



# Bridgend County Borough Local Development Plan 2018-2033

## Written Statement Submission Document





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# 1. Introduction

## 1.1 Local Development Plans (LDPs)

1.1.1 The Planning and Compulsory Purchase Act 2004 requires Bridgend County Borough Council to prepare an LDP, setting out its objectives for the development and use of land in Bridgend County Borough over the plan period to 2033, and its policies to implement them.

1.1.2 This Replacement LDP has been prepared by Bridgend County Borough Council in accordance with Regulation 22 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005. Once finalised and adopted, the Replacement LDP will replace the existing LDP (2006-2021) as the statutory Development Plan for the County Borough. In accordance with statutory requirements, policy and guidance, the Replacement LDP will be required to:

- deliver sustainable, transit-orientated development;
- maximising well-being and creating sustainable places through placemaking;
- build upon, and add value to the National Development Framework and national planning policies and guidance produced by the Welsh Government;
- reflect local aspirations for the County Borough, based on a vision agreed by the Council and other stakeholders;
- express in land-use terms the objectives of the Well-Being of Future Generations (Wales) Act 2015 and priorities of the Bridgend Public Services Board's Well-being Plan. This will be enabled by demonstrating the Five Ways of Working (involvement, collaboration, integration, prevention and long term balancing factors) in the Plan's development;
- provide a basis for rational and consistent development management decisions;
- guide growth and change, while protecting local diversity, character, and sensitive environments;
- ensure the social and economic resilience of settlements and their ability to adapt to change over the long term; and
- show why, how and where change will occur over the plan period.

1.1.3 The Replacement LDP builds upon the Deposit Plan, which was consulted on between 1<sup>st</sup> June 2021 and 27<sup>th</sup> July 2021 in accordance with Regulation 17 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005. In doing so, this Replacement LDP provides an updated strategic framework and:

- enhanced spatial definition;
- a full suite of site allocations to meet identified needs;
- an enhanced policy framework (including development management policies); and,
- delivery and monitoring mechanisms.

1.1.4 The Replacement LDP, which should be read as a whole, will be used by the Council to guide and manage development, providing a basis for consistent and appropriate decision-making. A broad overview of the Replacement LDP process is depicted in the flow diagram below, with the current Stage highlighted in orange.

**Figure 1: Replacement LDP Process**





## **1.2 Replacement LDP Background and Purpose**

- 1.2.1 In order to outline how Bridgend County Borough Council undertook public participation and consultation on the Deposit Plan, a Consultation Report was prepared in accordance with Regulation 22 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005. The Consultation Report identifies the steps taken to publicise plan preparation, in accordance with the Community Involvement Scheme, before outlining the specific bodies engaged, summarising the main issues raised and identifying how the responses have been addressed. This key period of consultation, involving a wide range of bodies and individuals, has significantly influenced development of this Plan.
- 1.2.2 The Plan consists of a Written Statement and Proposals Map. The Written Statement outlines local planning policies, land use allocations and associated justification based on the supporting evidence. It also contains a monitoring framework, which sets out how the Plan's Strategy, Objectives, Policies and Proposals will be monitored against appropriate indicators and trigger points for action (linked to plan review/revision). The Proposals Map illustrates the land use allocations, settlement boundaries and planning designations proposed in the Plan, which are key to delivery of the Spatial Strategy.
- 1.2.3 The Proposals Map also illustrates existing identified environmental designations and other physical constraints. It should be noted that the Map is correct at the time of publication and may be updated in the future. It is for indicative purposes only and detailed development proposals should be informed by up-to-date constraints information from the responsible designating authority such as Welsh Government, Natural Resources Wales and/or CADW.
- 1.2.4 All objectives and policies of the Plan are inter-related in their nature and need to be read in conjunction with one another in order to gain an understanding of the overall policy direction of the Replacement LDP. A series of detailed Development Management policies have also been developed to support the Strategic Policies.
- 1.2.5 The Plan is supported by a Candidate Site Assessment, which has identified the potential sites that are suitable for allocation within the Replacement LDP. All candidate sites have been subject to a sequential four-stage assessment. This has firstly considered the potential of each site to support the Preferred Strategy before scrutinising detailed site assessments (in terms of deliverability, sustainability and suitability) and consulting with appropriate specific consultation bodies. The fourth stage of this assessment has sought additional information from site promoters, where appropriate, to support sites for inclusion and subsequent allocation in this Plan.

## **1.3 Statutory Assessments**

- 1.3.1 In line with statutory requirements the preparation of the Replacement LDP is informed by a suite of impact assessments:
- Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) – assessment of likely significant environmental and wider sustainability effects. The SA Framework which underpins this assessment includes a strong

focus on wellbeing issues linked to the Well-being of Future Generations (Wales) Act 2015.

- Habitats Regulations Assessment (HRA) – assessment of likely significant effects on sites designated at European level ('European Sites') for reasons of ecological importance.
- Health Impact Assessment – to assess the likely impacts of the Plan on health and equality considerations, particularly those which may impact upon the health of the County Borough's residents.
- Equality Impact Assessment - to review and identify the likely impact of the Plan on existing and future communities, considering relevant evidence in order to understand the likely or actual effect of policies and practices on protected groups.

1.3.2 These impact assessments have been undertaken in an integrated manner and used as plan-making tools to inform the Replacement LDP, rather than simply being statutory reporting exercises. This has allowed the environmental, social and economic implications of all plan components to be tested at the earliest opportunity and for any uncertainties, issues or mitigation requirements identified during the impact assessment processes to be addressed during plan preparation. In addition to meeting statutory requirements, this iterative process has helped to maximise the performance of and more generally improve the quality of the Replacement LDP.

1.3.3 The LDP is accompanied by:

- SA Report (incorporating SEA): Assessment of the likely sustainability and significant environmental effects of all substantive component within the Plan (strategy, policies, site allocations, etc.) and any identified reasonable alternatives. This builds directly upon previous SA reporting including an SA Scoping Report (2018) and an Interim SA Scoping Report (2019) which accompanied the Replacement LDP Preferred Strategy. The Deposit Plan SA Report demonstrates how the SA, incorporating SEA, process has informed the development of the Plan, including the incorporation of recommended changes within the document. As a result, the SA Report concludes that there is good coverage of all key sustainability issues in the Plan, with plan components performing well against the SA Framework. It also identifies strong compatibility between the LDP Vision/Objectives and the SA Framework, plus no likely significant adverse effects (taking account of mitigation in all its forms).
- HRA Appropriate Assessment Report: The Bridgend LDP Preferred Strategy HRA Screening Report (2019) indicated that, without taking account of potential mitigation, some elements of the Replacement LDP are likely to have significant effects (LSE) on relevant European Sites<sup>1</sup>. In accordance with statutory requirements and case law, it was therefore necessary to progress to the second stage of the HRA process and undertake an Appropriate Assessment of the Plan. The HRA Appropriate Assessment Report therefore considers whether the implementation of the Plan, together with other relevant plans and projects, would have an adverse effect on the integrity and conservation objectives of

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<sup>1</sup> As identified in an Initial HRA Screening Report which accompanied the Bridgend LDP Review SA Scoping Report (2018).

European Sites, taking account of their qualifying features. Taking account of mitigation relating to site allocations and policy wording, the HRA Appropriate Assessment Report concludes that the implementation of the Plan would not result in adverse effects on any European Sites.

## 1.4 The Delivery Agreement

1.4.1 The Replacement Delivery Agreement (approved by Welsh Government on 10<sup>th</sup> December 2021) provides details of the various stages involved in the Plan-making process and the time each part of the process is likely to take, as well as the resources that the Council will commit to Plan preparation. It also sets out the way in which the Council proposes to involve the local community and other stakeholders in the preparation of the Replacement LDP. The Delivery Agreement is divided into two key sections:

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

The Delivery Agreement can be viewed via this link:

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/replacement-delivery-agreement/>

## 1.5 Supporting Documents

1.5.1 There are a number of supporting technical documents that have been produced to inform the Plan. These are listed in Table 1 overleaf along with their role and purpose, and should be read alongside the Replacement LDP.

**Table 1: Supporting Documents**

Supporting Document	Purpose
Existing LDP (2013) Review Report	To set out the proposed extent of likely changes to the existing LDP (2006-2021) and to confirm the revision procedure to be followed in preparing the Replacement LDP.
Replacement LDP Delivery Agreement	To provide a project plan for preparing the LDP and to set out the measures within the

	Community Involvement Scheme in terms of consultation and engagement.
Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) Scoping Report	To outline the proposed approach to the LDP's Sustainability Appraisal, incorporating the Strategic Environmental Assessment. This report is the first stage of a SA process to identify, assess and address any likely significant effects on the environment from the emerging Bridgend LDP Review.
SA/SEA Scoping Report Initial Report	To identify, from an assessment of reasonable alternatives, whether the LDP will have any significant impacts on the environment and also determine whether the Plan will deliver sustainable development. The Initial Report includes a proportionate assessment of candidate sites. The SA and Habitats Regulations Assessment Reports are being consulted on in tandem with the LDP.
Preferred Strategy	To identify the type and scale of spatial change required to achieve the proposed new LDP Vision and Objectives.
Initial Consultation Report	To outline how the Local Planning Authority (LPA) has undertaken public participation and consultation on the Preferred Strategy in accordance with LDP Regulation 16a. The Report identifies the steps taken to publicise plan preparation, in accordance with the CIS, before outlining the specific bodies engaged, summarising the main issues raised and identifying how the responses have been or will be addressed. The Report provides significant detail on how this key period of consultation influenced development of the Deposit LDP.
Deposit Consultation Report	To comprehensively document how the LPA has considered all representations made on the Deposit Plan. It summarises the key issues raised throughout the process, including the representations made and recommendations as to how the LPA considers each representation should be addressed. It represents a key pre-requisite to submission of the Replacement LDP in accordance with the latest Replacement DA.

The Full Sustainability Appraisal of the Deposit Plan and Non-technical Summary	To identify any likely significant economic, environmental and social effects of the LDP, and to suggest relevant mitigation measures. This process integrates sustainability considerations into all stages of LDP preparation, and promotes sustainable development.
Habitat Regulations Assessment	Regulation 63 of the Conservation of Habitats and Species Regulations 2017 requires that a HRA must be undertaken to demonstrate compliance with statutory duties set out in the Habitats Directive and the Habitats Regulations where a plan or project is considered likely to have significant effects on European Sites and is not directly connected with or necessary for the management of the site. The purpose of this report is to document the first formal stage of this HRA process, namely, to ascertain whether there would be any LSE on relevant European Sites from the LDP.
The Full Sustainability Appraisal of the Preferred Strategy	The full Sustainability Appraisal of the Preferred Strategy is provided in a separate document accompanying the Preferred Strategy consultation document.
Candidate Site Register	A record of sites submitted by landowners, developers and the public, which will be used as a reference point to assess each site against the Strategy for possible inclusion within the LDP.
Candidate Sites Assessment Report (2022)	The LDP is supported by a Candidate Site Assessment, which has identified the potential sites that are suitable for allocation within the Replacement LDP. All candidate sites have been subject to a sequential four-stage assessment. This has firstly considered the potential of each site to support the Preferred Strategy before scrutinising detailed site assessments (in terms of deliverability, sustainability and suitability) and consulting with appropriate specific consultation bodies. The fourth stage of this assessment has sought additional information from site promoters, where appropriate, to support sites for inclusion and subsequent allocation in this LDP.
Economic Evidence Base Study (2019)	To provide evidence-based recommendations on the scale and distribution of employment need and the land best suited to meet that need, whilst also making policy / land allocation



	recommendations to inform emerging policies and site allocations.
Economic Evidence Base Update (2021)	To review the new household data, identifying the changes from the previous projections and considering how this impacts on the economic forecast and the need for jobs and land.
Retail Study (2019)	To set out evidence-based recommendations on retail need, the distribution of need and the definition of primary shopping areas to inform emerging policies and site allocations.
Retail Study Update (2022)	To re-analyse trends affecting the retail sector which may impact and influence local retailing within the county borough and how this may change over time. Also, to assess future needs for comparison and convenience retail floorspace to 2033, based on existing market shares.
Renewable Energy Assessment (2019)	To provide a robust renewable energy evidence base which will inform LDP production and set out a baseline for future monitoring of renewable energy in the County Borough.
Bridgend Smart Energy Plan (2019)	To provide a roadmap of projects and activities that will enable Bridgend County Borough to respond to the challenge of decarbonising heat within the wider energy system.
Settlement Assessment Study (2019, revised 2021)	To establish a sustainable settlement hierarchy that can inform the Replacement LDP. This will identify the most appropriate locations to accommodate future development in order to achieve a sustainable pattern of growth, minimise unsustainable patterns of movement and support local services and facilities.
Demographic Analysis and Forecasts Report (2019)	To provide a summary of demographic evidence, including a suite of population, housing and economic growth outcomes to inform the Strategic Growth Options paper for consideration in the formulation of the LDP.
LDP Demographics Update Addendum (2020)	To update the Demographic Analysis and Forecasts Report (2019) with a refreshed analysis of the latest demographic statistics and forecasts.
Outdoor Sport and Children's Play Space Audit (2021)	To provide an audit of existing outdoor sport and playing space provision in the County Borough, compared to Fields in Trust Standards, to identify shortfalls in provision and inform related strategies and LDP policies.
Allotment Audit (2022)	To provide an audit of existing allotment provision in the County Borough.

