Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/1006/FUL	YSGOL BRYN CASTELL (PHASE 2), BRIDGEND	127	127	0				13	57	43	14									
Pencoed (Main Settlement, Sustainable Growth Area)	P/20/214/FUL	FORMER PENCOED RAOB SOCIAL CLUB HEOL Y GROES, PENCOED	24	24	0					0	0	24									
Pencoed (Main Settlement, Sustainable Growth Area)	P/09/435/OUT	LAND SOUTH OF HENDRE ROAD, PENCOED	205	205	0	2	2	1	0	0	0	1									
Porthcawl (Main Settlement, Regeneration Growth Area)	P/22/115/FUL	OLD STATION YARD FORMER MOT PORTHCAWL	20	20	0					0	0	20									
Ogmore Valley (Local Settlement, Regeneration Area)	P/04/252/FUL P/21/831/NMA P/22/65/FUL	CWRT TY MAWR, NORTH ROAD, OGMORE VALE	13	13						6	1										
Pencoed (Main Settlement, Sustainable Growth Area)	P/20/99/FUL	TRINITY CHAPEL, PENYBONT ROAD, PENCOED	12	12	0					0	12										
Bettws (Local Settlement)	P/19/147/FUL	HEOL DEWI SANT (REAR OF), BETTWS	23	23	0					0	1										
Bridgend (Primary Key Settlement,	P/19/624/FUL P/19/656/RES	PARC DERWEN, BRIDGEND	1577	1506	0	157	94	19	51	71											

Sustainable Growth Area)																				
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/145/RES	LAND AT LLANGEWYDD ROAD, CEFN GLAS, BRIDGEND	194	194	0	1	61	47	51	34										
Pen-y-fai (Local Settlement)	P/17/1073/FUL	ALL SAINTS WAY (LAND SOUTH OF), PENYFAI	20	20	0			7	10	3										
Cefn Cribwr (Local Settlement)	P/18/286/NMA	BEDFORD ROAD, CEFEN CRIBBWR	10	10	0					10										
Porthcawl (Main Settlement, Regeneration Growth Area)	P/16/609/FUL	47 - 49 WOODLAND AVENUE (Land Between), PORTHCAWL	10	10	0					10										
Valleys Gateway (Main Settlement)	P/18/1012/FUL	THE OLD BAKEHOUSE, MAESTEG ROAD, TONDU	10	10	0					10										
Porthcawl (Main Settlement, Regeneration Growth Area)	P/18/920/FUL	RONNIES COMMERCIAL,CLOS YR ORSAF, PORTHCAWL	10	0					10											
Porthcawl (Main Settlement, Regeneration Growth Area)	P/18/908/FUL	MEADOW LANE (LAND AT), PORTHCAWL	24	0					24											
Porthcawl (Main Settlement,	P/17/273/RLX, P/19/30/RLX	THE REST CONVALESCENT	69	69			24	10	35											

Regeneration Growth Area)		HOME, PORTHCAWL																			
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/13/246/OUT, P/14/464/OUT	NORTH EAST BRACKLA REGENERATION AREA, BRIDGEND	558	558		147	178	112													
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/15/379/FUL	JUBILEE CRESCENT, BRIDGEND	48	48		48															
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/985/FUL	PARC FARM, NORTH EAST OF PARC DERWEN, BRIDGEND	24	24		24															
Laleston (Local Settlement)	P/12/476/FUL, P/13/354/FUL, P/13/357/FUL	OYSTERCATCHER PH, CAR PARK AND LAND BEHIND, HIGH STREET, LALESTON	10	10		1	1	1													
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/111/FUL, P/18/64/FUL	COURT ROAD 11, GAYLARD BUILDINGS, BRIDGEND	17	17		17															
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/606/FUL	FORMER OCLP CLUBHOUSE, ELM CRESCENT, BRIDGEND	18	18		18															
Valleys Gateway (Main Settlement)	P/15/62/FUL	OGMORE COMPREHENSIVE SCHOOL, BRYNCETHIN	117	117		53	7														

Valleys Gateway (Main Settlement)	P/16/600/FUL	FORMER ARCHBISHOP MCGRATH SCHOOL (LAND AT) - SITE A, TONDU	44	44		44														
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/15/60/FUL, P/17/433/FUL	RHIW / BRACKLA STREET SHOPPING CENTRE, BRIDGEND	38	38			10													
Maesteg and the Llynfi Valley (Main Settlement, Regeneration Growth Area)	P/16/607/FUL	BRIDGEND ROAD, FORMER SCHOOL PLAYING FIELD, MAESTEG	37	37			37													
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/17/393/FUL, P/18/410/FUL	BRYN BRAGL, BRACKLA, BRIDGEND	14	14				14												
Pencoed (Main Settlement, Sustainable Growth Area)	P/18/174/FUL	PENCOED PRIMARY SCHOOL	40	40				40												
Heol-y-Cyw (Local Settlement)	P/18/759/FUL	HEOL Y CYW PRIMARY SCHOOL	13	13				13												
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	P/15/856/FUL	AEL Y BRYN 65 - 66 (LAND TO REAR OF), NORTH CORNELLY	23	23				23												

Valleys Gateway (Main Settlement)	P/14/742/OUT	LAND AT ABERGARW FARM, BRYNMENYN	26	26		9	9	6													
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Meeting of:	DEVELOPMENT CONTROL COMMITTEE
Date of Meeting:	03 SEPTEMBER 2026
Report Title:	SUPPLEMENTARY PLANNING GUIDANCE (SPG): EDUCATIONAL FACILITIES AND RESIDENTIAL DEVELOPMENT
Report Owner: Responsible Chief Officer / Cabinet Member	CORPORATE DIRECTOR – COMMUNITIES
Responsible Officer:	LOUIS PANNELL STRATEGIC PLANNING POLICY TEAM LEADER
Policy Framework and Procedure Rules:	There is no effect upon the Policy Framework and Procedure Rules.
Executive Summary:	The purpose of this Report is to provide the Development Control Committee with an overview of the public consultation exercise on the draft Educational Facilities and Residential Development SPG document. It also summarises the resultant changes made to the SPG and informs the Committee of the intention to seek Cabinet approval to present the document to Council to seek its adoption. Subsequent adoption of this SPG will support the effective implementation of the existing planning policy framework contained within the Replacement Local Development Plan adopted March 2024 (RLDP), the Council's statutory land-use Planning document.

1. Purpose of Report

- 1.1 The purpose of this Report is to inform the Development Control Committee of the outcome of the public consultation exercise on the draft Educational Facilities and Residential Development SPG document.
- 1.2 The Report also informs Development Control Committee of the intention to present the Educational Facilities and Residential Development SPG (**Appendix 1**) to Council to seek its adoption.

2. Background

- 2.1 The RLDP, plays a key role in ensuring that there is sufficient and satisfactory educational provision for the children and young people generated by new residential developments.

- 2.2 The RLDP makes provision for 8,628 homes to promote the creation and enhancement of sustainable communities across the County Borough over the plan period (2018-2033). As a result, existing educational facilities will be inevitably placed under pressure to accommodate the additional pupils that will be generated through these planned residential developments. Therefore, the Planning system needs to ensure that the necessary steps are taken to avoid facilities being detrimentally affected and that adequate provision is available to cater for the learning needs of the children and young people of Bridgend.
- 2.3 Education capacity was a key consideration during preparation of the RLDP and directly informed the selection of strategic and housing allocations. The overarching strategy of the RLDP prioritises the allocation of large strategic sites of sufficient scale to support the delivery of a new primary school as a minimum. In addition, a number of smaller housing allocations have been allocated and will be required to contribute to improvements to existing educational infrastructure and/or the provision of new supporting infrastructure, where necessary, to ensure such development is acceptable in planning terms. These requirements are specified within Thematic Policies PLA1-5 of the RLDP and the Infrastructure Delivery Plan (IDP), providing clarity and certainty on infrastructure requirements associated with future development.
- 2.4 Furthermore, Policy SP10 of the RLDP sets the policy framework to ensure that all residential development proposals are supported by sufficient existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal, Policy SP10 requires that reasonable infrastructure provision or financial contributions must be provided by developers where necessary and secured by means of planning agreements/obligations where appropriate.
- 2.5 The Development Control Committee was informed of the need to revise the Educational Facilities & Residential Development SPG:16 at their meeting of 2 October 2025. Councillors Hughes, Griffiths and Haines who sit on the Committee, volunteered to champion production of the revised Educational Facilities & Residential Development SPG, and have since been working alongside the Strategic Planning Policy Team Leader to progress the new SPG.
- 2.6 This draft SPG provides specific guidance on:
- Education requirements for residential developments including thresholds, pupil yields, additional learning needs provision, Welsh medium provision, cost per pupil place, investment in unsatisfactory school accommodation, new schools and how contributions will be used;
 - How contributions are calculated - with a worked example; and
 - The administration of policy through the various planning stages; Section 106, negotiations with developers and how issues surrounding development viability may be considered.

- 2.7 While a large proportion of the existing SPG 16 remains relevant, key areas requiring update include pupil yield rates and associated cost guidance. The latter is particularly necessary as costs have increased since the existing SPG's adoption in 2021.
- 2.8 The pupil yield rates have been revised using evidence from completed new build residential developments in the Borough, including schemes that have delivered a new primary school. Cost guidance has also been updated to reflect cost and size standards published by the Welsh Government.

3. Current situation / proposal

- 3.1 On 10 March 2026, a draft version of the SPG was presented to Cabinet. Cabinet resolved to approve a public consultation period of 6 weeks on the draft SPG. Cabinet also authorised officers to make appropriate arrangements for that public consultation before reporting the outcome back to Cabinet for approval to send a report to Council to seek adoption of the final SPG.
- 3.2 A 6-week public consultation period was held from 17 March 2026 to 28 April 2026. The consultation was advertised in the following ways:
- Information on the consultation, including all the documentation, representation forms and how to make representations was placed on the Council's online Consultation Portal;
 - Consultation details were sent directly to approximately 190 targeted consultees including all Elected Members, Town and Community Councils, planning consultants, house builders, Registered Social Landlords (**RSLs**) and all head teachers;
 - A social media campaign was launched to promote the consultation exercise across various social media platforms, aiming to generate awareness throughout the public consultation period. Periodic posts were made on the Council's X (formerly Twitter), LinkedIn and Facebook accounts.
- 3.3 At the close of the public consultation period, one representation was received on the draft SPG, submitted by a planning consultant acting on behalf of a housebuilder. Given the extensive publicity undertaken during the consultation, together with the targeted engagement of key consultees, the limited number of responses is considered a positive outcome, indicating that no fundamental objections were raised to the content for overall approach of the draft SPG.
- 3.4 The representation primarily sought clarification on, and raised concerns regarding, specific aspects of the guidance. These included the potential for double counting where development is required to provide both land for on-site education provision and financial contributions towards the delivery of strategic sites; the revised pupil yield assumptions; and the proposed increase to cost per pupil figures, together with the potential implications for development viability.

3.5 A summary of the representation, alongside the Local Planning Authority's (LPA's) responses and the reasons why certain suggested amendments have not been incorporated, is provided at **Appendix 2**. Having considered the comments received, it is concluded that only minor amendments to the SPG are necessary. These amendments have been incorporated into the final draft SPG, attached as **Appendix 1**. For ease of reference, the paragraphs amended following consultation are reproduced in full at the end of **Appendix 2** and include:

- An amendment to clarify that Section 106 agreements may include a review clause to account for any subsequent reduction in the number or type of residential units proposed, particularly where changes arise through reserved matters planning applications. The inclusion of such a review clause will be considered on a case-by-case basis;
- Additional wording to improve clarity and transparency regarding the assessment of whether surplus school places can be considered available and taken into account when determining developer contributions, in the context of safe walking routes from a development site to a school. A route is considered to be available if it is safe for a learner without a disability or learning difficulty to walk the route alone or with an accompanying adult if the learners age and levels of understanding require this;
- Minor amendments to clarify the purposes for which education contributions may be used, including the provision and design of new school facilities.

3.5 If adopted, the SPG will support the effective implementation of the existing planning policy framework, provide more detailed advice and guidance to applicants preparing planning applications and will become a material consideration in the determination of planning applications.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations (Wales) Act 2015 - implications and connection to Corporate Well-being Objectives

5.1 The new SPG for Educational Facilities and Residential Development will provide additional guidance and material weight to support adopted RLDP Policies and seek to provide clarity in respect of their future interpretation, setting out what the Council expects from applicants in respect of satisfying those policies' detailed criteria. This is a key contributory factor to delivering Local Well-being Objective 3: 'Enabling people to meet their potential.'

5.2 The SPG will also contribute to the following goals within the Well-being of Future Generations (Wales) Act 2015:

- A prosperous Wales – Ensuring there is sufficient education provision in response to new residential development, directly supporting skills, employability and the future workforce.
- A healthier Wales – Ensuring education provision can be accessed by safe walking routes from new housing developments.
- A more equal Wales – Ensuring equal access to education provision, including Welsh-medium and Additional Learning Needs provision.
- A Wales of cohesive communities – Ensuring that education provision is provided in relation to new residential development to avoid pressure on existing schools.

6. Climate Change and Nature Implications

6.1 There are no direct climate change and nature implications from this Report, although the new SPG, once adopted, will provide additional guidance to ensure that existing education provision can be accessed by safe walking routes from new housing developments. This will help to encourage a sustainable modal shift, reducing carbon emissions that are released from car-born travel.

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 There are no financial implications arising from this Report.

9. Recommendations

It is recommended that the Development Control Committee:

- a) Note the contents of the Report, the final draft Educational Facilities and Residential Development SPG (**Appendix 1**) and the summary of consultation responses received on the draft Educational Facilities and Residential Development SPG, together with resultant amendments attached as **Appendix 2**;
- b) Note that the final SPG will be reported to Cabinet to seek approval to present the SPG to Council for adoption.

Background documents

None

**Bridgend County Borough
Local Development Plan
2018-2033**

**Draft Educational Facilities & Residential Development
Supplementary Planning Guidance
September 2026**

Cyngor Bwrdeistref Sirol



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1.0 Introduction

- 1.1 The purpose of this supplementary planning guidance (SPG) is to explain in detail the Council's approach to the provision of educational facilities and outlines how the Council will, where appropriate, seek planning obligations to provide or enhance education and school facilities as part of new residential developments throughout the County Borough of Bridgend.
- 1.2 This adopted SPG will be a material consideration in the determination of all planning applications for residential development including applications for renewal of consents.
- 1.3 Anyone wishing to submit an application for residential development within the County Borough is urged to consider this SPG and to contact the Local Planning Authority (LPA) in advance of submitting an application, to discuss the issues that are raised in this document on a site-specific basis.
- 1.4 This SPG provides specific guidance on:
 - Education requirements for residential developments, including thresholds, pupil yields, additional learning needs provision, Welsh medium provision, cost per pupil place, investment in unsatisfactory school accommodation, new schools and how contributions will be used;
 - How contributions are calculated, providing a worked example; and
 - The administration of policy through the various planning stages, Section 106, negotiation with developers and how issues surrounding development viability may be considered.

2.0 Policy and Legislative Context

- 2.1 The National Planning Policy context for the provision of educational facilities through the planning system is set out in Future Wales: the National Plan 2040 and Planning Policy Wales (PPW).
- 2.2 **Well-Being of Future Generations (Wales) Act 2015** is a key piece of legislation which aims to further improve the social, economic, environmental and cultural well-being of Wales now and in the longer term. The Act puts in place a 'sustainable development principle' which is a duty for public bodies 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". The Act is underpinned by seven well-being goals, which public bodies must work to achieve (a prosperous Wales, a resilient Wales, a healthier Wales, an equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language and a globally responsible Wales).
- 2.3 **Future Wales: The National Plan** is the National Policy Framework setting out the direction for development in Wales to 2040. Whilst the plan does not address education facilities specifically, it sets the spatial framework within which local and regional development plans can integrate new education provision, in line with national goals around sustainable growth and community well-being.
- 2.4 **Planning Policy Wales (PPW): Edition 12** states the importance of planning authorities developing a strategic and long-term approach to the provision of community facilities (including schools) when preparing development plans. Community facilities should continue to address the requirements of residents in the area and can 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.