Green Infrastructure Assessment (2022)	To provide a holistic spatial analysis of green infrastructure and Active Travel Networks across the County Borough.
Local Housing Market Assessment (2021)	To provide detailed insights into the mechanics of the local residential property markets across the County Borough. The Assessment includes a quantitative assessment of housing need that will be used to inform the housing policies of the LDP in terms of affordable housing provision, tenures and types of accommodation required across the County Borough.
Special Landscape Designations (2010)	To carry out a review of the Special Landscape Areas designation within the County Borough. The methodology uses a structured, iterative approach to identify areas considered worthy of being retained as a Special Landscape Area designations in the LDP.
Landscape Character Assessment for Bridgend County Borough (2013)	This document provides a sound evidence base for developers to consider the character and sensitivity of the different landscapes of the County Borough when considering new developments. It also promotes an understanding of how the landscapes of the County Borough are changing (as a result of a combination of natural, economic and human factors), and how they can be strengthened in response.
Carmarthen Bay, Gower & Swansea Bay Local Seascape Character Assessment (2017)	A tool for the management of change in the coastal and marine environment, covering four coastal local planning authorities. It is equivalent to, and overlaps, existing landscape information including LANDMAP and landscape character assessments.
Background Technical, Topic Reports and Papers	These provide supporting information and a rationale for the Replacement LDP. These focus in more detail on the main issues relevant to Bridgend County Borough and the LDP.
Health and Equalities Impact Assessments	To assess the likely impacts of the Replacement LDP on health and equality considerations.
Gypsy and Traveller Accommodation Assessment (2020)	To assess the future accommodation needs of the Gypsy Traveller and Travelling Show People Communities and determine whether there is a requirement for additional site provision within Bridgend County Borough. This will inform any related site allocations and criteria based policies in the LDP.
Bridgend's Active Travel Integrated Network Map	This document details plans for a network of Active Travel routes and facilities over the next

	15 years. These are found in the Integrated Network Maps (INMs). The proposals aim to: enhance access to key services and facilities including town centres, transport hubs, as well as employment and retail areas; develop access to education facilities such as schools and colleges; and improve and expand the existing strategic network in Bridgend County Borough.
Bridgend Destination Management Plan 2018-2022	A statement of intent to manage the County Borough in the interests of tourism, taking account of the needs of visitors, local residents, businesses and the environment. It is a systematic and holistic approach to making Bridgend County Borough work as a visitor destination. It embraces the idea of sustainability, focusing on tourism which brings economic benefit, whilst setting out the ways in which different stakeholders may work together to achieve a positive impact.
Bridgend Strategic Flood Consequences Assessment (2020 and 2022)	The updated SFCA creates a strategic framework for the consideration of flood risk when making planning decisions. It has been developed in accordance with Technical Advice Note 15 – Development & Flood Risk (TAN15), as well as additional guidance provided by Natural Resources Wales (NRW). The Study has been updated in light of the new draft TAN 15 and new Flood Map for Planning.
Plan-Wide Viability Assessment (2021)	To understand how different market areas can affect the viability of delivering private and affordable housing as well as associated infrastructure to inform policy formulation, spatial expression and application.
Bridgend Local Biodiversity Plan (2014)	To map and quantify the biodiversity and the underlying ecosystem services (that is the valuable functions our environment provides) of Bridgend. This LBAP is specifically designed to work in conjunction with other key policies that support planning policy in the Borough.
Green Wedge Review (2022)	To review the existing green wedge designations in the adopted Bridgend LDP 2006-2021 and considers the need for their continuation in the Replacement LDP 2018-2033.
SINC Review (2020)	To conduct a focussed analysis on existing SINC's that could be affected by proposed allocations.
Strategic Transport Assessment (2022)	To analyse the strategic road network, assess the impact of potential strategic allocations and consider the mitigation requirements.

Infrastructure Delivery Plan (2022)	To identify the County Borough's infrastructure requirements over the plan period.
Urban Capacity Study (2022)	To provide analysis of the potential urban capacity of the County Boroughs' settlements for housing to evidence the expected small and windfall site allowance rate.
Tests of Soundness (2022)	To assess how and why the Council considers the Plan to have satisfied the Tests of Soundness, specified by Welsh Government.

## 1.6 Next Steps

- 1.6.1 Pursuant to Regulation 22, the Plan will be submitted to the Welsh Government who will appoint an independent Inspector to examine the plan. At this point, there may also be need for a further consultation on Focussed Changes and all relevant details will be published at the time should this be necessary. Further to this, having regard to the evidence submitted with the Plan and the representations received during the deposit consultation, the Inspector must determine whether the LDP meets the 'soundness test' set out in Development Plans Manual prepared by Welsh Government.
- 1.6.2 Following the examination, the Inspector will issue a report recommending required changes to the LDP. If the Inspector considers the Plan is fundamentally unsound it will not be recommended for adoption. The conclusions reached by the Inspector will be binding and unless the Welsh Government intervenes, the Council must accept the changes and adopt the LDP as amended. Once adopted, the Replacement LDP will replace the existing LDP adopted in 2013 and will become the framework against which decisions on planning applications are made.

## **2. The Spatial Context**

### **2.1 Area Profile and Overview**

- 2.1.1 The County Borough of Bridgend lies at the geographical heart of South Wales, equidistant between Cardiff and Swansea and covering an area of approximately 25,500 hectares. It is directly bordered by Neath Port Talbot County Borough to the west and north, Rhondda Cynon Taf County Borough to the north and north east, and the Vale of Glamorgan to the east. Bridgend owes its origins to its strategic location at the lowest bridging point on the River Ogmore, which led to its initial establishment as a market town that expanded when the coal mining industry flourished to the north. The local road and rail network was developed to provide access to communities from the rest of South Wales, taking advantage of the County Borough's strategic location. The locality's position within the Cardiff Capital Region, and the historical transport links that facilitate key connections to Cardiff and Swansea, have proved critical to the County Borough developing as a major regional employment hub, with specific strengths in advanced manufacturing.
- 2.1.2 Bridgend County Borough is in a unique position as the gateway to both the Swansea Bay Region and the Cardiff Capital Region. The interdependencies and relationships between the two regions are of particular importance to the County Borough, and indeed, the success of the wider regions more broadly. The pivotal position of Bridgend County Borough will prove key in driving forward collaborative, inter-regional strategic planning through the co-ordination of housing, economic growth and connectivity infrastructure.
- 2.1.3 The County Borough extends from the River Kenfig in the west to the River Ewenny in the east, taking in the Llynfi, Garw and Ogmore Valleys from their sources in the north to the Bristol Channel in the south. The area's physical character can therefore be categorised into three broad zones; Upland, Lowland and Coastal. The Upland Zone is dominated by the pennant sandstone plateau, which is cut through by a number of rivers running generally south or south westwards to form a series of deep valleys. The Lowland Zone is characterised by its undulating terrain, of generally higher quality agricultural land, that forms a swath through the central and south eastern parts of the County Borough. The Coastal Zone constitutes a generally flat plain, which extends inland from the Bristol Channel where it meets the Lowland Zone. It includes the sand dune systems of Kenfig Burrows in the west and Merthyr Mawr Burrows in the south, terminating in the south east at the River Ogmore estuary.
- 2.1.4 The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. In particular, these include the nationally important Glamorgan Heritage Coast, Merthyr Mawr, Kenfig and Margam Burrows Landscape of Outstanding Historic Interest in Wales and other regionally and locally important areas designated as Special Landscape Areas. The County Borough also has a rich Built Heritage and Historic Environment as reflected by its 16 Conservation Areas, 373 listed buildings, 60 Scheduled Ancient Monuments of national importance and 6 Historic Parks and Gardens.

### **2.2 Settlement Pattern**

- 2.2.1 The settlement structure of the County Borough still broadly reflects its agricultural and industrial heritage. Bridgend is the pivotal town, linking up with the three Valleys, the



former port of Porthcawl and the growth areas around the Valleys Gateway, Pyle and Pen-coed. Each broad settlement will now be outlined in turn.

### ***Bridgend***

- 2.2.2 Bridgend is the largest settlement, which is made up of a number distinctive residential neighbourhoods that are served by small local centres. These neighbourhoods cluster around Bridgend Town, which is the County Borough's principal administrative centre. Bridgend is highly accessible, served by Junction 36 of the M4, the A48/A473 corridor and an inter-city high speed rail service from London (Paddington) to Swansea. Bridgend is a major employment centre serving the whole of the County Borough and the wider region, with a number of large-scale industrial estates. The transport infrastructure has been and continues to be a primary reason for inward investment projects into Bridgend, rendering the area attractive for house builders, retailers and employers. Localised congestion can hinder car accessibility via the main routes, especially during peak periods, although there has been significant recent investment in dedicated walking and cycling routes into the town centre.

### ***Maesteg and the Llynfi Valley***

- 2.2.3 The second largest town in the County Borough is Maesteg, which is the main commercial and shopping centre for the Llynfi Valley, located in the north-western part of the County Borough. The area is served by the A4063, which links the area to Bridgend to the south, and eastwards via the Sarn Link to Junction 36 of the M4. There is also an established rail link, which connects Maesteg to Bridgend. The Llynfi Valley has several significant employment and manufacturing centres and industrial estates. There are a number of large, regeneration sites that could accommodate mixed used development in this area, although several constraints need to be overcome in the first instance (notably contamination and viability of sites).

### ***Porthcawl***

- 2.2.4 Porthcawl is located in the south-westerly part of the County Borough and comprises the seaside town of Porthcawl and its hinterlands. It is situated between the sub area of Bridgend to the east and Pyle, Kenfig and Cornelly to the north-west. In accessibility terms, it is located within one mile of Junction 37 on the M4 and is connected to it by the A4229. There are no rail links to Porthcawl. Porthcawl is the third largest settlement in the County Borough after Bridgend and Maesteg, comprising a number of distinct neighbourhoods focusing on the town centre; Newton, Nottage and Rest Bay. The seaside resort lies approximately midway between Cardiff and Swansea, and, as well as being a popular tourist destination, it has become a primary location for retirement and this is reflected in its population profile. Outside of the settlement of Porthcawl, the countryside is highly sensitive, with significant areas protected for their landscape quality.

### ***The Valleys Gateway***

- 2.2.5 The Valleys Gateway sub-area occupies a central location within the County Borough, which forms an almost continuous urban area north of the M4 at the mouth of the Ogmore, Garw and Llynfi Valleys. It includes the settlements of Aberkenfig, Bryncethin, Brynmenyn, Coytrahen, Sarn, Tondy and Ynysawdre. The Valleys Gateway is served by two railway stations and park and ride facilities at Sarn and Tondy, from which regular train services operate between Maesteg and Bridgend, with connections to Cardiff,

Swansea and beyond. The sub-area is also well served by the local and strategic highway network, with links to Junction 36 of the M4, Bryncethin, the main local industrial estates (at Tondu, Brynmenyn and Abergarw) plus the Garw Valley to the north. From a retailing perspective, the area is primarily served by Aberkenfig, which is a thriving commercial centre, along with some other local centres that benefit from commercial and community facilities. Bridgend Designer Outlet Village is also in close proximity, which provides a retail offer drawing from a wide catchment area throughout South Wales and beyond. The Valleys Gateway has successfully been a major focus for new residential development in recent years, although there are now capacity issues running north to south at Junction 36 of the M4, which would constrain further significant residential development in this vicinity.

### ***Pyle, Kenfig Hill and Cornelly***

- 2.2.6 The western settlements of Pyle, Kenfig Hill and Cornelly are situated adjacent to Neath Porth Talbot, with access to Junction 37 of the M4 motorway. The A48 also dissects the broad area, providing links to Bridgend and Margam. There is a railway station at Pyle with services on the Swansea to Cardiff line. There are also a number of different employment sites in this vicinity, which capitalise on the area's excellent location along the strategic highway network.
- 2.2.7 Most of the County Borough's actively quarried mineral reserves are also located within this sub-area. Cornelly, Grove and Gaens Quarries produce high quality limestone and sandstone is intermittently quarried at Cefn Cribwr. In addition, coal is extracted at Parc Slip/Margam, north of Kenfig Hill and Cefn Cribwr by extensive opencast operations which extend into the adjacent Neath Port Talbot County Borough.
- 2.2.8 The sub-area also contains the Kenfig National Nature Reserve which is also a Special Area of Conservation, Local Nature Reserve and Site of Special Scientific Interest. It also forms part of a designated outstanding Historic Landscape.

### ***Pencoed and Heol-y-Cyw***

- 2.2.9 Pencoed is located in the east of the County Borough and includes the settlement of Pencoed and the village of Heol-y-Cyw. It shares its eastern boundary with the administrative area of Rhondda Cynon Taf. This sub-area is served by Junction 35 of the M4 motorway, which links Pencoed directly to Cardiff, Swansea and London. The A473 by-passes Pencoed to access the M4, and links Bridgend with Pontypridd. Heol-y-Cyw is accessed from the A473 by the B4280 which runs through the village, connecting it with Bryncethin to the west. Pencoed is served by a railway station on the main South Wales Railway Line with services to Bridgend and Maesteg, westwards and eastwards to Cardiff, Newport and Cheltenham. The level crossing is, however, a significant constraint and the Council is currently operating a moratorium on any new development west of the crossing.
- 2.2.10 The Pencoed sub-area contains notable employment areas, with a mix of local, regional and national occupiers across a range of sectors at Bocam Park. In addition, Pencoed Technology Park is a highly attractive site with capacity to accommodate high technology business and manufacturing, research and development and related offices. The main shopping destination in the sub-area is Pencoed District Centre. The centre has a relatively low vacancy rate but a higher than average provision of service businesses.

- 2.2.11 The countryside in the sub-area is highly sensitive, with significant areas protected for their landscape quality, biodiversity interest or common land status. These interests overlap in many cases and they represent significant constraints for future development. Coincidentally, an environmentally sensitive area north of Pencoed also has significant coal reserves.

### ***The Garw and Ogmore Valleys***

- 2.2.12 The Garw and Ogmore Valleys are located to the east of the Llynfi Valley, comprising numerous former coal-mining villages, linked to the Valleys Gateway by the A4064 and A4061, respectively. Neither settlement operates a passenger rail service, although, the Garw Valley Railway Line is maintained and has potential for tourism purposes. Both areas benefit from existing commercial centres with a range of retail, leisure and commercial uses to serve their local populations. Much of the housing stock in the upper valley settlements consists of traditional mining terraces, some of which have fallen into disrepair. Housing choice is therefore a significant issue for these areas and regeneration led development would be of great benefit. However, as with the Llynfi Valley, issues with contamination, topography and viability have proved impediments to development in recent years. Future sustainable growth could be facilitated at a smaller scale through initiatives such as self and custom build. Much of the landscape is dominated by dramatic steep-sided mountains, which offer spectacular views and considerable scope for informal hill walking and more extreme outdoor pursuits.

## **2.3 Population**

- 2.3.1 The County Borough had a population of 139,178 at the time of the 2011 Census, which increased to 145,500 at the time of the 2021 Census . This represents growth of 4.5% during this period. Just over a third of the total population resides within the settlement of Bridgend and the other most significantly populated settlements are Porthcawl (11% of the total population), the Valleys Gateway (9%), Maesteg (7%) and Pencoed and Heol-y-Cyw (7%). The overall estimated County Borough age structure comprises 18% aged 0-15, 62% aged 16-64 and 20% aged 65 plus, which is broadly in line with the average structure for Wales as a whole.
- 2.3.2 However, specific settlements across the County Borough differ from this average. Bettws for example has a predominately young population and settlements such as Porthcawl and Laleston / Merthyr Mawr have a relatively high proportion of older residents. There is a need to maintain a healthy balance between younger people, those of working age and those who are retired across each settlement. This will help catalyse sustainable communities, ensure there are enough current and future economically active residents to support local employers and help maintain infrastructure, services and facilities. A range of growth scenarios across the whole Replacement LDP period have been analysed and discussed within the Strategic Growth Options Background Paper. This has considered how the County Borough's demographic situation is like to change from 2018-2033 and informed the most appropriate response for the Replacement LDP.