- 2.5 Inclusive Design: PPW emphasises the need for good design and placemaking to be incorporated within all development proposals. Good design should place people at the heart of the design process and must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car.
- 2.6 Infrastructure: Adequate and efficient infrastructure, including services such as education facilities, is crucial for economic, social and environmental sustainability. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.
- 2.7 Active and Social Linkages: The Active and Social Places of PPW seeks to actively create sustainable and cohesive communities through development plan policies, including specific allocations, and development management decision making. In particular, policies will: enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green infrastructure, maximising opportunities for community development and social welfare; It emphasises that when planning and managing future development, planning authorities need to ensure that residents of existing and new communities have access to jobs and an appropriate range of community facilities including recreation, leisure, health and education.
- 2.8 PPW identifies that planning obligations are useful arrangements to overcome obstacles that may otherwise prevent planning permission from being granted. Contributions may be used to offset negative consequences, to help meet local needs, or to secure benefits which will make development more sustainable. It is essential that arrangements are fair to both the developer and community, that the process is transparent as possible, and that development plans provide guidance on the types of obligations that the Council may seek.

2.9 Welsh Government's Sustainable Communities for Learning Programme (SCfL) formerly known as the *21st Century Schools and Education Initiative* is a long-term investment for schools and colleges to develop them as hubs for learning and reduce buildings in poor condition. In January 2022, it adopted the new title SCfL, reflected renewed emphasis on environmental sustainability, community cohesion, and the needs of future generations. The main aims of the programme include:

- 1) Transforming Learning Environments & Learner Experience
- 2) Meeting Demand for School Places
- 3) Improving Condition & Suitability of the Estate
- 4) Developing Sustainable Learning Environments
- 5) Supporting the Community

2.10 The SCfL now includes approximately £2.3 billion in combined capital and revenue investment for education infrastructure, delivered through a more flexible “rolling programme” rather than fixed, multi-year cycles.

2.11 Cwm Taf Morgannwg Public Services Board Well-being Plan 2023-2028

The Well-being Plan (the Plan) outlines how the Public Service Board will work together to deliver the seven wellbeing goals for Wales as referenced in the Wellbeing of Future Generations (Wales) Act. The Plan is framed around tackling inequalities in relation to our lifestyles, our communities, and our environment to improve the well-being for people living here now and building towards a fair future. Two well-being objectives have therefore been developed, which are:

- 1) Healthy Local Neighbourhoods
- 2) Sustainable and Resilient Local Neighbourhoods

2.12 This plan recognises the need to help people to access support, services and opportunities in their local neighbourhood such as community buildings like education facilities.

2.13 **Active Travel (Wales) Act 2013** makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. The Active Travel Act requires local authorities to identify the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.



Coleg Cymunedol Y Dderwen

Bridgend Local Development Plan 2018-2033

Draft Educational Facilities & Residential Development Supplementary Planning Guidance

3.0 Background

- 3.1 Bridgend County Borough Council (BCBC) receives a high number of applications each year for new housing development. These new residents create a demand for school places and as a result, there may be a need for new educational facilities or an improvement to existing provision. In order to ensure communities are not disadvantaged and that there is sufficient and satisfactory educational provision for the children and young people generated by new developments, the Council will, where appropriate, seek contributions towards providing or enhancing educational facilities. To meet this demand Policy SP10 of the RLDP requires the provision of educational facilities and/or their upgrades.
- 3.2 The Council urges anyone intending to submit an application for residential development within the County Borough to read this SPG. To discuss any issues on a site-specific basis they may contact BCBC in advance of making a planning application for pre-application discussions (see Section 7 at the end of the SPG).



Pentcoed Primary School

Bridgend Local Development Plan 2018-2033

Draft Educational Facilities & Residential Development Supplementary Planning Guidance

4.0 Education Provision

4.1 **Corporate Plan and Education and Family Support Directorate Plan 2023-2028** sets out the Council's priorities and how the Council will work alongside local people and partners to provide services over the next five years.

- A County Borough where we protect our most vulnerable
- A County Borough with fair work, skilled, high quality jobs and thriving towns
- A County Borough with thriving valleys communities
- A County Borough where we help people meet their potential
- A County Borough that is responding to the climate and nature emergency
- A County Borough where people feel valued, heard and part of their community
- A County Borough where we support people to live healthy and happy lives

4.2 Education contributions secured through Section 106 will specifically support the fourth objective. The importance of delivering this objective is also detailed within the Education and Family Support Directorate Plan.

4.3 **Education and Family Support Directorate Plan** identifies the directorate's priorities and commitments, the contribution the directorate will make in the Corporate Plan, and how this will be measured.

4.4 **School Modernisation** – BCBC has embarked on a challenging programme of school modernisation across the County Borough. Creating schools that are fit-for-purpose and valued by their communities is one of the Council's major priorities, as outlined in the Corporate Plan. Throughout the modernisation process, discussions are being held with learners, schools and their communities. Consideration is being given to the circumstances of each school with the best long-term interests of the children and young people in its locality

being the priority while ensuring the current quality of education is maintained. Using the most up-to-date information held by the Council, the effects of the School Modernisation Plan on schools in the vicinity of new residential development will be taken into account at the planning application stage and this will form part of the negotiation process at that time.

- 4.5 **School Catchment Areas** – All primary and secondary schools have geographical catchment areas that are used to administer admission arrangements. Out of the 60 Schools throughout the County Borough, there are 5 Welsh medium schools, 5 voluntary aided, 1 voluntary controlled, 2 special schools and there is 1 pupil referral unit. Due to the reduced number, and therefore more sparsely located nature of schools such as Welsh medium schools and special schools, they have wider catchment areas.
- 4.6 It should be noted that the defined catchment areas for schools are sometimes subject to review and the Council recommends that the developer contacts the Council prior to the submission of a planning application to ascertain the most up-to-date catchment information.
- 4.7 In order to make effective use of future contributions, the terms of any future Section 106 agreement should allow for the fact that school catchment areas change and that contributions can be utilised for education facilities within any subsequent school's catchment area within which the development falls at the time of implementation.
- 4.8 **School Capacity** – Welsh Government's Circular No. 021/2011 'Measuring the Capacity of Schools in Wales' describes the method of assessing the capacity of primary and secondary schools and deriving appropriate admission numbers from the capacity. Local Authorities in Wales are required to set pupil admission numbers (the PAN) based on this methodology as part of their annual determination of admission arrangements for the schools.

- 4.9 The Council holds up-to-date information relating to the capacities of each school, which will be used to determine whether a surplus or deficit in available capacity exists for schools by catchment area. Where a development is likely to place pressure on the existing capacity of schools in a catchment, the Council will seek to negotiate an agreed financial contribution towards the provision of additional school places or facilities.
- 4.10 It is necessary to retain some spare places to enable schools to cope with fluctuations in numbers of pupils in particular year groups. This allows for preference and demand volatility (e.g. year-on-year changes in the birth rate, parental choice etc.). **The level of spare places needed to be retained at schools is unlikely to exceed 10%. Any school which has achieved 90% occupancy would therefore be regarded as having no surplus capacity.**
- 4.11 **School Standards** – Each school has been assessed in terms of any significant investment that is required to bring it up to a satisfactory standard. The Council holds information in connection with the suitability, sufficiency and condition of school buildings throughout the county borough. The standard of school buildings / facilities is a valid consideration for this SPG and Section 106 negotiations as additional numbers of pupils generated by new development could exacerbate arrangements to such an extent that the individual school would not be suitable to accommodate additional pupils. Circumstances are likely to differ significantly between schools depending on their configuration, layout, facilities and use of internal space that may need to be brought back into beneficial use to accommodate new pupils.
- 4.12 The Education (School Premises) Regulations 1999 describe and advises on meeting the minimum standards for the premises of all maintained schools in Wales. The Regulations set minimum standards for all existing and new maintained schools in Wales and they require that the premises of non-maintained special schools, and approved independent schools suitable for the admission of children who have special educational needs conform to some of the standards contained within them. The surveys undertaken by the Council

are based on the above guidance. Current guidance such as Building Bulletins, are also consulted.