## **2.4 Economy**

- 2.4.1 Bridgend County Borough is at the heart of the South Wales economy and is a significant regional employment hub. The Annual Population Survey identified that 75% of the County Borough's population were economically active year ending 30<sup>th</sup> June 2019, of

which 72% were in employment. This is broadly in line with the Welsh average. Comparatively, the 2018 Business Register and Employment Survey identified 58,000 employees in work (full time or part time) in Bridgend County Borough, notably occupied in health (15.5%), manufacturing (15.5%), and retail (10%). The percentage of Bridgend employees working in the manufacturing sector is over 4% higher than the average for Wales as a whole and the County Borough has specific strengths in advanced manufacturing. Whilst Ford closed its Bridgend engine plant in September 2020, this provides an opportunity for the Plan to provide a framework for longer term re-development to the benefit of the County Borough and wider regions.

- 2.4.2 Travel to work patterns from the 2011 Census show that there is a relatively balanced level of commuting into and out of the County Borough. The main locations people commute in from are Rhondda Cynon Taf (23% of all in-commuting), Neath Port Talbot (21%) and the Vale of Glamorgan (14%). Conversely, the main destinations of County Borough residents commuting out for work are Cardiff (27% of all out-commuting), Neath Port Talbot (18%) and Rhondda Cynon Taf (15%). It is also important to emphasise that 68% of residents both live and work in Bridgend County Borough.
- 2.4.3 The number of enterprises (defined as the overall businesses, made up of each of their individual sites or workplaces) in the County Borough has increased from 3,175 in 2014 to 3,770 in 2019 based on the UK Business Count. This represents a 15.8% increase, which is just above the Welsh average increase of 14.9% over the same period. Much of the local growth has been in the £100-199,000 turnover band, although the number of enterprises turning over £5,000,000+ has increased in both absolute (55 to 90) and relative terms (64%) from 2014-2019. In terms of industry, the change in number of enterprises across the County Borough are largely accounted for by manufacturing (45% of overall growth) and professional, scientific and technical professions (31% of overall growth).
- 2.4.4 In 2018/19, 689 hectares (ha) of employment land was identified for Class B1, B2 and B8 Uses within the County Borough, of which 36 hectares are deemed available for immediate development and a further 15 ha are deemed likely to be available within the next 12 months. The rate of recent industrial land take-up has been approximately 2 ha per annum and this needs to be balanced with both economic forecasts of potential labour demand and demographic projections of potential labour supply to inform future employment land requirements.
- 2.4.5 In spatial terms, the existing employment base is concentrated in the south-east of the County Borough (approximately 70% of the total area identified), which is unsurprising due to the proximity of the M4 corridor. This does represent a mismatch between the geographical location of employment land within the County Borough and the areas of deprivation, which are predominantly in the north. It is undoubtedly important that future growth is directed towards the most efficient and sustainable locations with accompanying transport infrastructure to promote accessible employment sites that capitalise on active travel opportunities. However, the Replacement LDP will also support the socio-economic renewal of deprived communities across the whole administrative area.

## **2.5 Legislative Context**

2.5.1 The Replacement LDP has been prepared in the context of several key pieces of legislation, a summary is provided below for reference.

### ***Well-Being of Future Generations Act (Wales) 2015***

2.5.2 The Well-Being of Future Generations Act (Wales) 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, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh Language and a globally responsible Wales). The Act therefore has a major influence on all aspects of the Replacement LDP, which will integrally link with each well-being goal and provide a policy context that allows them to be met.

2.5.3 Each stage of Plan preparation has duly considered these goals and the broader Sustainable Development Principle through the 'Five Ways of Working' contained in the Act. These require consideration of involvement, collaboration, integration, prevention and long term balancing factors in the decision making process, all of which have formed and will continue to form an intrinsic part of the Replacement LDP. Each strategic policy closely links with and references the goal(s) which relate most to its purpose and implementation, with emphasis on maximising social, economic, environmental and cultural benefits to ensure that the Council has carried out its sustainable development duty. The vision and objectives have been refined during the review process based on stakeholder engagement and the outcomes of a refreshed evidence base.

### ***Planning (Wales) Act 2015***

2.5.4 The Planning (Wales) Act sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives including strengthening the plan led approach to planning by introducing a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plan (SDP), discussed in further detail in the Policy Context section below.

### ***Environment (Wales) Act, 2016***

2.5.5 The Environment (Wales) Act puts in place the legislation needed to plan and manage Wales' natural resources in a more proactive, sustainable and joined-up way. It requires Natural Resources Wales (NRW) to report on the principality's natural resources and detail their ability to respond to pressures and adapt to climate change. Therefore, NRW published the State of Natural Resources Report (SoNaRR) in 2016.

2.5.6 Similarly, the Welsh Government published the National Natural Resources Policy (NNRP) in 2017; the focus of which is the sustainable management of Wales' natural resources, to maximise their contribution to achieving goals within the Well Being of Future Generations Act. The NRP sets out three National Priorities of delivering nature based solutions; increasing renewable energy and resource efficiency; and



taking a place based approach. NRW's seven Area Statements represent a collaborative response to the NRP, which sets out the key challenges and opportunities for the sustainable management of Wales' natural resources into the future and informs local delivery. The SoNaRR, NNRP and South Central Wales Area Statement have been considered in the review of the LDP.

### ***Active Travel (Wales) Act, 2013***

- 2.5.7 The Active Travel (Wales) Act aims to promote walking and cycling as an attractive mode of transport for purposeful journeys (i.e. to access work, school or shops and services). It seeks to instil a lasting transformation of how developments are planned to incorporate walking and cycling infrastructure from the outset as well as encouraging long-term behaviour change.
- 2.5.8 The Act makes provisions for the mapping of active travel routes and related facilities in connection with integrated network maps. It also requires year on year improvements in such routes and facilities to enhance opportunities for pedestrians and cyclists to make more meaningful journeys without relying on the car. The principles of Active Travel are well intertwined with PPW, which stresses the need for the planning system to create the right environments and infrastructure for people to walk and cycle.
- 2.5.9 The planning system has a key role to play in facilitating active travel by considering the inter-relationships of settlements, channelling growth towards sustainable areas and delivering new developments that promote active travel journeys through sustainable design. Equally, the needs of pedestrians and cyclists are to be considered in all new road schemes and other highway authority functions. Increasing rates of active travel in Bridgend County Borough will directly support the achievement of every one of all seven well-being goals in the Well-being of Future Generations (Wales) Act 2015.

## **2.6 Policy Context**

- 2.6.1 The Replacement LDP has been prepared in the context of a wide range of plans, programmes and strategies at a range of spatial scales. Some of the key documents are summarised below for ease of reference.

### ***Planning Policy Wales Edition 11***

- 2.6.2 Edition 11 of Planning Policy Wales (PPW 11) sets out the land use planning policies and overarching sustainable development goals for Wales, revised to contribute towards the statutory well-being goals of the Well-being of Future Generations Act. PPW secures a presumption in favour of sustainable development and considers a plan-led approach to be the most effective means of securing sustainable development through the planning system. PPW has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Placemaking is deemed a holistic approach that “considers the context, function and relationships between a development site and its wider surroundings” (PPW, 2021, p.14).
- 2.6.3 In order to inform the spatial strategy, PPW requires development plans to “include a spatial strategy covering the lifetime of the plan which establishes a pattern of development improving social, economic, environmental and cultural well-being” (PPW, 2021, para 3.42). The link between the number of homes due to be provided and the

expected job opportunities is clearly emphasised, as is the location of any new development in relation to existing or planned infrastructure. This is held important to minimise the need to travel, reduce private car reliance and increase opportunities for cycling, walking and the use of public transport. Development plans are deemed to “provide the main means for achieving integration between land use and transport planning” (PPW, 2021, para. 4.1.5).

- 2.6.4 PPW specifies a well-defined search process to identify development land. Sustainable previously developed land and/or underutilised sites within existing settlements should be reviewed first before suitable, sustainable greenfield sites within or on the edge of settlements are considered. In either case, “a broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting” (PPW, 2021, para. 3.50). Significant weight is attached to developing active and social places in the form of well-connected cohesive communities.

#### ***Future Wales: The National Development Framework***

- 2.6.5 The National Development Framework (NDF) considers the issues significant to Wales’s prosperity and well-being, such as the economy, housing, transport, energy, and the environment. It identifies where national developments should take place, where the key growth areas are and what infrastructure and services are needed. The NDF is set in the context of a vision that will help deliver sustainable places across Wales by 2040, by supporting placemaking and ensuring our choices direct development to the right places, making the best use of resources, creating and sustaining accessible healthy communities, protecting our environment and supporting prosperity for all.

#### ***Strategic Development Plan for South East Wales***

- 2.6.6 The Planning (Wales) Act 2015 sets out the process for establishing and preparing a Strategic Development Plan (SDP). Welsh Government invited all Local Planning Authorities to submit proposals for SDPs, stating that the ability to plan strategically to support the Cardiff Capital Region (CCR) is essential to ensure that key economic, social and environmental outcomes are achieved in a cohesive and evidence based approach, across the wider region.
- 2.6.7 On 29<sup>th</sup> January 2018, the Cardiff Capital Region Cabinet agreed that work should commence on a Strategic Development Plan for the area and advised the then Welsh Government Cabinet Secretary, Lesley Griffiths, that there was consensus amongst all 10 Leaders in the Cardiff Capital Region to support the principle of a Strategic Development Plan for the region, whilst recognising that this required approval from all 10 Councils to proceed. Regional Corporate Joint Committees (CJCs) will undertake strategic development and regional transport planning in the future, including preparing SDPs. Although Bridgend County Borough Council is proceeding with a Replacement LDP, simultaneous collaborative working will be undertaken with neighbouring authorities and the broader region to prepare an SDP. A joint evidence base will also be shared wherever possible to this end.

#### ***Cardiff Capital Region and Metro Plan***

- 2.6.8 The Cardiff Capital Region Cabinet, comprising the ten Leaders of Blaenau Gwent; Bridgend; Caerphilly; Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taff; Torfaen; and Vale of Glamorgan was established in 2017 to oversee the delivery

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

- 2.6.9 One of the key aims of the Cardiff Capital Region is to deliver the South Wales Metro, which is an ambitious project linking people and jobs across South East Wales in a fast, efficient and environmentally positive way. It will provide a fantastic platform to deliver sustainable economic development, in line with the 'Our Valleys, Our Future' initiative, by connecting people, communities and business to employment, services, facilities and markets through reliable, resilient infrastructure. South Wales Metro will deliver real benefits to passengers, linking communities together and helping to transform the economy.

***Prosperity for All: A Low Carbon Wales, 2019***

- 2.6.10 This Plan sets the foundations for Wales to transition to a low carbon nation; setting out the Welsh Government's approach to increasing efficiency and cutting emissions of greenhouse gasses by at least 80% by 2050. This is vital to meet the requirements of the Environment (Wales) Act 2016, thereby contributing to a fairer and healthier society. The five ways of working of the Well-being of Future Generations (Wales) Act 2015 guide Wales's decarbonisation action, ensuring effective collaboration and involvement with stakeholders to integrate decarbonisation, limit further effects of climate change and maximise all 7 national well-being goals.
- 2.6.11 The planning system has an important role in facilitating decarbonisation. Planning Policy Wales' focus on placemaking encourages well-designed development that ensures communities have all the services they need within easy reach. A wide plethora of other planning related priorities also encourage lower carbon emissions whilst simultaneously creating places where people can live well. These include promoting renewable energy developments, restricting the use of fossil fuels and incorporating active travel principles (walk and cycling) into new developments. Low carbon infrastructure can ultimately help increase efficiency through the way energy is produced and transmitted, the design and construction of buildings and the transportation of people and goods. All development plans must ultimately support these strategic decarbonisation goals to facilitate clean grown and build resilience to the impacts of climate change.

***Bridgend County Borough Council Corporate Plan 2018-2023***

- 2.6.12 The Plan has a clear and simple vision that is to act as 'One Council working together to improve lives'. This vision is framed around three clear priorities, which are intended to improve the quality of life of people in the County Borough while significantly changing the nature of the Council:
1. Supporting a successful sustainable economy
  2. Helping people and community to be more healthy and resilient
  3. Smarter use of resources

- 2.6.13 The LDP will contribute significantly to all three priorities, particularly helping to promote a successful, sustainable and inclusive economy that will be supported by a skilful, ambitious workforce.

***Bridgend Public Services Board Local Well-being Plan 2018 - 2023***

- 2.6.14 The Well-being Plan outlines how Bridgend Public Service Board will work together over the next five years to deliver the seven wellbeing goals for Wales as referenced in the Wellbeing of Future Generations (Wales) Act. The Plan is framed around the sustainable development principle and focusses on addressing the underlying causes of problems and helping to prevent them worsening or occurring in the future. Four well-being objectives have therefore been developed, which are:

1. Best Start in life
2. Support communities in Bridgend County to be safe and cohesive
3. Reduce social and economic inequalities
4. Healthy choices in a healthy environment

- 2.6.15 A well-functioning planning system is fundamental for sustainable development and achieving sustainable places. The Replacement LDP will be an integral means of maximising the well-being of Bridgend County Borough's residents and its communities, thereby ensuring that these four objectives are balanced and integrated into the core of the Plan, whilst shaping each stage of plan preparation.

***Bridgend County Borough Local Transport Plan 2015-2030***

- 2.6.16 The Local Transport Plan (LTP) covers the Bridgend County Borough geographical area and sets out the Council's priorities for transport investment over the next 15 years. The LTP's primary focus is to address issues relating to local transport, enable economic growth and change travel behaviour, whilst recognising the significance of Bridgend's role as a link between the two South Wales City Regions. In order to reduce the environmental impact of transport, the LTP includes measures and interventions that will increase opportunities for active travel, encourage the use of public transport and promote modal integration. The specific key priorities are to:

1. Support economic growth and safeguard jobs with a particular focus on City Regions, Enterprise Zones and local growth zones
2. Reduce economic inactivity by delivering safe and affordable access to employment sites
3. Maximise the contribution that effective and affordable transport services can make to transport poverty and target investment to support improvements in accessibility for the most disadvantaged communities
4. Encourage safer, healthier and sustainable travel

- 2.6.17 Transport has always had an integral relationship with sustainable spatial planning and the Replacement LDP will continue to link transport with the full plethora of strategic planning themes. These include the economy, employment, the environment, health and social care, education and physical activity. In addressing these links, transport can be used as a tool to promote equality, improve welfare and deliver an inclusive, fairer society.

### ***Active Travel and Active Travel Network Maps***

- 2.6.18 The Replacement LDP will seek to promote connectivity for all by maximising opportunities for active travel routes, including those contained within Existing Route Maps and future proposals detailed within the Active Travel Network Maps (ATNM). Well connected developments will assist in promoting the improvement of health and well-being by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of a successful place.

### ***Vale of Glamorgan***

- 2.6.19 The Vale of Glamorgan Council adopted an LDP on 28<sup>th</sup> June 2017, covering the period 2011-2026. The Plan focusses on re-using previously developed land and minimising the need to develop on greenfield sites. This is particularly apparent in Barry, where there is significant emphasis on the continued regeneration of the Waterfront. Other significant growth areas are towards the South East of the Vale along with Rhoose, St.Athan and Cowbridge. Sustainable development is also earmarked for other communities thereby ensuring their long term sustainability and vitality. The Plan seeks to grasp the opportunities offered by the St Athan - Cardiff Airport Enterprise Zone and demonstrates the essential role that the Vale of Glamorgan plays in the success of the wider City-Region Area.
- 2.6.20 With this Strategy, it is clear that Bridgend Town will remain the principal retail, employment and service centre serving the western communities of the Vale of Glamorgan.

### ***Rhondda Cynon Taf***

- 2.6.21 The Rhondda Cynon Taf (RCT) LDP 2006-2021, was adopted on the 2<sup>nd</sup> March 2011. The LDP Core Strategy advocates a hybrid approach to development in the north and south of the County Borough. The emphasis in the north is on building sustainable communities and halting the process of depopulation and decline caused by multiple deprivation. In the south, the emphasis is on sustainable, managed growth that will consolidate existing settlement patterns and benefit RCT as a whole. A clear settlement strategy is identified with new development opportunities being focused in the principal towns and key settlements. Significant plan-led growth has occurred along the South of the County Borough, along the M4 corridor, adjoining the A473 and to the West in Tonyrefail.
- 2.6.22 RCT have commenced LDP revision and the Pencoed-Llanharan corridor is key to the relationship between RCT and Bridgend County Boroughs. In particular, Pencoed Technology Park straddles the boundary and, as aforementioned, there are significant levels of in-commuting from RCT into Bridgend County Borough for work purposes. These factors would need to be taken into due consideration during plan revision as any planned growth close to the boundary would have a regional impact on employment provision and commuting patterns.

### ***Neath Port Talbot***

- 2.6.23 The Neath Port Talbot (NPT) LDP was adopted on 27<sup>th</sup> January 2016, covering the period 2011-2026. Broadly, the strategy aims to realise sustainable economic development opportunities along the coastal corridor to foster economic growth. Coed

Darcy, Swansea University Science and Innovation Campus, Baglan Bay and Harbourside are the key anchors for growth. There are mutually reinforcing aims to reinvigorate the valley areas and improve economic prospects, recognising the role of Glynneath and Pontardawe in delivering sustainable growth.

2.6.24 For Bridgend County Borough, this means that Maesteg will continue to be a major service centre serving the Upper Afan Valley, particularly in terms of retailing and employment. There is also a key strategic linkage between the Afan Forest Park in NPT and the successful regeneration of Maesteg and the Upper Llynfi Valley, in terms of cycling and other tourism related projects.

2.6.25 There are also employment linkages with Kenfig Industrial Estate and Tata Steel acting as employment hubs for Bridgend County Borough residents as evidenced through the previously discussed travel to work patterns. Improved accessibility to the M4 at North Cornelly / Pyle would help enhance these linkages and help reduce traffic congestion.

### 3. Key Issues and Drivers

#### 3.1 Key Issues and Drivers

3.1.1 The key issues and drivers identified through the Replacement LDP preparation process have directly informed the development of the LDP Vision, Objectives and Plan as a whole. For ease of reference, the key issues identified in the previous Strategic Context Section are summarised below:

- Bridgend, Porthcawl, Pyle and Pencoed demonstrate capacity for sustainable growth based on their accessibility, availability of amenities and employment provision in the context of their existing population bases. However, a moratorium is currently in place on any new development west of the level crossing in Pencoed (refer to Western Pencoed Moratorium Background Paper).
- The Llynfi Valley demonstrates most significant scope for growth across the three Valleys through several mixed use regeneration sites, subject to specific constraints on these sites being overcome. Similar issues with contamination, topography and viability have proved to be impediments to development in the Ogmere and Garw Valleys in recent years, although sustainable growth could be facilitated through initiatives such as self and custom build.
- The Valleys Gateway has successfully been a major focus for new residential development in recent years, although further significant development would be constrained in this vicinity due to the capacity issues running north to south at Junction 36 of the M4 (refer to M4 Junction 36 Background Paper).
- Bridgend is a significant employer, with strengths in advanced manufacturing. Despite Ford closing its Bridgend engine plant in September 2020, there is need for the strong manufacturing base of the area to be maintained within sustainable locations whilst supporting the socio-economic renewal of deprived communities.
- The County Borough would benefit from an influx of younger, economically active households to counter-balance the ageing local population. This would also boost the skilled labour force present locally to encourage employers to relocate or expand within Bridgend.
- Regionally, the County Borough has significant employment links with neighbouring authorities, with Bridgend serving the western communities of the Vale of Glamorgan, Pencoed straddling the boundary between Bridgend and RCT and Kenfig Industrial Estate drawing from the NPT catchment.

3.1.2 The key issues and drivers set out in this section have been identified from this Strategic Context and following a review of baseline social, economic and environmental information; the results of consultation; and the Sustainability Appraisal (Strategic Environmental Assessment). This analysis provides a clear picture of the social,



economic and environmental issues which need to be addressed through the LDP process. The key issues and drivers identified are detailed below.

### The Key National and Regional Issues and Drivers

3.1.3 Having taken into account the relevant national and regional policy context, the following issues and drivers (prefixed by NR) have been identified which have strategic land-use implications for the Bridgend LDP:

**Table 2: The Key National and Regional Issues**

Key National and Regional Issues		Evidence that has informed the key issues and drivers
<b>NR1</b>	Recognition that Bridgend, Maesteg, Pencoed, Porthcawl and Pyle/North Cornelly/Kenfig Hill act as hubs for services, employment, housing and retail developments. Their pivotal positions will prove crucial in spreading prosperity to their surrounding communities, whilst contributing to the interdependent successes of both the Cardiff Capital Region and the Swansea Bay Region.	<ul style="list-style-type: none"> <li>• Settlement Assessment (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> </ul>
<b>NR2</b>	Bridgend in particular, building on its existing status as the major service centre for the Llynfi, Ogmore and Garw Valleys, should continue to perform as a greater sub-regional role as an employment and service centre to reduce the overall need to travel.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> <li>• Our Valleys, Our Future: Delivery Plan (2018)</li> </ul>
<b>NR3</b>	Porthcawl, in its pivotal position on the Swansea Bay waterfront, should maintain and enhance its role as a vibrant and distinctive tourism and leisure destination. There is a need to re-develop the Waterfront Regeneration Area in particular in order to improve the attractiveness of the town as a place to live and work, whilst benefitting the vibrancy of the Town Centre itself.	<ul style="list-style-type: none"> <li>• Bridgend County Destination Management Plan (2018-2022)</li> <li>• Carmarthen Bay, Gower &amp; Swansea Bay Local Seascape Character Assessment</li> <li>• Porthcawl Waterfront Regeneration Masterplan</li> <li>• Our Valleys, Our Future: Delivery Plan (2018)</li> <li>• LANDMAP – the Welsh Landscape Baseline</li> </ul>
<b>NR4</b>	The valleys, whilst facing economic and social challenges should aim to become attractive yet affordable places containing a mix and balance of housing with sustainable	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> </ul>

	transport links to the larger settlements to access jobs and services.	<ul style="list-style-type: none"> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> <li>• Our Valleys, Our Future: Delivery Plan (2018)</li> </ul>
<b>NR5</b>	The need to tackle the climate emergency and contribute towards meeting national renewable and low carbon energy generation targets, taking advantage of the County Borough's topography. The Council has an aspiration for all new homes to be net zero carbon in the first instance. The Replacement LDP needs to identify appropriate locations to support opportunities for district heating, local renewable and low carbon energy projects, as well as to encourage an element of local ownership.	<ul style="list-style-type: none"> <li>• Future Wales: The National Development Framework Planning Policy Wales Bridgend Smart Energy Plan (2019)</li> <li>• Renewable Energy Assessment (2020)</li> <li>• Bridgend County Borough Climate Emergency Action Plan</li> </ul>
<b>NR6</b>	In the context of the both the Cardiff Capital Region and the Swansea Bay Region, Bridgend County Borough should support less prosperous environs by maintaining a long term local supply of land for employment which is well located and accessible, realistic and deliverable and offers sufficient diversity of choice.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> </ul>
<b>NR7</b>	The need to maximise socio-economic benefits from the implementation of the South Wales Metro and the Cardiff Capital Region City Deal.	<ul style="list-style-type: none"> <li>• Rolling Out Our Metro</li> <li>• Cardiff Capital Region City Deal</li> </ul>
<b>NR8</b>	The LDP should identify and safeguard the appropriate amount of aggregates and coal reserves.	<ul style="list-style-type: none"> <li>• Regional Technical Statement (2<sup>nd</sup> Review, 2020)</li> </ul>
<b>NR9</b>	Promote the efficient use of resources, including transitioning to a low carbon economy, use of waste as a resource, energy efficient buildings, and appropriate renewable and low carbon energy.	<ul style="list-style-type: none"> <li>• Bridgend Smart Energy Plan (2019)</li> <li>• Renewable Energy Assessment (2020)</li> <li>• Building Regulations</li> </ul>
<b>NR10</b>	The need to align with the National Development Framework and the preparation of a Strategic Development Plan for the Cardiff City Region.	<ul style="list-style-type: none"> <li>• Future Wales: The National Development Framework Planning Policy Wales</li> </ul>
<b>NR11</b>	The need to resolve localised junction capacity issues at Junction 36 of the M4 and the Penprysg Road Railway Bridge, Pencoed to improve extant traffic flow issues and enhance future sustainable growth	<ul style="list-style-type: none"> <li>• M4 Junction 36 Background Paper</li> <li>• WeITAG Stage 1</li> </ul>

	opportunities within the respective settlements.	
<b>NR12</b>	The need to protect and enhance the wellbeing of all people in the County Borough and for the Replacement LDP to support the implementation of the Well-being of Future Generations (Wales) Act 2015.	<ul style="list-style-type: none"> <li>• Bridgend Local Well-being Plan.</li> <li>• WCFG Act</li> </ul>

### 3.1.4 The Key Local Issues and Drivers

3.1.5 Having taken into account the Local Spatial and Policy Context, and a general review of baseline information, the following key local issues and drivers (prefixed with LS) have been identified as having strategic land-use implications for the Bridgend LDP.

**Table 3: Environmental Issues**

Environmental Issues		Evidence that has informed the Key Issues and Drivers
<b>LS1</b>	The County Borough contains nationally, regionally and locally important landscapes and coastal scenery and a wide range of biodiversity and nature conservation interests which require identification and protection in the LDP.	<ul style="list-style-type: none"> <li>• Carmarthen Bay, Gower &amp; Swansea Bay Local Seascape Character Assessment</li> <li>• Local Biodiversity Action Plan (2014)</li> <li>• Heritage Coast Borough Landscape Character Assessment</li> <li>• Special Landscape Areas</li> <li>• LANDMAP – the Welsh Landscape Baseline</li> <li>• Bridgend Biodiversity and Ecosystems Resilience Forward Plan 2018-22</li> <li>• Green Infrastructure Assessment (2022)</li> </ul>
<b>LS2</b>	The need to identify, protect and enhance the rich built heritage and historic environment of the County Borough within the Replacement LDP.	<ul style="list-style-type: none"> <li>• Historic Environment (Wales) Act 2016</li> <li>• Planning Policy Wales</li> <li>• Register of Landscapes of Historic Interest in Wales (and accompanying Historic Landscape Character Assessments)</li> </ul>
<b>LS3</b>	Future Wales identifies Pre-Assessed Areas for Wind Energy to help meet future energy needs. Whilst the principle of developing renewable and low carbon energy from all technologies is supported, there is a need to	<ul style="list-style-type: none"> <li>• Our Valleys, Our Future: Delivery Plan (2018)</li> <li>• Renewable Energy Assessment (2020)</li> </ul>

	consider the increasing development pressure for wind farms in Valleys areas in the context of appropriate siting and design to minimise visual impacts on scenic landscapes.	<ul style="list-style-type: none"> <li>• Future Wales: The National Development Framework Planning Policy Wales</li> </ul>
<b>LS4</b>	Significant areas along all the main rivers and watercourses of the County Borough are identified as being at risk of flooding. The existing urban areas of Aberkenfig and Pencoed are highly constrained by flood plains. There is also a risk of tidal flooding and storm surges in parts of Porthcawl and along the coast.	<ul style="list-style-type: none"> <li>• Bridgend Strategic Flood Consequences Assessment</li> <li>• TAN15 – Development &amp; Flood Risk</li> <li>• Development Advice Maps - NRW</li> </ul>
<b>LS5</b>	Many of the County Borough’s stretches of river are at risk of having poor water quality through ‘point source pollution’.	<ul style="list-style-type: none"> <li>• NRW – Water Framework Directive (2018)</li> </ul>
<b>LS6</b>	There is a risk of poor air quality along the M4 corridor and other areas with known poor air quality across the County Borough.	<ul style="list-style-type: none"> <li>• Planning Policy Wales</li> <li>• WBFG Act</li> <li>• Local Air Quality Management in Wales – Guidance (2017)</li> </ul>
<b>LS7</b>	Parts of the highway network experience congestion especially at peak times with corresponding impact on road safety. The Replacement LDP will seek to reduce car dependencies and improve active travel infrastructure; deliver improved and expanded transport links, public transport and enhanced communications infrastructure, both to communities within the Council area and to key destinations in neighbouring authorities.	<ul style="list-style-type: none"> <li>• Planning Policy Wales</li> <li>• Bridgend Strategic Transport Assessment (To be completed – 2020)</li> <li>• Active Travel Act</li> </ul>
<b>LS8</b>	No significant landfill capacity currently exists for waste disposal in the County Borough. Appropriate sites for new waste processing facilities to meet both local and regional needs for the future will require identification in the LDP.	<ul style="list-style-type: none"> <li>• Planning Policy Wales</li> <li>• Technical Advice Note 21 (2014)</li> <li>• Waste Planning Monitoring Report (2016)</li> <li>• Annual Monitoring Reports</li> </ul>