5.0 Developer Contributions

5.1 Thresholds

5.2 Residential developments large enough to place increased pressure on the educational facilities within whose catchment area the development is located will result in the Council seeking an appropriate level of contribution from the developer to accommodate the additional places or bring existing floorspace up to a satisfactory standard.

5.3 Contributions for educational facilities will be sought from all proposed developments with a net gain of 5 or more residential units. In the case of flats or apartments contributions will be required for 15 or more eligible units (i.e. 1 bedroom flats would be excluded from the total number of units).

5.4 Contributions will be sought where:-

- a) The pupils potentially arising from the development will cause the surplus capacity of local schools within the catchment area to be exceeded; or
- b) Existing surplus capacity exists to accommodate some or all of the pupils potentially arising from the development, but refurbishment is required to make those places 'fit for use'.

5.5 The only forms of accommodation that will be exempt from contributions are bedsits, 1-bed dwellings, sheltered or elderly accommodation, houses in multiple occupation, hotels, hostels and student accommodation (including residential schools, colleges or training centres).

5.6 Each residential development exceeding the above thresholds will be assessed to determine how many children and young people are likely to be generated from that development and its potential demand and impact on local schools and education facilities.

5.7 Pupil Yields

- 5.8 The number of children and young people that will be generated by a proposed housing development is based on the following pupil yield factors:

Table 1: Number of children generated per dwelling

Age Group	Number of Children Generated per Dwelling	
	Apartments	Houses
Nursery (under 4)	0.02	0.05
Primary (4-11)	0.10	0.33
Secondary (11-16)	0.06	0.21
Post 16	0.18 x secondary	0.18 x secondary
ALN* – Primary	1.5% of primary	1.5% of primary
ALN* - Secondary	1.5% of secondary	1.5% of secondary

* ALN = Additional Learning Needs

- 5.9 The pupil yield numbers above are based on the actual take up of school places from completed new build housing developments in the borough, which include the provision of a new Primary School.
- 5.10 The number of pupils generated by a proposed development will be rounded up or down to the nearest whole pupil, and will be assessed against the capacity of the school(s) in whose catchment area(s) the new housing development is proposed. The Council will take account of the number of pupils on the school roll (NOR) to assess whether any surplus capacity exists within the development catchment(s).
- 5.11 Net pupil places required above projected capacity are then calculated by offsetting a developments projected pupil yield against any existing school place surplus. The figures used to calculate the school numbers will be made available to developers as part of the justification for requesting a financial contribution.

5.12 Safe Walking Routes

5.13 Notwithstanding para. 5.11, any surplus school capacity within the development catchment(s) must also be considered in the context of Safe Walking Routes (A route is considered to be available if it is safe for a learner without a disability or learning difficulty to walk the route alone or with an accompanying adult if the learners age and levels of understanding requires this) before assuming that capacity can offset a development's projected pupil yield. The local authority will only accept the use of surplus places within a relevant catchment area, where the following criteria is met:

- 1) The distance from the development to the school(s) is within the national statutory distances of two miles for primary school pupils and three miles for secondary school pupils; and
- 2) The journey from the development to the school(s) is served with an available walking route, as defined by the local authority (as per the Learner Travel Statutory Provision and Operational Guidance – See Appendix A for further guidance).

5.14 If the local authority has not assessed the route from the development to the relevant schools with surplus places, the onus will be on the developer to demonstrate under the Learner Travel Statutory Provision and Operational Guidance, that the route can be considered 'available'. This could be incorporated within a transport assessment or other supporting information submitted with a planning application.

5.15 Additional Learning Needs (ALN) Provision

5.16 Additional Learning Needs pupils are those taught in either a special school or in a specialist facility on the site of a mainstream school.

5.17 Welsh-Medium Provision

5.18 An evaluation of different educational settings (i.e. English-medium, Welsh-medium, faith and voluntary aided schools) is undertaken on historical take up of places in the catchment and how place availability would drive parental choice. The Local Education Authority will determine if contributions will be used for Welsh or English-medium school places, which will be subject to a separate process outside of any planning application.

5.19 Costs per Pupil Place

5.20 The costs per pupil place are based upon Welsh Government standardised size and costs for new build schools under the Sustainable Communities for Learning programme.

Table 2: Cost per Pupil Place

Year Group	Cost per Pupil Place
Nursery	£25,009
Primary	£25,009
Secondary	£36,318
Post 16	£36,318
ALN – Primary	£75,027
ALN – Secondary	£108,954

5.21 The figures above have been tested against the costs of recently completed new school construction projects and will be regularly reviewed to reflect changes in school building costs. The most up-to-date data will be used at the time of the application. The figures quoted in this SPG are therefore subject to change.

5.22 The Welsh Government's standardised costs are based on the area in a school building required per pupil, according to the maximum size range of Building

Bulletins 98 and 99 for secondary and primary pupils respectively. Once the size is established, costs are applied which account for the following elements:

- Standard build costs (includes sub structure, externals and design costs);
- Furniture, fittings and equipment; and
- ICT

5.23 The costs do not include abnormal build costs associated with gradients, contamination, flood protection works or any associated highway works outside the school boundary.

5.24 Investment in Unsatisfactory School Accommodation

5.25 In circumstances where a school does have the capacity with regards to floor space, but the space is considered to be of an unsatisfactory standard to accommodate additional pupils created by a development and would require investment to make it suitable, the costs of bringing this floor space up to standard will be based on 65% of the cost of providing a new additional space.

5.26 New Schools

5.27 Where large scale development generates sufficient pupil numbers to justify a new primary or secondary school, there will be a requirement on developers to provide this within the development. If not physically possible to accommodate the facility on site, the developer will be required to make an equivalent financial contribution (e.g. land value and building costs) towards its off-site provision.

5.28 Use of Contributions

5.29 The Council will seek contributions for all age groups for all maintained schools where the need arises. Contributions may be used for:

- provision of new schools;

- design of new schools in accordance with the [Area Guidelines for Schools in Wales – Building Guidance](#), which sets out requirements for high-quality, inclusive and sustainable learning environments, including appropriate outdoor learning and play spaces, accessibility, wellbeing and environmental sustainability;
- provision of new classrooms;
- improvements and refurbishment of existing facilities to provide additional capacity;
- provision of additional resources or improvements to existing resources necessitated by the additional demand;
- provision of any necessary interim school measures which, in some circumstances, might be required when it is not possible to ensure that permanent measures will be in place on time.

6.0 Calculating the Requirement

6.1 Contribution formula

- 6.2 Using this guidance the calculations towards providing additional places or investment required to make the school suitable for additional pupils will be worked out using the following formula:

$$\begin{aligned} & (\text{Number of dwellings} \times \text{Number of children generated per dwelling}) \\ & \quad \times \\ & \quad \text{Cost per pupil place} \\ & \quad + \\ & \quad \text{Any additional related costs*} \\ & \quad = \\ & \text{Total cost of providing school places or investment required to make the} \\ & \text{school suitable to accommodate additional pupils} \end{aligned}$$

*See Appendix 1 for an indication of potential additional costs

6.3 Worked Example

- 6.4 The following is a worked example using the formula above for a development of 500 houses in an area with no surplus Primary School capacity:

Number of dwellings = 500

Number of primary aged children generated by each dwelling = 0.33

Number of primary aged ALN children = 1.5% of total

Cost per pupil place = £25,009

Cost per ALN pupil place = £75,027

$500 \times 0.33 = 165$ pupils

$165 \times 1.5\% \text{ (ALN)} = 2.47$ (rounded down to 2)

$165 - 2 = 163$ pupils and 2 ALN pupils

$163 \times £25,009 = £4,076,467$

$2 \times £75,027 = £150,054$

Total Contribution = £4,226,521



7.0 Administration of the Policy

7.1 Implementation of the Policy

7.2 The implementation of the SPG strategy operates through a number of procedures which are broadly as follows:

7.3 Pre-Application Stage

7.4 Prospective applicants for housing developments are strongly advised to contact the Council's Planning Department prior to submitting a planning application. Amongst other matters, this will enable an officer from the Strategic Planning section to liaise with the Education, Early Years and Young People Directorate and outline the anticipated Council's requirements relating to education and other Section 106 contributions. This is to ensure that any anticipated costs relating to provision of education facilities are highlighted prior to, or during, the developer's initial site evaluation exercise.