**Table 4: Social Issues**

<b>Social Issues</b>		<b>Evidence that has informed the key issues and drivers</b>
<b>LS9</b>	Housing choice in the Garw and Ogmore Valleys is limited which presents an opportunity to promote initiatives such as co-operative housing, self-build plots and custom	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> </ul>

	build opportunities alongside more conventional forms of development.	
<b>LS10</b>	Local evidence has identified a current shortfall in affordable housing provision across the County Borough. The scale of housing need identified needs to be met with an appropriate policy response. Allocating a sufficient quantum and range of housing sites in the Replacement LDP is one significant means of addressing this issue, although must not be considered the only mechanism to deliver affordable housing.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> <li>• Plan-Wide Viability Assessment (2021)</li> </ul>
<b>LS11</b>	There is a shortage in the provision of smaller dwellings; in particular one bedroom properties in the social rented sector and 2 bedroom entry level properties in the general housing markets. There is a need to increase affordable housing provision across the County Borough.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> </ul>
<b>LS12</b>	Many parts of the County Borough, especially in the Valley communities, are among the most deprived areas of Wales, with low levels of access to facilities and services particularly for children, young and older people.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> </ul>
<b>LS13</b>	The Valleys Gateway is geographically central to the County Borough and easily accessible, and is therefore the preferred location for many facilities that can serve a much wider catchment. However identified capacity issues at Junction 36 may prevent additional growth in this area.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• M4 Junction 36 Background Paper</li> </ul>
<b>LS14</b>	There are deficiencies in outdoor sport, children's playing space, accessible natural open space and allotment provision within the County Borough, particularly in the large urban centres. There is a need to maximise multi-functional green infrastructure coverage and ensure they provide a network of linked wildlife corridors (across a wide range of scales and increase ecosystems services including biodiversity; and maximise the health benefits of green infrastructure).	<ul style="list-style-type: none"> <li>• Green Infrastructure Assessment (2020)</li> <li>• Bridgend Biodiversity and Ecosystems Resilience Forward Plan 2018-22</li> <li>• Bridgend's Active Travel Integrated Network Map</li> <li>• Outdoor Sports and Children's Play space Audits (2022)</li> </ul>

**Table 5: Economic Issues**

Economic Issues		Evidence that has informed the key issues and drivers
<b>LS15</b>	The need to pursue a decarbonised, digitally connected, smart County Borough. This will simultaneously enable a transition to low carbon, decentralised energy systems for the benefit of individuals, communities and businesses.	<ul style="list-style-type: none"> <li>• Bridgend Smart Energy Plan (2019)</li> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> <li>• Renewable Energy Assessment (2020)</li> </ul>
<b>LS16</b>	The Porthcawl Waterfront Regeneration Site will need to be delivered to revitalise the town as a premier seaside resort.	<ul style="list-style-type: none"> <li>• Porthcawl Waterfront Regeneration Masterplan</li> </ul>
<b>LS17</b>	The economy of Bridgend County Borough is more relatively reliant on the manufacturing sector than Wales as a whole. There is a need to safeguard and support the existing economic and employment base across the County Borough. Equally, there is a need to attract inward investment, secure sustainable economic growth and enable diversification of the employment sector. The Replacement LDP will need to respond by allocating suitable sites for development, whilst enabling delivery of the infrastructure required to increase connectivity, improve community / social infrastructure and enhance access to high quality employment and economic opportunities.	<ul style="list-style-type: none"> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> <li>• Infrastructure and Delivery Plan (currently being prepared)</li> </ul>
<b>LS18</b>	Many of the existing industrial estates require modernisation and refurbishment to cater for the SME sector.	<ul style="list-style-type: none"> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> </ul>
<b>LS19</b>	There is a mismatch in the current location of employment sites in the County Borough and the areas of higher deprivation especially in the Valleys.	<ul style="list-style-type: none"> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> </ul>
<b>LS19</b>	There is a shortage of general employment land in Porthcawl and the Valleys.	<ul style="list-style-type: none"> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> </ul>
<b>LS20</b>	Bridgend town centre is fulfilling its potential as a sub-regional centre, but has a lower proportion of comparison units and higher rate of vacant units than the UK average. There is also a need for additional convenience shopping facilities in Porthcawl to reduce	<ul style="list-style-type: none"> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> <li>• Retail Study (2019)</li> </ul>

	expenditure leakage and promote sustainable shopping patterns.	
<b>LS21</b>	Ogmore Vale, Kenfig Hill and Pontycymmer district centres are dispersed over a wide area containing a high percentage of residential units with sometimes no identifiable core area of activity which is leading them to show signs of decline.	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Local Housing Market Assessment (2021)</li> <li>• Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</li> <li>• Retail Study (2019)</li> <li>• Retail Study Update (2022)</li> </ul>
<b>LS22</b>	There is a need to build on the success of smaller retail areas at the neighbourhood or community level of provision especially where these can be co-ordinated with co-located social, educational and community facilities	<ul style="list-style-type: none"> <li>• Settlement Assessment Study (2019, revised 2021)</li> <li>• Retail Study (2019)</li> <li>• Retail Study Update (2022)</li> </ul>
<b>LS23</b>	There is a need to grow and diversify the County Borough's visitor economy beyond the predominant 'one day visit' by capitalising on the area's natural, historic and built environment to enable tourism related developments.	<ul style="list-style-type: none"> <li>• Bridgend County Destination Management Plan (2018-2022)</li> </ul>



## 4. LDP Strategic Framework

### 4.1 LDP Vision (2018-2033)

4.1.1 This section of the document sets out the overarching Vision to ultimately define what the LDP is working towards. The LDP Vision has been developed to take into account the Bridgend Local Well-being Plan with the specific characteristics and key issues affecting the County Borough.

#### 4.1.2 Vision for 2033

*Since the turn of the millennium, Bridgend and the wider County Borough has been on a journey to expand access to key services, enhance physical environmental quality and improve quality of life for residents, workers and visitors. This transformation will continue throughout the LDP period, resulting in the continued development of a safe, healthy and inclusive network of communities that connect more widely with the regions to enable sustainable economic growth.*

#### Council Priorities

*The County Borough is already a major regional employment hub, with specific strengths in advanced manufacturing. These socio-economic assets will be enhanced to progressively improve the County Borough's economic competitiveness whilst significantly contributing to the success of the Cardiff Capital Region and Swansea Bay Region. Encouraging inward investment to improve infrastructure, employment provision and lifelong learning opportunities will attract and retain skilled workers that will in turn encourage businesses to bring further skilled employment into the area. Bridgend County Borough Council also has a vision to make Bridgend a decarbonised, digitally connected smart County Borough. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses. In achieving its vision of a decarbonised, digitally connected smart county borough, the Council aims to:*

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

#### Spatial Vision

*Bridgend will remain the principal town, and supplementary growth will build on its success as a regional employment, commercial and service centre. Additional employment, commercial and residential development will be focussed around other established towns to achieve sustainable patterns of growth that support existing local services and facilities. Regeneration-led growth will also be channelled towards Porthcawl through redevelopment of its waterfront to capitalise on the town's role as a premier seaside and tourist destination. In addition, the valley settlements will be earmarked for sustainable regeneration, with a recognition that Maesteg and the Llynfi*

*Valley has the largest potential capacity and infrastructure to accommodate future growth. This vision will be achieved through maintaining and developing strong, interdependent, connected and cohesive settlements, whilst also protecting and enhancing the County Borough's environmental and heritage assets. This will offer people:*

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

## **4.2 Strategic Objectives and Specific Objectives**

4.2.1 The LDP Vision will be delivered through the achievement of 4 Strategic Objectives, which will be underpinned by 35 Specific Objectives. These seek to reflect updated national policy and legislation and address the issues facing the County Borough. The development of the Objectives has also been informed by the SA/SEA process, particularly the succinct set of key sustainability issues which should be addressed in the Replacement LDP. These identified issues have been carried forward to underpin the SA process, thereby shaping the following four Strategic Objectives, which are central to the LDP:

- *SOBJ1: To Create High Quality Sustainable Places (Placemaking)***
- *SOBJ2: To Create Active, Healthy, Cohesive, Inclusive and Social Communities***
- *SOBJ3: To Create Productive and Enterprising Places***
- *SOBJ4: To Protect and Enhance Distinctive and Natural Places***

4.2.2 The Strategic Objectives have been defined to reflect identified key issues, align with national policy and ensure an appropriate balance between the different elements of sustainability. They are cross-cutting in their nature and also cross-reference the goals and objectives of the Well-being of Future Generations (Wales) Act 2015 and Bridgend Local Well-being Plan (LWBP). Acting together, the Vision and Strategic Objectives provide an overarching framework to underpin all other components of the Replacement LDP. Reflecting their importance, the Strategic Objectives have been subject to iterative testing and refinement through the SA process in tandem with preparing the LDP. Whilst necessarily high level, the resulting Strategic Objectives provide good coverage of all key sustainability issues which the Replacement LDP needs to address.

4.2.3 In turn, the Vision and 4 Strategic Objectives are supported by 35 Specific Objectives. These have been devised to create the right conditions to address the various social, cultural, environmental and economic well-being outcomes. The objectives will also form part of the basis for monitoring the implementation of the Plan, once adopted and operational.

<b>SOBJ 1 To Create High Quality Sustainable Places (Placemaking)</b>	
<b>OBJ 1a</b>	<i>To promote Bridgend as the Primary Key Settlement of the County Borough where major employment, commercial and residential development is focused.</i>
<b>OBJ 1b</b>	<i>Develop a strategic hub in the northern part of the County Borough of Bridgend, focusing on employments sites, energy projects, residential developments, tourism and culture.</i>
<b>OBJ 1c</b>	<i>To revitalise Maesteg by recognising its role as the principal settlement serving the Llynfi Valley which has the potential capacity and infrastructure to accommodate future growth.</i>
<b>OBJ 1d</b>	<i>To realise the potential of Porthcawl as a premier seaside and tourist destination by prioritising the regeneration of its waterfront and investing in key infrastructure. This will also improve the attractiveness of the town as a place to live and work, whilst enhancing the vibrancy of the Town Centre</i>
<b>OBJ 1e</b>	<i>To promote sustainable and attractive valley settlements with improved access to jobs and services.</i>
<b>OBJ 1f</b>	<i>To recognise the strategic potential of Pencoed within the wider Cardiff Capital Region.</i>

<b>SOBJ 2 To Create Active, Healthy, Cohesive, Inclusive and Social Communities</b>	
<b>OBJ 2a</b>	<i>To provide a land use framework that recognises the needs of deprived areas within the County Borough, which affords those communities the opportunities to tackle the sources of their deprivation.</i>
<b>OBJ 2b</b>	<i>To ensure that there is equality of access to community services for all sectors of the community, addressing the particular needs of younger people, families, older people and those with disabilities.</i>
<b>OBJ 2c</b>	<i>To deliver the level and type of residential development to meet the identified needs of the County Borough ensuring that a significant proportion is affordable and accessible to all.</i>
<b>OBJ 2d</b>	<i>To enable Bridgend Town to become an attractive and successful regional retail and commercial destination within the Cardiff Capital Region which also meets the needs of its catchment, supported by a network of viable town, district and local centres that serve their local communities.</i>

<b>OBJ 2e</b>	<i>To provide for the required quantity and range of accessible education, leisure, recreational, health, social and community facilities throughout the County Borough.</i>
<b>OBJ 2f</b>	<i>Promote accessibility for all by supporting the transport hierarchy (set out in PPW) that prioritises walking and cycling (active travel), then public transport and finally motor vehicles. New development should be located and designed in accordance with this hierarchy to prioritise the use of sustainable transport, reduce related airborne pollution, reduce the need to travel and reduce the dependency on private vehicles.</i>
<b>OBJ 2g</b>	<i>To ensure that new development helps deliver active travel routes in the County Borough.</i>
<b>OBJ 2h</b>	<i>Create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle.</i>
<b>OBJ 2i</b>	<i>Resolve localised junction capacity issues at Junction 36 of the M4 and the Penprysg Road Railway Bridge, Pencoed to improve extant traffic flow issues and enhance sustainable growth opportunities within the respective settlements in the future.</i>
<b>OBJ 2j</b>	<i>Promote new development that is designed to minimise the impact of transport emissions.</i>

<b>SOBJ 3</b>	<b>To Create Productive and Enterprising Places</b>
<b>OBJ 3a</b>	<i>To build a more diverse, dynamic and self-reliant economy and business environment.</i>
<b>OBJ 3b</b>	<i>To provide a realistic level and variety of employment land to facilitate the delivery of high quality workspaces and job opportunities.</i>
<b>OBJ 3c</b>	<i>Deliver a balanced portfolio of new and modern employment buildings with a focus on small to medium enterprises and start-up businesses.</i>
<b>OBJ 3d</b>	<i>Provide effective learning environments to secure the best possible outcomes for learners.</i>
<b>OBJ 3e</b>	<i>Promote and support the refurbishment of existing employment floor space.</i>

<b>OBJ 3f</b>	<i>Develop a commercial and education cluster around Bridgend train station with a focus on commerce and education.</i>
<b>OBJ 3g</b>	<i>To bring the benefits of regeneration to the valley communities by directing new development to those areas at a scale which acknowledges their geographical constraints and infrastructure capacity.</i>
<b>OBJ 3h</b>	<i>Develop a strong rural economy to support sustainable and vibrant rural communities, recognising the role of leisure and tourism.</i>
<b>OBJ 3i</b>	<i>Support transport infrastructure and fast communication networks to facilitate necessary improvements and development to support the growth aspirations of the Cardiff Capital Region.</i>
<b>OBJ 3j</b>	<i>Promote developments that are well located and designed to assist in meeting energy demand with renewable and low carbon sources in accordance with the energy hierarchy for planning' (set out in PPW), including delivery of net zero carbon homes in the first instance, thereby helping to both mitigate the causes of climate change and tackle the 'climate emergency' declared by Welsh Government and the Council.</i>
<b>OBJ 3k</b>	<i>To meet the Council's regional and local commitments for mineral resources, waste management and waste disposal.</i>
<b>OBJ 3l</b>	<i>Promote the circular economy and make the best use of material resources for the benefit of both the built and natural environments.</i>
<b>OBJ 3m</b>	<i>Follow the priority order of the waste hierarchy in waste prevention and management – prevention, re-use, recycling, treatment, recovery and disposal.</i>
<b>OBJ 3n</b>	<i>To counter-balance the locally ageing population by accommodating sustainable levels of growth to attract and retain economically active households, ensuring the County Borough remains an attractive prospect for employers to expand within and move into.</i>

<b>SOBJ 4</b>	<b>To Protect and Enhance Distinctive and Natural Places</b>
<b>OBJ 4a</b>	<i>To promote, conserve and enhance the natural, historic and built environment of the County Borough.</i>
<b>OBJ 4b</b>	<i>To safeguard the quality of water, air and soil and tackle all sources of pollution, including noise pollution.</i>
<b>OBJ 4c</b>	<i>Ensure adequate water supply, sewerage and drainage infrastructure (including sustainable drainage systems).</i>
<b>OBJ 4d</b>	<i>Promote multi-functional green infrastructure with an emphasis on its integration with existing and new development.</i>
<b>OBJ 4e</b>	<i>To manage development in order to avoid or minimise the risk and fear of flooding and enable and improve the functionality of floodplains.</i>

### **4.3 LDP Growth and Spatial Strategy**

#### **4.3.1 Settlement Hierarchy**

4.3.2 The Replacement LDP identifies and differentiates between the sustainability of places by defining a settlement hierarchy. This is informed by the conclusions of the Bridgend County Borough Settlement Assessment (2019, updated in 2021), which reflects Bridgend’s historical and functional settlement pattern and seeks to achieve more sustainable places in a number of ways. The scale and type of growth apportioned to settlements is dependent upon their individual roles, functions and positions within the Settlement Hierarchy. This is to ensure the Replacement LDP directs the majority of growth towards areas that already benefit from good infrastructure, services and facilities, or where additional capacity can be provided.