7.5 Application Stage

7.6 Should pre-application discussions not take place, applicants for housing developments will be informed of the requirements for the provision of education facilities following the submission of a planning application. Should a housing development trigger the threshold for a contribution, an applicant will be required to enter into a Section 106 legal agreement with the Council to ensure a contribution is made towards education facilities. A clause will be included within the Section 106 agreement to assess the available capacity at the point the obligation is triggered, ensuring that the required mitigation is accurately aligned with conditions at that time.

7.7 As part of any request for a planning obligation, an applicant will be provided with:

- The number of children potentially arising from the development.
- The capacity of the relevant local schools and the existing number of pupils on the school roll.
- The amount of financial contribution that will be required to create additional school places.

7.8 Section 106 Agreements

7.9 Section 106 of the Town and Country Planning Act (TCPA) 1990, as amended by Section 12 of the Planning and Compensation Act (1991), and the Community Infrastructure Levy Regulations 2010 (as amended), is the legislative framework for planning obligations. Any obligation must meet the following three tests:

- 1) Necessary to make the development acceptable in planning terms;
- 2) Directly related to the development; and
- 3) Fairly and reasonably related in scale and kind to the development.

7.10 Furthermore, it should be noted that the CIL Regulations (Regulation 123) restricts the pooling of Section 106 contributions. Regulation 123 states a Section 106 obligation cannot constitute a reason for granting planning permission if five or more separate planning obligations already exist for a specific single infrastructure project (entered into since 6th April 2010). The Council keeps up to date records of all Section 106 agreements entered onto the Planning Register. In discussions with developers, the Council will consider whether the pooling restriction is relevant and seek to ensure that the development can be appropriately mitigated through planning obligations, whilst ensuring that the pooling restriction is not breached. If a development is not capable of delivering appropriate infrastructure because of the pooling restriction, this may make it unacceptable in planning terms.

7.11 Given the uncertainty regarding the future of the Community Infrastructure Levy Regulations 2010 (as amended) and the devolved powers Welsh Government

inherited to modify existing secondary legislation in April 2018, the Council has agreed that progress on CIL is to be placed into abeyance until there is a clear direction from Welsh Government. In the meantime, the Council will continue to use planning obligations secured through Section 106 agreements to secure necessary infrastructure.

7.12 Site Extensions

7.13 In cases where a greater number of dwellings are proposed than originally allocated, additional contributions will be required and secured through subsequent reserved matters applications. Alternatively, a review clause may be incorporated into the wording of a Section 106 agreement to account for any increase or reduction in the number or type of units proposed. The need to include a review clause within a Section 106 agreement will be considered on a case-by-case basis.

7.14 Negotiations with Developers

7.15 Negotiations with developers on planning agreements will include:

- the project(s) to which their contributions may be used;
- the timing of the payment of agreed contributions; on large sites payments may be phased by agreement with the authority;
- when contributions will be spent; this will normally be within 5 years of receipt of the final payment.

7.16 In order to make effective use of future contributions, the terms of any future Section 106 agreement should allow for the fact that school catchment areas change and that contributions can be utilised for education facilities within any subsequent school's catchment area within which the development falls at the time of implementation.

7.17 Development Viability

- 7.18 Certain proposals may be eligible for discounted or reduced contributions if it can be proven that the value of the contribution required will jeopardise a proposal's viability. Appropriate supporting evidence must be provided to substantiate any such claim, and this evidence must be comprehensive. For example, it would not be acceptable to solely highlight a change in one variable (such as build costs), without clearly evidencing how other variables (such as house prices), may have also changed. A comprehensive viability appraisal must therefore be provided, with all inputs and assumptions being robustly evidenced. Unsubstantiated commentary will not be acceptable.
- 7.19 Applicants must robustly demonstrate any site-specific constraints, abnormal costs and/or other viability challenges that could necessitate a deviation. The LPA will work collaboratively with developers in such instances to evaluate site-specific evidence. The LPA reserves the right to reject any development viability claims without comprehensive supporting evidence being provided.
- 7.20 In all cases, it is recognised that some information necessary to demonstrate viability may be commercially sensitive. However, this is not a sufficient reason to avoid providing the appropriate evidence to the LPA and this information will be used solely to consider whether any deviation from this SPG is justifiable.
- 7.21 There is a common viability appraisal model in use across the South East Wales Region known as the Burrows-Hutchinson Ltd Development Viability Model (DVM). The DVM has been created as a comprehensive, user-friendly model to assess the financial viability of development proposals. The LPA is able to make the DVM available to applicants to appraise the financial viability of a proposed development and demonstrate any necessary deviation from the requirements of the SPG. The primary inputs required to undertake a financial viability appraisal through the DVM are provided in Appendix B.

7.22 The DVM and user guide can be released to any applicant subject to the LPA receiving payment of a standard fee (set out in the Council's latest Fees and Charges Schedule). The fee is intended to cover the LPA's administrative costs of locking and distributing the model, verifying the completed appraisal and providing a high-level review to the applicant. However, payment of a fee will not guarantee that a reduced education contribution will be deemed acceptable or directly result in the granting of planning permission. The fee will only enable the LPA to consider whether:

- a) the DVM has been completed correctly and appropriately;
- b) the evidence supplied to support the costs and values submitted is sufficient and proportionate;
- c) the suggested timescales for the development are realistic; and
- d) the appraisal accords with policy requirements of the RLDP and with other guidance and/or policy statements that are pertinent to the assessment of viability in a planning context.

7.23 The preliminary fee does not allow for any further time that an applicant might wish to spend debating the findings of the LPA's initial high-level review. It also does not allow for any officer time necessary to re-appraise subsequent submissions of the model and supporting evidence, which will be rechargeable. Alternative viability models can be used subject to prior agreement with the LPA. In the event of any unresolvable disputes, the LPA may need to draw upon expertise from a third party to act as an independent arbitrator. The costs associated with this must be met by the developer/applicant. For larger sites (of several hundred units), mixed-use developments or sites of a strategic scale, it may be more appropriate for an applicant to commission an independent arbitrator from the outset, following discussion with the LPA.

7.24 Irrespective of the outcome of a viability appraisal, it may be necessary for the Council to secure a certain level of developer contributions, in order to mitigate the impact of the development. Such a circumstance could be where a failure to make some provision for certain infrastructure items would make the

development unacceptable in planning terms, contrary to policy and an unacceptable burden. This will be assessed on a case-by-case basis. In such circumstances, failure to secure the contributions, deemed necessary to support the proposal, could result in a recommendation of refusal.

7.25 Planning Appeal Decisions

7.26 If an appeal is made for reasons other than the provision of an education contribution, the applicant should ensure that an appropriately worded Unilateral Undertaking is signed prior to the determination of any appeal, to make provision for the appropriate contribution. Failure to provide such an undertaking would be likely to result in the Council making an objection on education capacity grounds at appeal.

Appendix A – Safe Walking Routes to Schools

1.1 Local authorities are under a legal duty to assess the travel needs of learners who walk to school. In making an assessment, local authorities must take into account the following physical route provisions by law:

- Route conditions;
- Traffic;
- Traffic flow on roads;
- Collision history;
- Footpaths;
- Crossing points;
- Canals, rivers, ditches and embankments;
- Lighting;
- Planned changes in the area; and
- Level crossings.