## SF1: Settlement Hierarchy and Urban Management

Development will be permitted within settlement boundaries at a scale commensurate with the role and function of settlements as set out in the hierarchy below:

### Primary Key Settlement

- Bridgend (*including Brackla, Broadlands, Bryntirion and Cefn Glas, Central Bridgend, Coity / Parc Derwen, Coychurch and North Bridgend / Litchard*)

### Main Settlements

- Maesteg
- Pencoed
- Porthcawl
- Pyle, Kenfig Hill and North Cornelly
- Valleys Gateway (*including Aberkenfig, Bryncethin, Brynmenyn, Coytrahen, Sarn, Tondy and Ynysawdre*)\*

\* *This area faces significant constraints and is therefore currently much less suitable for sustainable development than the other Main Settlements, as detailed in the Settlement Assessment, Spatial Options Background Paper and M4 Junction 36 Background Paper.*

### Local Settlements

- Bettws
- Blaengarw
- Caerau
- Cefn Cribwr
- Evanstown and Glynogwr
- Heol-y-Cyw
- Laleston and Merthyr Mawr
- Lewiston, Blackmill and Pantyrwel
- Llangeinor, Lluest and Pontyrhyl
- Nanttyffyllon
- Nantymoel
- Ogmere Vale
- Pen-y-fai
- Pontryhydycyff, Llangynwyd and Cwmfelin
- Pontycymmer
- South Cornelly, Maudlam and Kenfig

4.3.3 Bridgend is classified as the **Primary Key Settlement**, along with five additional **Main Settlements**, which include the Valleys Gateway, Porthcawl, Maesteg, Pencoed and the grouped settlement of Pyle, Kenfig Hill and North Cornelly. All six of these settlements are relatively well self-contained, demonstrating a strong employment function with an existing concentration of businesses plus a notable variety of shopping and community services. The facilities they contain meet the individual needs of these settlements and those of their wider surrounding environs, further bolstered by a range



of sustainable travel opportunities that connect to neighbouring areas and the wider regions. Bridgend performs this role most significantly. Hence, Bridgend is distinguished as the Primary Key Settlement on the basis that it accommodates just over a third of the County Borough's population and is the focus of employment, services and retail serving the whole of the County Borough. Bridgend therefore demonstrates the highest propensity to accommodate sustainable growth in a manner that will both support and build on its success as a regional employment, commercial and service centre. The other Main Settlements accommodate 34% of the population combined, and perform similar roles at a smaller yet significant scale. These inter-related factors justify the respective classification of these settlements as Main Settlements, which can be maintained and progressed through sustainable growth (refer to the Settlement Assessment).

- 4.3.4 The only notable exception to this general deduction is the Valleys Gateway. This settlement was justifiably ranked highly by the Settlement Assessment owing to the inter-connectedness of its sub settlements, high accessibility (including two railway stations plus links to the M4), prominent retail facilities and industrial estates. However, this area has accommodated substantial growth in recent years and there are now capacity issues running north to south at Junction 36 of the M4 (refer to M4 Junction 36 Background Paper). The constraints present within this settlement therefore render it far less suitable to accommodate sustainable development than others, notwithstanding its classification as a Main Settlement and broader role within the County Borough. Hence, planned growth will not be channelled towards this area over the Replacement Plan period (2018-2033) and will instead be directed towards the other four Main Settlements and the Primary Key Settlement.
- 4.3.5 The **Local Settlements** perform a more limited retail and community facility function, primarily serving their local residents. Whilst all services and facilities are important to their respective hinterlands, those on offer in these settlements draw from a smaller catchment area and are primarily confined to serving the more immediate population base. As such, the scope for Local Settlements to accommodate significant development is more limited, yet there are still opportunities to support smaller scale regeneration led growth to facilitate local economic development.
- 4.3.6 All settlements have boundaries, which have been reviewed and amended where appropriate to accurately demarcate the urban area from the countryside, assist with the prevention of the coalescence of settlements and provide certainty in terms of where appropriate development will be permitted. Indeed, the LDP will prioritise the re-use and redevelopment of previously developed land whenever and wherever possible. A more detailed geographic overview is summarised below.

#### Bridgend

- 4.3.7 Bridgend's categorisation as the Primary Key Settlement of the County Borough recognises the settlement's sub-regional sphere of influence and pre-eminent role as a highly accessible, major employment and retail centre. Bridgend Town Centre is also positioned at the top of the retail and commercial hierarchy of the County Borough and is defined as a Sub-Regional Centre, the only centre in the County Borough demonstrating this wider geographical function. Bridgend's classification correlates with

the National Development Framework, which cites its strategically important location on the South East Metro system and enhanced potential and opportunity to function as a key regional centre.

- 4.3.8 The Replacement LDP will enable the ongoing enhancement of the town centre through continued conservation-led environmental improvements. It will also seek to consolidate retail uses along primary frontages, expand the range of uses within the town centre (notably increasing commercial leisure facilities) and facilitate redevelopment of prominent vacant buildings. This will be achieved by extending the primary shopping area boundary to include the redeveloped Bridgend Shopping Centre, whilst re-designating the adopted primary shopping area along Nolton Street and Wyndham Street as a secondary shopping area to reflect the current distribution of uses. This combination of objectives seek to improve environmental quality, enhance the evening economy and increase footfall to ultimately improve the vitality and retail-led performance of the town centre. A Town Centre Masterplan will be also published to support the Replacement LDP in this respect, by outlining a vision for a liveable and vibrant place that brings together enterprise, employment, education, in-town living, shopping, culture, tourism and well-being within a historic setting.
- 4.3.9 Bridgend also exhibits a number of existing residential commitments and significant development opportunities within walking distance of the town and within the broader settlement. There are several remaining large-scale brownfield and under-utilised sites within the wider urban area of Bridgend plus scope for sustainable urban extensions. These commitments and opportunities will allow the area to grow sustainably in terms of future housing and employment provision, whilst simultaneously protecting the environment, the countryside setting, and the individual identities of the smaller sub-settlements within Bridgend. This diverse range of sites will enable the market to respond flexibly to existing need and future requirements. The Replacement LDP also recognises the potential to further increase accessibility throughout this inter-connected area by means of enhanced walking and cycling routes plus green infrastructure networks that connect the sub-settlements to the town centre, bus and railway stations (refer to the County Borough's Active Travel Integrated Network Map). This pattern of growth will enhance Bridgend's position as a highly sustainable and accessible destination that benefits both the County Borough and the wider regions.
- 4.3.10 In terms of employment, the Replacement LDP will utilise Bridgend's strategic location along the M4 corridor to maintain and enhance the settlement's role as a major regional employment hub, with specific strengths in advanced manufacturing. There is need for the strong manufacturing base of the area to be maintained within sustainable locations whilst supporting the socio-economic renewal of deprived communities. The existing significant Industrial Estates of Bridgend, Waterton, Brackla and Litchfield will continue to fulfil this wider employment function and thus be protected from alternative uses. Further opportunities exist for promoting strategic employment sites, notably at Brocastle Estate and the former Ford Site, which will enable further consolidation and enhancement of Bridgend's role as a major focus for employment and new inward investment. These two sites combined with the significant, mixed-use brownfield regeneration opportunity at Parc Afon Ewenni collectively represent the Southern Bridgend Gateway: a trio of development opportunities that will allow for sustainable, placemaking-led developmental synergy. This holistic opportunity will be enabled

through subsequent master planning and Supplementary Planning Guidance development to contribute to delivery of the Replacement LDP's Regeneration and Sustainable Growth Strategy.

#### Pencoed

- 4.3.11 Pencoed is defined as a Main Settlement in the hierarchy, with important retail, community service and employment provision that meets the needs of its population and the surrounding area. There is currently a moratorium in place on further development to the west of the railway line due to restrictions around the level crossing. However, some sites within Pencoed could both accommodate and benefit from sustainable urban growth to support the existing district centre and take advantage of its highly accessible location. Indeed, Pencoed will continue to capitalise on the growth and opportunities identified within nearby Bridgend, especially in terms of access to jobs and higher level services, enabled by its transportation links via rail, the M4 and the A473. Pencoed will also benefit from smaller scale proposals and projects being progressed, recognising the potential to improve the environment, accessibility and social wellbeing of the community.
- 4.3.12 Building on Pencoed's direct access to the M4 at Junction 35, the Replacement LDP continues to identify Pencoed Technology Park as a Strategic Employment Site, where a significant redevelopment opportunity exists to create a high quality B1 Business Park within part of the under-utilised former Sony factory site. The Economic Evidence Base Study deemed this site to be 'the Borough's most attractive location for out of centre office' owing to the existing neighbouring uses, availability of serviced plots and motorway access. The geographical position of this Site is also well placed to benefit the wider region as a whole.

#### Porthcawl

- 4.3.13 The Replacement LDP will maintain Porthcawl's role as a Main Settlement in the County Borough and will allow it to redefine itself as a premier tourist destination. Porthcawl's environment is of high scenic beauty and biodiversity, enhanced by its coastal location, characterful town centre and seafront. It offers accessible sandy beaches and surf for active pursuits and a base for touring South Wales. The key to the area's success is to balance the nature of development proposed with the interests of tourism and that of the environment.
- 4.3.14 The delivery of new flood defences (in addition to the existing defences) and re-designation of Porthcawl as a Defended Zone will provide a coincidental opportunity to enable the Porthcawl Waterfront site to come forward and provide residential-led growth that maximises the benefits of this unique location. The provision of new residential units, including affordable dwellings, will enable the delivery of other vital regeneration requirements comprising enhanced active travel links plus education, retail and community facility provision. Several sensitive development projects could also be promoted and brought forward by means of broad tourism-related regeneration. The project area is closely linked to the town centre, which will continue to benefit from environmental improvements. Indeed, Porthcawl Town Centre is seen as an integral element in the retail hierarchy, benefitting from a range of leisure uses and a good

comparison retail offer that provides an important focus for residents. Links between the waterfront area and the town centre will be secured by improved accessibility to properly integrate the new development into the surrounding urban area and also enhance the convenience retail offer. However, proper protection will be given to those highly sensitive areas of international importance, ensuring due consideration is given to landscape and biodiversity interests in the context of local urban capacity.

#### *Pyle, Kenfig Hill and North Cornelly*

- 4.3.15 The western settlements of Pyle, Kenfig Hill and North Cornelly are designated collectively as a Main Settlement. This is in recognition of the fact that the grouped settlement demonstrates a strong employment function along with a good variety of shopping and community services that cater for its hinterland and surrounding environs. The settlement is already the focus of more traditional employment at Village Farm and South Cornelly, serving the western part of the County Borough, and the Replacement LDP will maintain and enhance this function, offering scope for further employment provision. The area also benefits from excellent accessibility to Junction 37 of the M4 motorway, the A48 and Pyle Railway Station, with services on the Swansea to Cardiff line.
- 4.3.16 The Replacement LDP will therefore capitalise on this existing functionality and urban capacity by delivering sustainable growth to support the community, whilst enhancing the viability of local business and services. Channelling growth into this settlement will maximise economic development and incite job creation, given the growing employment base and availability of skilled labour. This will not only help develop a more sustainable local community that can better serve its immediate catchment, but also further enhance the multiplier effect of regeneration-led growth from nearby Porthcawl. Indeed, the relationship and benefits of growth between the two closely linked settlements are seen as being reciprocal and complementary.

#### *Maesteg and the Llynfi Valley*

- 4.3.17 Maesteg is the second largest town in the County Borough, defined as a Main Settlement. The Replacement LDP seeks to enable Maesteg to fulfil its potential as an important service and cultural centre for the whole of the Llynfi Valley by providing new homes, retail provision and local job opportunities, including those related to tourism. Ensuing regeneration-led development will therefore equally benefit surrounding valley communities and smaller settlements nearby.
- 4.3.18 One important means of fulfilling this role is through the continued protection and promotion of the town centre as an important retail, service and cultural hub. The town centre performs well against most indicators of vitality and viability, with a good level of consumer choice, and has been the focus of recent regeneration efforts evidenced in its improved bus station and outdoor markets. The Replacement LDP will therefore capitalise on these improvements by further enabling enhancements to the town centre environment, expansion of the commercial leisure offer and redevelopment of vacant sites for retail or other complementary uses over the LDP period. This will be facilitated by condensing the primary shopping area in Maesteg to reflect the current distribution of uses and re-designating the primary shopping area along Commercial Street as a

secondary shopping area. This will help improve the town's image, diversify the uses on offer and promote private sector confidence, encouraging further investment and helping to realise the area's wider tourism potential.

- 4.3.19 Whilst Maesteg and some surrounding parts of the Llynfi Valley would benefit from regeneration-led growth, it is acknowledged that some residential sites in this vicinity will require longer lead in times than others for delivery to take place. Therefore, the housing land supply will not be dependent on delivery of all regeneration sites in this area. Instead, it will be important to provide flexibility to explore a number of options to bring these sites forward over the life of the LDP, recognising the importance of facilitating development of new mixed use communities on brownfield land. This area of growth builds on the ongoing and future regeneration initiatives for Maesteg Town Centre, complementing the recent investments in new schools in the valley (linking the new Maesteg Comprehensive School at the Maesteg Washery Site with the new primary school at Caerau). As well as promoting Maesteg as a focus of future regeneration growth, the Replacement LDP recognises the importance of diversifying the local economy. There is significant potential to capitalise on its rural, upland character to grow the tourism industry, promote active lifestyles and promote renewable energy (beyond the built-up areas on the valley floor).

#### Ogmore and Garw Valleys

- 4.3.20 The Ogmore and Garw Valleys are identified as Local Settlements. Therefore, whilst these areas will not be earmarked to accommodate significant growth, the Replacement LDP seeks to create sustainable communities linked to wider opportunities in a manner that protects their high quality environment. The Valleys Gateway and Bridgend act as service 'hubs' for the Ogmore and Garw Valleys and have an important roles to play in their overall success. Both valleys, which are essentially rural in character, have good main road connections with these areas and the M4, providing access to many higher-level services, facilities and job opportunities. The Replacement LDP seeks to further enhance these connections by promoting walking and cycling links, public transport and improvements to the local highway network throughout the valley areas. The more significant growth to the south will undoubtedly benefit and serve these vicinities, although it is equally important to foster sustainable communities within the Ogmore and Garw Valleys directly. It is recognised that alternative forms of development would help deliver smaller-scale growth, such as (but not limited to) co-operative housing, self-build and custom build opportunities alongside other forms of development. Such community investment opportunities will enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening the local economies, connecting communities to wider opportunities and protecting the high quality environments.

#### The Valleys Gateway

- 4.3.21 The Valleys Gateway is located at the geographical heart of the County Borough and comprises several different communities that comprise almost one continuous urban area immediately north of the M4. Although the settlement pattern of the Valleys Gateway shares some similarities with Bridgend, the poly-centric nature of the urban form mitigates against as strong a retail centre role. In many ways, the Valleys Gateway

has been a victim of its own success in recent years as it has accommodated substantial new development and there are now capacity issues running north to south at junction 36 of the M4. This constraints present within this settlement hamper the potential for further significant growth over the life of the Replacement LDP and the Valleys Gateway is therefore considered less suitable for sustainable growth than the other Main Settlements. For further information refer to the M4 - Junction 36 Capacity Background Paper and Strategic Transport Assessment.

#### 4.3.22 **Growth and Spatial Strategy**

4.3.23 Development will ultimately 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 Replacement LDP, specifically seeking to create places that:

- Meet the needs of all members of the community;
- Promote balanced economic growth that provides access to employment opportunities;
- Provide for active travel and integrated Green Infrastructure networks;
- Provide appropriate infrastructure and services;
- Provide a range of high quality private and affordable housing; and
- Are resilient and adaptable to change and support the Councils vision to make Bridgend a decarbonised, digitally connected smart County Borough.

4.3.24 Correspondingly, and in order to achieve the Vision and Objectives of the LDP, the Council will follow a **Regeneration and Sustainable Growth Strategy**. This will provide the framework to help realise the regeneration priorities of the Council, whilst also apportioning sustainable growth towards existing settlements that demonstrate strong employment, service and transportation functions. This dual faceted approach seeks to broadly balance housing, economic development, connectivity, social needs and environmental protection and enhancement to allow the County Borough to prosper, whilst contributing to the success of the Cardiff Capital Region and Swansea Bay Region. This has directly informed and resulted in the formulation of Strategic Policy (SP) 1 below, which outlines how the LDP will make provision to deliver the Regeneration and Sustainable Growth Strategy between 2018- 2033.

## SP1: Regeneration and Sustainable Growth Strategy

In order to deliver Bridgend's Regeneration and Sustainable Growth Strategy between 2018- 2033, the Plan will make provision for:

- 1) 71.7 hectares of employment land to accommodate up to 7,500 additional jobs; and
- 2) 8,590 new homes to meet a housing requirement of 7,575 dwellings (based on a 13% Flexibility Allowance), including 1,646 affordable homes.

Regeneration and Sustainable Development in the County Borough will be focused in the following Growth Areas:

- a) Maesteg and Llynfi Valley Regeneration Growth Area
- b) Porthcawl Regeneration Growth Area
- c) Bridgend Sustainable Growth Area
- d) Pencoed Sustainable Growth Area
- e) Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Local, community based development will be enabled in the following Regeneration Areas:

- f) Garw Valley Regeneration Area
- g) Ogmore Valley Regeneration Area

This Strategy will be enabled through allocation of Mixed-Use Strategic Development Sites (SP2), Housing Sites (COM1) and Employment Sites (ENT1). In accordance with the SA and HRA carried out for the Plan, proposals for development on allocated sites must, as a minimum, accord with relevant policy requirements listed in the Schedules in Appendix 6. Depending on the locational, physical, construction and operational characteristics of development proposals (on both allocated and other sites), other relevant policies will also be engaged. Applicants are encouraged to engage with the Council at the earliest opportunity to discuss the likely impacts of development proposals and associated design and information requirements for planning applications.

<b>LDP Objectives</b>	SOBJ: 1, 2, 3, 4 All Objectives
<b>Future Wales</b>	Shaping Urban Growth and Regeneration – Strategic Placemaking Delivering Affordable Homes
<b>PPW</b>	Housing Economic Development Strategic Placemaking
<b>WBFG Act</b>	A prosperous Wales A resilient Wales
<b>LWBP</b>	Reduce social and economic inequalities



<b>Key Evidence</b>	<p>Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021)</p> <p>Demographic Analysis and Forecasts Report (2019) and LDP Demographics Update Addendum (2020)</p> <p>Local Housing Market Assessment (2021)</p> <p>Spatial Strategy Options Background Paper</p> <p>Strategic Growth Options Background Paper</p> <p>Plan-Wide Viability Study (2021)</p> <p>Settlement Assessment (2019, updated in 2021)</p> <p>Minimising the loss of BMV Agricultural Land Background Paper (2022)</p>
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#### 4.3.25 *The Growth Strategy*

4.3.26 This LDP is based on a balanced and sustainable level of economic growth that will facilitate the continued transformation of the County Borough into a network of safe, healthy and inclusive communities that connect more widely with the Cardiff Capital Region and Swansea Bay Region. The **proposed growth level of 505 dwellings per annum** is derived from a POPGROUP Scenario that Uses an ONS 2019 Mid-Year Estimate base year and calibrates its migration assumptions from a 6-year historical period (2013/14–2018/19). This period witnessed sustainable population growth, in part linked to the number of dwelling completions across the County Borough, which the Replacement LDP seeks to continue.

4.3.27 Maintaining this trajectory will lead to more established households (particularly around the **35-44 age group**) both remaining within and moving into the County Borough, coupled with less outward migration across other economically active age groups. This will encourage a more youthful, skilled population base to **counter-balance the ageing population**, resulting in an overall population increase of 9.4% or 13,681 people over the plan period. This level of growth will also enable delivery of 1,646 affordable homes, thereby maximising delivery in combination with other sources of affordable housing supply in the context of plan-wide viability. This Growth Strategy is deemed the most appropriate, sustainable means to deliver the LDP Vision and Objectives as justified within the Strategic Growth Options Background Paper. All reasonable alternatives have also been duly assessed under the SA process.

4.3.28 The projected increase in the working age population and the linked dwelling requirement underpinning this LDP will provide significant scope for residents to live and work in the area, supporting growth of up to 500 jobs per annum. The planned level of housing growth is neither constrained in a manner that could frustrate economic development or promoted in such a way as to encourage inward commuting. Rather, the underlying projection promotes sustainable forms of growth that will help minimise the need for out-commuting and promote more self-contained, inter-connected communities in accordance with the LDP Vision. This level of growth is considered most conducive to achieving an equilibrium between the number of homes provided and the job opportunities expected, a balance that is required by PPW.

4.3.29 The Growth Strategy can be succinctly explained by the acronym '**CARM**', which summarises the Strategy's intentions to **Counter-balance** the ageing population by **Attracting** skilled, economically active households, **Retaining** skilled, economically

active households and rendering the County Borough a **Magnet** for employers to expand within or move into.

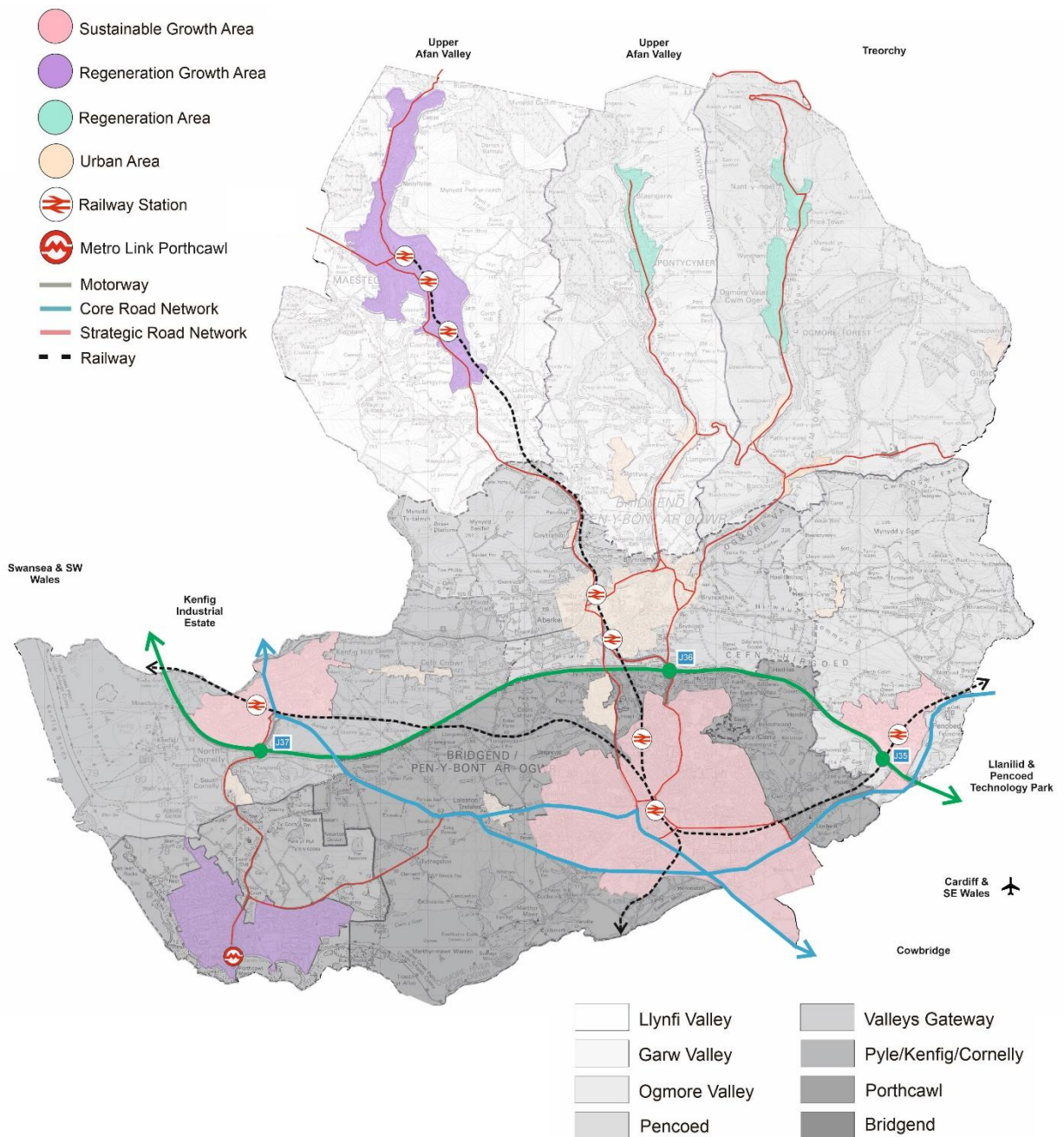
#### 4.3.30 The Spatial Strategy

- 4.3.31 SP1 also sets out a clear spatial strategy to help realise the regeneration aspirations and priorities of the Council, whilst balancing the need to deliver future housing requirements up to 2033. The Strategy prioritises the development of land within or on the periphery of sustainable urban areas, primarily on previously developed brownfield sites. It continues to focus on the delivery of the brownfield regeneration allocations identified in the existing LDP, hence, Porthcawl, Maesteg and the Llynfi Valley are still denoted as regeneration priorities through their designation as Regeneration Growth Areas. The ongoing commitment to brownfield development opportunities within these settlements accords with the site-search sequence outlined in Planning Policy Wales and seeks to minimise developmental pressure on Best and Most Versatile (BMV) agricultural land. However, given the existing LDP's success in delivering development on brownfield land in other settlements (notably Bridgend and the Valleys Gateway), there are limited further brownfield regeneration opportunities remaining. Additional viable and deliverable sites (including some greenfield sites) are therefore required to implement SP1, deliver affordable housing in high need areas and ensure the County Borough's future housing requirements can be realised.
- 4.3.32 Therefore, SP1 also apportions sustainable growth towards settlements that already benefit from significant services, facilities and employment opportunities and are most conducive to enabling transit orientated development; Sustainable Growth Areas. These include the Main Settlements of Bridgend and Pencoed along with the grouped Main Settlement of Pyle, Kenfig Hill and North Cornelly. This Strategy seeks to ensure new development can come forward with necessary infrastructure improvements, including transport networks, utilities, green infrastructure, health, education, affordable housing and social facilities.
- 4.3.33 The scale and location of growth identified by SP1 has been influenced by the findings of the LHMA and Plan-Wide Viability Assessment. The LHMA revealed significant shortfalls of affordable housing provision within Bridgend, Porthcawl, Pencoed, and Pyle, Kenfig Hill and North Cornelly. Moderate housing need was also identified in Maesteg and the Llynfi Valley, as was the need to diversify the dwelling stock within Valleys Settlements. This Strategy provides the optimal means to address these shortfalls in affordable housing provision, whilst helping to counter-balance the mismatch between supply and demand. Indeed, the Plan-Wide Viability Assessment and site-specific viability testing demonstrated that sites within these areas could support significant nil-grant affordable housing contributions (refer to COM2). The Strategy is therefore considered most appropriate to maximise delivery of affordable housing in high-need areas as identified by the LHMA, whilst enabling sustainable forms of development that meet the LDP Objectives, minimise pressure on BMV agricultural land and provide scope to address existing infrastructure capacity issues. The Spatial Strategy Options Background Paper justifies this Strategy through evaluating a range of spatial options, each of which have also been considered as a reasonable alternative and assessed further under the SA process.

- 4.3.34 In order to enable existing brownfield regeneration sites to come forward whilst facilitating supplementary growth on sustainable sites elsewhere, SP1 defines two respective types of Growth Area; Regeneration Growth Areas and Sustainable Growth Areas. Regeneration Growth Areas have been identified as they demonstrate capacity to accommodate growth in a sustainable manner, primarily via the significant brownfield redevelopment opportunities within their environs. They are localities which demonstrate the highest potential to attract regeneration-based inward investment that will address a broad range of socio-economic issues and complement community based regeneration initiatives. Equally, Sustainable Growth Areas have been identified as areas most conducive to sustainable urban growth and appropriate urban expansion in a manner that will ensure the County Borough's housing requirements can be met. Sustainable Growth Areas have been prioritised for growth based on their identified local housing need, accessibility, availability of amenities and employment provision in the context of their existing population bases and position in the settlement hierarchy. These two distinct, yet mutually reinforcing types of Growth Area seek to direct the majority of inward investment, sustainable development and regeneration activities to the most appropriate places. A review of sustainability constraints and opportunities affecting the Regeneration Growth and Sustainable Growth Areas (and potential Strategic Sites therein) was undertaken through the SA. This validated the broad suitability of these Growth Areas for such designation and is included as an appendix to the SA Report.
- 4.3.35 SP1 also identifies Regeneration Areas, which are distinct to the two types of Growth Area and have not been identified as environs suitable to accommodate significant growth through expansion. This designation instead recognises the need for distinctive approaches to bring forward development in these areas, enabled at a scale and nature tailored to community needs, whilst diversifying and strengthening local economies, connecting communities to wider opportunities and protecting their high quality environments.
- 4.3.36 The Strategic Diagram overleaf visually illustrates the forms of growth proposed across the County Borough, broadly summarised as:
- **Regeneration Growth Areas**, which primarily seek to deliver sites that are in need of redevelopment and investment to widely benefit the community, acknowledging that longer lead-in times may sometimes be required;
  - **Regeneration Areas**, which include settlements that would benefit from community based regeneration and recognise that a range of localised approaches are required to incite community investment opportunities; and
  - **Sustainable Growth Areas**, which include those settlements that are most conducive to logical expansion through delivery of under-utilised sites within their functional area and/or on their periphery to encourage transit orientated development.
- 4.3.37 Although the Regeneration Growth Areas and Sustainable Growth Areas will be the main focus of planned development, the settlements detailed in SF1 will also provide opportunities for development within their respective settlement boundaries. This is considered within the Urban Capacity Study. However, it has to be acknowledged that some places have more potential than others to facilitate sustainable placemaking

and the scope for settlements to accommodate growth is also dependent on their individual role, function and capacity.