1.2 The intent of the guidance is to ensure that the relationship between learners and traffic is considered by the local authority in making a judgement as to whether the route they are to travel, is available (safe) to walk. It is important therefore that for any new development, pedestrian routes are adequate and meet the physical requirements outlined in the Statutory Provision and Operational Guidance. Particular consideration should be given (but not limited to) the following:

- The provision of continuous adequate footways
- Adequate street lighting
- Adequate sight lines
- Pedestrian refuges where necessary
- Adequate visibility
- Traffic flow and sight lines to allow enough opportunities to cross safely
- Sufficient crossing facilities (for example, zebra, pelican crossings)

- Sufficient pedestrian phases at traffic lights (including necessary refuges)

1.3 A local authority cannot automatically consider a route to be available on the basis it meets some or all of these physical requirements. The local authority will also need to consider any social danger associated with the route, which is also required under the operational guidance. The local authority will also need to consult and consider the views of learners as well as parents/carers in its assessment of the availability of a walked route to school.

1.4 Therefore, developers should ensure that for any new developments, the local authority is able to consider positively associated pedestrian routes, in line with the physical route requirements summarised above, but detailed more comprehensively in the aforementioned Learner Travel Statutory Provision and Operational Guidance.

Appendix B – Additional Related Costs

1.1 Potential Additional Related Costs include the following:

- Land acquisition
- Associated infrastructure requirements (e.g. major highway infrastructure or excessive ground levelling requirements)
- Temporary accommodation
- Initial cost of school transportation for up to 3 years (whilst new accommodation is being built)
- Building regulations
- Preliminary site investigations

1.2 The above highlights those additional related costs referred to that may be necessarily incurred, and which may form part of the contributions sought from the developer by the Council.

Appendix C – Data Inputs Required for Financial Viability Appraisals

- 1) List of open market dwelling types, specifying for each one:
 - a) Number of bedrooms
 - b) Number of habitable rooms
 - c) Gross/net internal floor areas
 - d) Estimated open market value (freehold selling price) with supporting evidence
 - e) Total number of each dwelling type within the proposed development
- 2) List of affordable dwelling types, specifying for each one:
 - a) Number of bedrooms
 - b) Number of habitable rooms
 - c) Gross/net internal floor areas
 - d) Estimated open market value (unrestricted freehold selling price) for intermediate dwellings
 - e) Transfer values for social rented dwellings
 - f) Total number of each dwelling type within the proposed development
- 3) Site layout plan for the development (outline, or detailed if available) with net developable areas and dwelling numbers for each element/phase of the proposed development.
- 4) Estimated construction and sales programmes for the development.
- 5) Details of current land ownership or details of the contractual terms and stage of transaction reached for its acquisition by the developer. This must include the land price paid (or, if estimated and not yet paid, the basis for that estimate) and allowance made for acquisition fees and Land Transaction Tax.
- 6) Planning costs and anticipated period before commencement of development (in months) after land acquisition has been completed.
- 7) Housing construction costs (plot costs), as a total sum or £/m², noting any additional allowance made for achieving compliance with forthcoming building regulations. Evidence must be provided to justify what these costs are based on.
- 8) Physical infrastructure costs, broken down between:
 - a) Off-site drainage, highway and/or other works, with detailed analysis/justification
 - b) Normal on-site costs for providing road access and services to individual plots (including “externals” such as detached garaging and landscaping, which may be assessed on a fixed average sum per dwelling, or as a percentage of plot

- costs)
 - c) Abnormal site costs (if any) with detailed analysis/justification
- 9) Allowance made for professional fees in connection with:
- a) Planning and building regulations approvals
 - b) Housing construction costs
 - c) Physical infrastructure works
- 10) Estimated sum (or percentage allowance) for contingencies
- 11) Section 106 contributions necessary to achieve full RLDP policy compliance and anticipated timing of payments
- 12) Sale and marketing costs for open market dwellings
- 13) Finance costs, including interest rate(s) applied, and the basis for their calculation
- 14) Details of any proposed non-residential uses, including gross external and net internal floor areas, together with estimated costs and revenues associated with those parts of the development. This will include, where available, estimated freehold and rental values for each element/unit, the investment yield(s) on which estimated freehold values have been based/calculated, and details of any pre-lets or forward sale arrangements.

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Appendix 2

Appendix 2: Consultation Representations, Responses and Resultant Action

Do you have any comments on the proposed thresholds in Section 5?	
Organisation	Planning consultant acting on behalf of a housebuilder
Representation	It is recognised that proposed development at strategic sites would clearly exceed the thresholds set out in Section 5 and would therefore be expected to contribute towards education provision. In principle, this is accepted, and it is acknowledged that developments of this scale will generate a need for additional school places. However, concern is raised not with the principle of the threshold, but rather its operation in practice when applied to large, phased developments. For example, strategic sites make provision for on-site education infrastructure, including the safeguarding of land for a new primary school. The SPG does not clearly set out how such on-site provision is to be taken into account when calculating financial contributions. This creates a lack of clarity as to whether, and to what extent, the provision of land and associated infrastructure will offset or reduce the requirement for standardised financial contributions. In this context, it is considered unreasonable to apply standard “per pupil” capital cost contribution, which are primarily intended to fund incremental expansions to existing schools, to developments that are already required to make a significant on-site contribution through the provision of serviced land and the integration of education facilities within the masterplan. In the absence of a clear mechanism to offset these contributions, there is a real risk of double counting, whereby developers are required to both provide land for a new school and pay full financial contributions towards pupil places. This would result in a disproportionate and unjustified financial burden. The SPG should therefore include explicit provisions to address how in-kind contributions, such as the provision of land and associated infrastructure for a new school, will be factored into the overall

	contribution requirement. This should include a clear and transparent methodology for offsetting land value and infrastructure costs against any financial contributions sought. Without such clarity, there is a risk that the policy will be applied inconsistently and in a manner that undermines development viability. In summary, whilst the threshold approach is understood, it does not adequately account for the specific circumstances of large strategic developments. The SPG should be revised to ensure that on-site provision is properly recognised and that contributions are applied in a fair, proportionate and transparent manner, avoiding the risk of double counting and supporting the deliverability of key strategic sites.
Local Planning Authority Response	Since the existing SPG was adopted in 2021, construction costs have risen significantly. Accordingly, the cost multipliers have been updated to reflect the latest Welsh Government Cost and Size Standards, published in 2023, using the applicable 2026 rates. The Welsh Government Costs Standards apply standardised cost benchmarks to as many elements of school construction as possible. These benchmarks include, but are not limited to: • Construction cost per m²; • Furniture, fitting and equipment price per pupil/pupil/student; • ICT price per pupil/student. However, the cost standards do not account for land acquisition costs or the costs associated with providing utility services to the site boundary. As these costs are excluded from the cost's multipliers, the methodology avoids double counting where developer contributions are required in addition to the provision of serviced land.
Resultant Action	No action required.
Do you have any comments on the proposed pupil yields in Section 5.7?	
Organisation	Planning consultant acting on behalf of a housebuilder

Representation	A strong objection is maintained to the proposed pupil yield assumptions set out within Section 5.7. The SPG continues to apply a blanket yield of 0.33 for primary school pupils and 0.21 for secondary school pupils per dwelling. Whilst the Council states that these figures are based on the actual take-up of school places from completed developments within the Borough, the evidence base underpinning this approach remains unclear and insufficiently robust. No detailed information is provided regarding the number or type of developments analysed, nor whether the data reflects a representative range of dwelling sizes, tenures or locations. The apparent reliance on a limited dataset, potentially including a single development, is not an appropriate basis upon which to establish borough-wide planning assumptions. This is particularly concerning given the significant pupil yield compared to neighbouring authorities, which has not been convincingly justified. It is widely recognised that pupil yield varies considerably depending on dwelling size and household composition. Larger family homes typically generate higher numbers of school-aged children, whereas smaller units such as two-bedroom dwellings generate significantly lower yields. The application of a single average yield across all house types fails to reflect this fundamental relationship and results in an overestimation of demand in many cases. This issue is particularly relevant to the proposed strategic allocations, where a broad mix of housing is intended to be delivered, including a substantial proportion of two and three-bedroom dwellings. Applying a blanket primary yield of 0.33 per house assumes that all units perform at a level equivalent to larger family homes, which is neither realistic nor supported by evidence. As a result, the approach leads to inflated education contributions that are not proportionate to the likely impact viability of the development. Other local authorities have adopted different, more evidence-based methodologies. In Cardiff, for example, pupil yields are calculated based on the number of bedrooms within a dwelling, with
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	significantly lower yields applied to smaller units and higher yields applied to larger dwellings. Notably, even the highest yields applied in Cardiff are lower than the blanket figures proposed within this SPG. This highlights a clear discrepancy and suggests that the current approach in Bridgend is overly simplistic and potentially excessive. In light of the above, it is considered that the Council should undertake a more comprehensive and transparent evidence-based assessment of pupil yields, drawing on a wider range of data sources including Census information, school roll data and multiple housing developments. A differentiated approach based on dwelling size should be adopted to ensure that contributions are fair, proportionate and reflective of actual demand.
Local Planning Authority Response	The consultee's comments are noted. Pupil yield rates within the existing SPG were based on the actual uptake of school places from a completed residential development within the borough, which included the provision of a new primary school at Broadlands. Yield rates were calculated separately for each academic year including nursery, primary, secondary and post-16, by dividing the number of pupils in each provision by the overall development population. This methodology was previously challenged by developers, specifically due to the over reliance on a single completed development to inform pupil yield assumptions. As part of this review, the robustness of the pupil yield evidence base has been strengthened through the reassessment of school uptake at Broadlands, alongside the inclusion of data from a second completed housing development, Parc Derwen, which was not fully complete at the time of the previous review. Both developments included the provision of an on-site primary school and comprise a broad mix of dwelling types, including one, two, three, four and five-bedroom homes. To determine the pupil yield arising from the two developments, an exercise was undertaken that involved interrogating post codes to identify the number of pupils (on roll) arising from the individual housing developments. This data provided a breakdown of the number of pupils within each academic

	year. Average pupil yield rates for each education provision were then calculated separately for both housing developments by dividing the number of pupils within each education provision by the total population of each development. The generated pupil yield rates were analysed in detail through a comparative assessment of the demographic profiles of the two developments. Officers' analysis indicated that new housing developments are likely to generate a demographic profile more closely aligned with Parc Derwen, which, as a recently completed site, has a higher proportion of younger families and therefore greater demand for nursery and primary education provision. In contrast, Broadlands represents a more established and settled community, with lower demand in the early years' provisions and comparatively higher levels of secondary and post-16 pupils, reflecting the progression of children into older education provisions as the development has matured. These differences are clearly reflected in the respective school place uptake data for each development. In order to ensure that the pupil yields rates were more representative of a new housing development, the methodology applied a weighted average between the Broadlands and Parc Derwen pupil yield rates for each education provision, with a 75% weighting applied to Parc Derwen deemed to better reflect the anticipated demographic profile of future residential developments. Several alternative approaches were explored, including census data in addition to calculating pupil yields based on the number of bedrooms within each dwelling. However, these methods were discounted due to the absence of sufficiently robust evidence. There are several limitations associated with using census data to derive pupil yield assumptions for new residential developments. Firstly, census data identifies the number of school-aged children residing within an area but does not identify which schools those children actually attend, meaning that some pupils may attend schools outside the local authority area. Secondly, the data reflects the
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	demographic characteristics of existing housing stock rather than the pupil yield generated when new homes are first occupied. This is significant because existing housing may have a different demographic profile to new residential developments as aforementioned, which typically attract a higher proportion of young families during the initial occupation period. Finally, reliance on the 2021 Census should be treated with caution, as the data was collected during the COVID-19 pandemic when population movements, household composition and educational attendance patterns were atypical, potentially affecting its representativeness for forecasting pupil yields from new development. Instead, the Council's methodology is based on evidence derived from actual pupil numbers generated by completed residential developments. This approach captures how new developments are occupied by families in practice, reflects the characteristics of new housing rather than existing housing stock, and uses actual pupils associated with actual developments to provide a more direct measure of education demand arising from new housing. It therefore provides a robust, locally derived evidence base that is more representative of the types of development likely to come forward across Bridgend, including large strategic sites where new schools are delivered as part of the development. As such, the Council considers this to be a more reliable and proportionate basis for forecasting pupil yields and planning future education infrastructure. Furthermore, adopting an approach that calculates pupil yields based on the number of bedrooms would present significant practical and data protection challenges. Establishing robust, property specific pupil yield rates would require access to highly granular data linking pupils' home addresses to the size and number of bedrooms within individual properties. Such data is not readily available and would be difficult to compile accurately. Moreover, the collection, and use of address-level pupil data would raise significant data protection and GDPR compliance concerns. Consequently, it is not considered to be a practical or proportionate methodology for deriving pupil yield assumptions.
Resultant Action	No action required.

Do you have any comments on the proposed cost per pupil place figures in Section 5?	
Organisation	Planning consultant acting on behalf of a housebuilder
Representation	The proposed increases in cost per pupil place represent a significant uplift from previous figures and raise substantial concerns regarding both their justification and their cumulative impact on development viability. The SPG indicates that these figures are based on Welsh Government standardised costs and recent school construction project, however, there is limited transparency regarding how these costs have been derived or applied within the local context. As demonstrated in Table 1.1, the scale of the increases is considerable. For example, the cost per pupil place for nursery and primary education has increased from £18,599 in 2021 to £25,009 in the draft SPG, representing an increase of approximately 34.47%. Similarly, secondary and post-16 costs have risen from £29,406 to £36,318, an increase of approximately 23.51%. The uplift in costs for Additional Learning Needs (ALN) provision is also substantial, with primary ALN costs increasing from £55,797 to £75,027 (34.46%) and secondary ALN costs increasing from £88,218 to £108,954 (23.51%). When these figures are compared with those applied by neighbouring authorities, further concerns arise. For example, Cardiff's Education SPG, updated in 2023 cost per pupil place is £19,855 for primary education and £32,798 for secondary education, both of which are notably lower than the figures proposed within this SPG. This disparity raises questions regarding the consistency and proportionality of the proposed costs and whether they accurately reflect local delivery conditions. The magnitude of these increases, when combined with the elevated pupil yield assumptions, results in a very significant escalation in overall education contributions. This has direct implications for development viability, particularly for large strategic sites where the cumulative cost burden is already substantial.

Table 1.1 Comparison of Cost per Pupil Place (Adopted vs Draft SPG)

Year group	Cost Per Pupil Adopted	Cost Per Pupil Draft	% increase
Nursery	£18,599	£25,009	34.47%
Primary	£18,599	£25,009	34.47%
Secondary	£29,406	£36,318	23.51%
Post 16	£29,406	£36,318	23.51%
ALN - Primary	£55,797	£75,027	34.46%
ALN - Secondary	£88,218	£108,954	23.51%

Local Planning Authority Response

Since the existing SPG was adopted in 2021, construction costs have risen significantly. Cost multipliers have therefore been revised to reflect Welsh Government's Size and Cost Standards published in 2023, using the 2026 rates for this purpose. To ensure the SPG remains current and effective over the longer term, these costs will be reviewed and updated annually in line with indexation.

The cost calculations for each type of education provision (excluding Additional Learning Needs (ALN)) are based on multiplying the size (m²) of a representative school, by the 2026 construction cost rate (£/m²) contained within Welsh Government's Cost and Size Standards.

For clarity, the calculations are as follows:

Nursery and Primary Provision

A school size of 1,364m² was selected, representing a 1-form entry primary school with nursery (225 places - 210 primary plus 15 nursery). A construction cost rate of £3,768m² was applied in accordance with the cost standards.

Calculation:

$$1,364\text{m}^2 \times £3,768\text{m}^2 = £5,139,552$$

$$£5,139,552 / 225 = £22,842 \text{ per pupil.}$$

Furniture, Fixtures and Equipment (FFE) and Information Technology (IT): £2,167

Total cost multiplier = £25,009 per pupil.

Secondary and Post-16 Provision

A school size of 5,974m² was selected, representing a 4-form entry secondary school (600 secondary). A construction cost rate of £3,430m² was applied in accordance with the costs standards.

	Calculation: $5,974\text{m}^2 \times £3,430\text{m}^2 = £20,490,820$ $£20,490,820 / 600 = £34,151$ per pupil. FFE and IT: £2,167 per pupil. Total cost multiplier = £36,318 per pupil. <u>ALN Provision</u> The cost multiplier for ALN provision is calculated by applying a factor of three to the standard primary and secondary cost multipliers respectively. This reflects the higher costs associated with specialist provision, including the need for smaller teaching areas. This approach is consistent with the space requirements set out on page 81 of Welsh Government's Area guidelines for Schools in Wales: Building Guidance. While it is recognised the representor has referenced lower rates in other SPGs, those rates pre-date the more recent data upon which the Bridgend SPG is based upon.
Resultant Action	No action required.
Do you have any additional comments to make regarding Section 5?	
Organisation	Planning consultant acting on behalf of a housebuilder

Representation	A further concern in relation to Section 5 is that the SPG lacks any clearly defined mechanism to adjust or scale education contributions where the quantum of development changes over time. For large, strategic and phased sites, it is common for housing numbers to evolve through the planning process in response to a range of factors, including design considerations. In its current form, the SPG does not provide clarity on how obligations would be recalculated in circumstances where the total number of dwellings is reduced, thus creating uncertainty. Without a clear mechanism for adjustment, there is a risk that contributions could be fixed at a level that does not reflect the true scale and impact of the development, resulting in disproportionate obligations and potentially threatening viability. It is considered essential that the SPG incorporates a flexible approach to recalculating contributions in line with any changes to the number or type of units. In the absence of such flexibility, the SPG risks imposing rigid requirements that do not respond to changing circumstances, which could ultimately hinder delivery and undermine viability.
Local Planning Authority Response	Comments noted. A review clause may be incorporated into the wording of s106 agreements to account for any reduction in the number or type of units proposed. The need to include a review clause within s106 agreements will be considered on a case-by-case basis.
Resultant Action	Paragraph 7.13 will be amended to clarify that a review clause may be incorporated into the wording of s106 agreements to account for any reduction in the number or type of units proposed.
Do you have any comments to make regarding Section 7 and the administration of the policy?	
Organisation	Planning consultant acting on behalf of a housebuilder
Representation	It is acknowledged the provisions set out within Section 7, however there are concerns regarding the practical application of the policy, particularly in relation to viability and engagement. The SPG places

	a significant evidential burden on developers to demonstrate that contributions would render a scheme unviable, requiring detailed financial appraisals and supporting information. Whilst the need for robust viability assessment is acknowledged, the approach does not adequately recognise the cumulative impact of multiple policy requirements. For large strategic sites, viability must be assessed holistically, taking into account all infrastructure and planning obligations rather than considering each requirement in isolation.
Local Planning Authority Response	A new Planning Obligations SPG is being prepared which aims to provide further guidance and clarity regarding the holistic consideration of multiple policy requirements.
Resultant Action	No action required.
Do you have any comments to make regarding Appendix A, B or C?	
Organisation	Planning consultant acting on behalf of a housebuilder
Representation	It is acknowledged that Appendices A, B and C are intended to provide supporting detail to the operation of the SPG; however, several concerns are raised regarding their clarity, application and potential implications for development viability and deliverability. In relation to Appendix A (Safe Walking Routes to Schools), the guidance provided is broadly consistent with national requirements and is supported in principle. However, it is considered that there is insufficient clarity as to how this will be applied in practice when assessing available school capacity. The SPG indicates that surplus capacity within a two-mile radius may only be considered where safe walking routes are available, yet the process by which such routes are assessed, agreed and evidenced is not clearly defined. There is a risk that capacity which is theoretically available may not be accepted in practice due to subjective or evolving assessments of route safety, thereby increasing the requirement for developer contributions. This introduces a level of uncertainty that is difficult to account for at the planning and viability stage. Greater clarity is therefore required on the

	methodology for assessing safe routes, the evidential requirements, and how any necessary mitigation measures will be scoped and costed. Overall, whilst the appendices provide useful supplementary information, there is a clear need for greater clarity, transparency and proportionality in their application. Without this, there is a risk that additional uncertainty and cost will be introduced into the development process, with potential implications for viability and delivery across BCBC.
Local Planning Authority Response	Comments noted. The local authority will only accept the use of surplus places within a relevant catchment area where the distance from the development to the school(s) is within the national statutory distances of two miles for primary school pupils and three miles for secondary school pupils, and where the journey is served by an 'available' walking route, as defined within the Learner Travel Statutory Provision and Operational Guidance. The purpose of Appendix A is to provide clarity on the criteria that will be applied when determining whether surplus school capacity can reasonably be relied upon to mitigate the impact of development. The requirement for an available walking route reflects existing national guidance rather than introducing a new policy requirement. Where the local authority has not previously assessed the route between a development and the relevant school(s), it will be the responsibility of the developer to provide appropriate evidence demonstrating that the route meets the definition of an available walking route. This evidence may form part of a transport assessment or other supporting information submitted with a planning application and will be considered by the local authority. Further detail will be included within the supporting text to add further clarity and transparency in the assessment of safe walking routes.

Resultant Action	Paragraphs 5.13 and 5.14 have been amended to add further clarity and transparency in the assessment of safe walking routes.
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Proposed SPG Changes as a Result of the Consultation

The paragraphs proposed for amendment following the consultation are detailed below, for the reasons explained in the previous table. Strikethrough text is used to indicate proposed deletions from the SPG, whereas blue text is used to indicate proposed additions to the SPG. Only paragraphs proposed for amendment are included below, there are no proposed changes to the remainder of the draft SPG following consultation. The final draft version of the SPG (Appendix 1) incorporates the proposed amendments below.

5.13 Notwithstanding para. 5.11, any surplus school capacity within the development catchment(s) must also be considered in the context of Safe Walking Routes (A route is considered to be available if it is safe for a learner without a disability or learning difficulty to walk the route alone or with an accompanying adult if the learners age and levels of understanding requires this) before assuming that capacity can offset a development's projected pupil yield. The local authority will only accept the use of surplus places within a relevant catchment area, where the following criteria is met:

- 1) The distance from the development to the school(s) is within the national statutory distances of two miles for primary school pupils and three miles for secondary school pupils; and
- 2) The journey from the development to the school(s) is served with an available walking route, as defined by the local authority (as per the Learner Travel Statutory Provision and Operational Guidance – See Appendix A for further guidance).

5.14 ~~Where school capacity exists within 2 miles of a new development, walking routes must be considered to be available, which must be assessed by the local authority, in line with the Learner Travel Statutory Provision and Operational Guidance. Further guidance is contained within Appendix A.~~ If the local authority has not assessed the route from the development to the relevant schools with surplus places, the onus will be on the developer to demonstrate under the Learner Travel Statutory Provision and Operational Guidance, that the route can be considered 'available'. This could be incorporated within a transport assessment or other supporting information submitted with a planning application.

5.29 The Council will seek contributions for all age groups for all maintained schools where the need arises. Contributions may be used for:

- provision of new schools;
- design of new schools in accordance with the Area Guidelines for Schools in Wales – Building Guidance, which sets out requirements for high-quality, inclusive and sustainable learning environments, including appropriate outdoor learning and play spaces, accessibility, wellbeing and environmental sustainability;

- provision of new classrooms;
- improvements and refurbishment of existing facilities to provide additional capacity;
- provision of additional resources or improvements to existing resources necessitated by the additional demand;
- provision of any necessary interim school measures which, in some circumstances, might be required when it is not possible to ensure that permanent measures will be in place on time.

7.13 In cases where a greater number of dwellings are proposed than originally allocated, additional contributions will be required and secured through subsequent reserved matters applications. Alternatively, a review clause may be incorporated into the wording of a Section 106 agreement to account for any increase or reduction in the number or type of units proposed. The need to include a review clause within a Section 106 agreement will be considered on a case-by-case basis.

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>
School design process	2 September 2026
Planning Obligations SPG	3 September 2026 (2pm after Committee meeting)
Design – site visit to Swansea SA1	18 September 2026 (SA1 Swansea)
Green infrastructure and biodiversity SPGs	13 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 (SIPs)	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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