**Figure 2: Strategic Diagram**



4.3.38 Regeneration Growth Areas

4.3.39 Regeneration is broadly defined as ‘an overarching process that delivers community based investment and opportunity to areas in order to improve their physical, economic and social fabric’. The existing regeneration-related activities in the County Borough are widespread, although the deliverability of some of these activities would be enhanced and secured (in whole or in part) by directing new development to specific areas, namely Regeneration Growth Areas and Regeneration Areas.

- 4.3.40 **Regeneration Growth Areas are localities that demonstrate significant capacity to accommodate regeneration-led growth in a sustainable manner. A number of (primarily brownfield) sites in need of redevelopment and investment will be earmarked within these Areas as part of a drive to address a broad range of socio-economic issues and complement community based regeneration.**
- 4.3.41 Allocations within Regeneration Growth Areas will aim to enable growth in a manner that attracts inward investment, stimulates town centre footfall, enhances community cohesion and boosts the profile of the locality in the longer term. The resultant multiplier effect will also help to attract skilled people, visitors and businesses to Regeneration Growth Areas in support of further growth, thereby maximising the benefits of sustainable development. This can only be achieved through a One Council Approach, with the LDP providing an overarching framework for delivery that incites long lasting change.
- 4.3.42 The Regeneration Growth Areas have been formulated based on the level of development that would be required to have a significant regenerative effect, the availability of brownfield sites for development in an area, existing settlement patterns, the socio-economic function and identity of settlements along with relevant environmental considerations. Regeneration-led growth will be explicitly directed to parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth.
- 4.3.43 Specifically, Porthcawl is allocated as a Regeneration Growth Area. The flood defence works and re-classification of the area as a Defended Zone has provided a coincidental opportunity for the redevelopment of the waterfront. This designation seeks to balance the interests of tourism with those of economic development and environmental considerations to promote sustainable, placemaking-led development. The significant regeneration of Porthcawl's waterfront will capitalise on the town's role as a premier seaside and tourist destination, whilst improving the attractiveness of the town as a place to live and work and enhancing the vibrancy of the Town Centre. Detailed viability, deliverability and master planning work has been completed to demonstrate that this site can come forward and contribute to the housing land supply over the Replacement LDP period.
- 4.3.44 There is also a clear recognition of the need to deliver wider regenerative benefits to Valleys communities at a scale which acknowledges their infrastructure capacity, topography and geographical constraints. Therefore, Maesteg and the Llynfi Valley is also allocated as a Regeneration Growth Area, reflecting the fact that it demonstrates the largest capacity to accommodate regeneration-led growth within the Valleys communities. There are individual sites within this area that already have the benefit of planning permission or are the subject of development briefs or master planning exercises to facilitate their delivery and regeneration. A substantial number of these sites are also brownfield or are under-utilised, whilst also being aligned to transport hubs, thereby demonstrating high credentials in terms of sustainable development and placemaking. However, it is acknowledged that some of these sites will prove more immediately deliverable and viable than others due to site specific constraints. Therefore, the housing land supply will not be dependent on all sites within this Regeneration Growth Area, as some will require longer lead-in times, preparatory

remediation-based enabling works and more detailed strategies to facilitate delivery (refer to COM1).

- 4.3.45 The Ogmere and Garw Valleys are not identified as areas that will accommodate significant growth in recognition of their topographical and viability based constraints. However, these areas would benefit from community based regeneration and are therefore designated as **Regeneration Areas** in recognition of the fact that a range of approaches are required to incite community investment opportunities. **Regeneration Areas aim to enable development of a scale and nature that is tailored to community needs, whilst diversifying and strengthening local economies, connecting communities to wider opportunities and protecting their high quality environments.** Regeneration Areas therefore aim to capitalise on their rural surroundings to promote active lifestyles, grow the tourism industry and facilitate smaller-scale development on primarily brownfield sites. This latter element recognises that distinctive approaches are required to bring forward development in these areas, which could include initiatives such as co-operative housing, self-build plots and custom build opportunities alongside other forms of development.
- 4.4.46 Sustainable Growth Areas
- 4.3.47 The Regeneration-Led Spatial Strategy that underpinned the previous LDP has been broadly successful, especially in bringing forward a number of residential and mixed-use allocated sites (primarily on brownfield land) within the County Borough. However, there is now less scope to deliver an entirely regeneration-led strategy as there are few undeveloped brownfield sites remaining in Bridgend and the other Main Settlements deemed capable of accommodating sustainable growth (i.e. Pencoed and Pyle, Kenfig Hill and North Cornelly). This approach therefore needs to be complemented with additional sustainable urban growth in order to accommodate the housing requirement that underpins the LDP.
- 4.3.48 The Spatial Strategy Options Background Paper has therefore evaluated how different spatial distributions of growth can minimise the loss of predicted BMV agricultural land, whilst recognising the need to balance other supply and demand factors. These include the findings of the Settlement Assessment, LHMA and Plan-Wide Viability Study. In addition, the Minimising the Loss of BMV Agricultural Land Background Paper has informed the most suitable allocations within Sustainable Growth Areas in a manner that minimises the loss of BMV agricultural land.
- 4.3.49 This process has informed the designation of **Sustainable Growth Areas, which constitute those settlements most conducive to logical expansion through delivery of under-utilised sites within their functional area and/or on their periphery.** The Sustainable Growth Areas have been identified based on their accessibility, availability of amenities and employment provision (range and quantity) in the context of their existing population bases and places in the settlement hierarchy. Growth is apportioned to these settlements based on these factors, their potential to contribute to affordable housing delivery in areas of high need and their urban capacities to facilitate sustainable levels and patterns of development, recognising that accompanying infrastructure will also need to be provided. Site allocation has stringently followed the **Site Search Sequence** outlined in Planning Policy Wales, meaning that some greenfield sites have been allocated for development given the distinct lack of



remaining undeveloped brownfield sites within these vicinities. The broad aim is to facilitate new housing delivery that is accessible to a range of jobs and services via multi-modal forms of transport; rendering public transport, walking and cycling practical for meaningful journeys. This Strategy will also maximise potential for regional connectivity and ensure the County Borough will continue to perform a greater sub-regional employment role as the growing, skilled labour force will act as a magnet to employers.

### **Spatial Distribution**

- 4.3.50 Table 6 illustrates the amount and proportion of housing supply (including completions, units with planning permission, new housing allocations, large windfall sites and small windfall sites) compared to vacant employment land allocated in the LDP by area. The table demonstrates how new employment and residential development is being directed to certain areas to address the issues and objectives contained in the Plan. This spatial distribution reflects the Settlement Hierarchy (SF1) and Spatial Strategy to ensure the development of sustainable places, whilst reinforcing placemaking principles. The majority of growth will be accommodated within the Regeneration Growth Areas and Sustainable Growth Areas, although it is recognised that other settlements in the County Borough will be required to accommodate smaller scales of future development and growth in accordance with the Settlement Hierarchy. This is important in order to maintain sustainable communities, in line with their role and function, to achieve the LDP's Vision and Objectives.
- 4.3.51 Bridgend continues to be the main area of growth to reflect its status as a sub-regional settlement being a focus for commercial, service and employment development to meet the needs of a wide area beyond the County Borough boundaries. Hence, the proportion of vacant employment land is purposely higher than housing growth in relative terms. There is of proportionate alignment in housing and jobs within Pencoed, and, to a slightly lesser extent, Pyle, Kenfig Hill and North Cornelly, although residents of these settlements also benefit from numerous sustainable travel options to access employment in Bridgend and further afield regionally. In Maesteg and the Llynfi Valley, employment development is proportionately aligned with residential development to help provide a sustainable and realistic level of growth. The imbalance in Porthcawl is acknowledged, although it is likely that the majority of employment in the town will continue to be provided through planned growth in the commercial, leisure and tourism sectors. Outside of the Growth Areas, the Valleys Gateway will be maintained as an important employment location, which serves its hinterlands in addition to the Ogmore and Garw Valleys. However, transport capacity issues currently preclude additional significant development within this area at present (refer to M4 Junction 36 Background Paper).

**Table 6: Spatial Distribution of Housing and Employment, 2018-2033**

<b>Settlement</b>	<b>Housing (Units)</b>	<b>%</b>	<b>Vacant Employment Land (Hectares/Jobs)</b>	<b>%</b>
<b>Regeneration Growth Areas</b>				
<b>Maesteg</b> (Main Settlement – Tier 2)	<b>742</b>	<b>9%</b>	<b>3.5 ha</b>	<b>5%</b>
<b>Porthcawl</b> (Main Settlement – Tier 2)	<b>1,056</b>	<b>12%</b>	<b>0 ha</b>	<b>0%</b>
<b>Sustainable Growth Areas</b>				
<b>Bridgend</b> (Primary Key Settlement – Tier 1)	<b>3,489</b>	<b>41%</b>	<b>50.2 ha</b>	<b>70%</b>
<b>Pencoed</b> (Main Settlement – Tier 2)	<b>891</b>	<b>10%</b>	<b>6.4 ha</b>	<b>9%</b>
<b>Pyle, Kenfig Hill and North Cornelly</b> (Main Settlement – Tier 2)	<b>1,361</b>	<b>16%</b>	<b>4.83 ha</b>	<b>6%</b>
<b>Outside Regeneration Growth Areas and Sustainable Growth Areas</b>				
<b>Valleys Gateway</b> (Main Settlement – Tier 3)	<b>686</b>	<b>8%</b>	<b>6.4 ha</b>	<b>9%</b>
<b>Local Settlements</b> (Tier 3)	<b>365</b>	<b>4%</b>	<b>0.4 ha</b>	<b>1%</b>
<b>Total</b>	<b>8,590</b>	<b>100%</b>	<b>71.7 ha / 7,500 jobs</b>	<b>100%</b>

#### 4.3.52 **Regeneration and Sustainable Growth Strategy by Site Typology**

4.3.53 In addition to the broad scale and range of growth areas set out by SP1, it is important to clarify the different types of sites that will collectively meet the identified growth requirements. A combination of different site typologies is necessary to deliver the growth requirements of the LDP. These include a limited number of **Sustainable Urban Extensions**, supported by **Edge of Settlement Allocations** and **Local Settlement Sites**. This Strategy will enable the Council to achieve the most sustainable form of development, meet LDP Objectives and address existing capacity issues. The different site typologies are described further below to add further context to the spatial distribution of growth. This is predicated on maximising development of appropriate brownfield land in accordance with PPW, whilst also accommodating a limited number of sustainable additional sites for development (including some greenfield sites) to accommodate the projected growth identified in SP1.



### Regeneration Sites

- 4.3.54 Regeneration Sites are major, brownfield sites that are highly conducive to sustainable development and delivery of the full range of placemaking principles outlined in PPW. They represent a necessary degree of continuity with the first adopted LDP and are essential to implement the long term regeneration strategy embodied within the Replacement LDP Vision. Regeneration Sites will be allocated in parts of the County Borough that will benefit the most from regeneration-led growth; where significant opportunities exist to address contamination, constraints and/or industrial legacies whilst encouraging economic growth. However, the housing land supply will not be dependent on all of these Regeneration Sites, in recognition of the fact that some require longer lead-in times, preparatory remediation-based enabling works and/or more detailed strategic master plans before they can be delivered.
- 4.3.55 Regeneration Sites are, by their very nature, located within existing settlements and be closely aligned to existing transport hubs, services and facilities. However, the individual siting and scale of such allocations are paramount considerations in terms of their scope to deliver sustainable development through placemaking. Regeneration Sites are therefore well serviced by existing infrastructure, large enough to contribute towards necessary infrastructural improvements and/or to support delivery of new accompanying infrastructure.

### Sustainable Urban Extensions.

- 4.3.56 Sustainable Urban Extensions comprise a minority of strategic sites that are allocated to deliver up to 2,000 homes and associated facilities and infrastructure, depending on site suitability and development requirements. 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 Replacement LDP 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 Plan. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper and Minimising the Loss of BMV Agricultural Land Background Paper.

### Edge of Settlement

- 4.3.57 Edge of Settlement allocations consist of sites primarily for residential development (typically several hundred homes) that serve to extend the settlement boundary at a limited number of established communities. These sites are only be allocated where it is considered that additional growth can come forward without the need to necessarily deliver significant additional facilities or infrastructure within the site. Where need is identified for additional facilities and/or infrastructure to support and complement a

proposed Edge of Settlement site, it may be more appropriate for this to be delivered 'off-site' in association with the development proposals. Edge of Settlement sites will result in the minor extension of existing settlement boundaries where considered appropriate in line with SP1 and to deliver the Vision and Objectives of the Replacement LDP. Such extensions comprise of a single large scale site or a number of sites in close proximity that in combination deliver this quantum of housing.

- 4.3.58 Sites were only allocated where capacity was clearly demonstrated to accommodate the respective level of growth within the settlement and/or necessary facilities and infrastructure improvements were provided in support of the development. This was considered paramount to avoid impacting negatively on local communities by otherwise exacerbating localised problems.

Local Settlement Sites, including limited rural/semi-rural locations

- 4.3.59 Suitable sites in rural/semi-rural areas are limited to small-scale settlement boundary amendments at appropriate village and urban fringe locations, in instances where the existing character of the village or settlement would be maintained or improved. In all cases, the sites identified or allocated are reflective of the settlement hierarchy.

Affordable Housing Exception Sites

- 4.3.60 In accordance with Planning Policy Wales, Affordable Housing Exception Sites will facilitate delivery of small affordable housing schemes by Registered Social Landlords within or adjoining existing settlements in the countryside. Whilst the Council's preference is for development to take place within the defined settlement boundaries, exception sites recognise that certain area specific factors (such as limited developable land and high land prices) may be prohibitive to affordable housing delivery in this manner. Exception sites will not be specifically allocated in the LDP, hence why they are considered as exceptions to general housing provision. Instead, they will be assessed under criteria based policy COM5 and provide a means of delivering affordable housing in areas where it may otherwise prove difficult to meet housing need.
- 4.3.61 Affordable housing in the countryside will be permitted only where there is a local need identified through the LHMA, the site is within or directly adjoins an existing settlement boundary and is managed by a Registered Social Landlord to ensure affordability in perpetuity. Proposals of this nature will also need to accord with relevant Replacement LDP policies and the Replacement LDP when read as a whole. Due consideration will be given to the siting, scale and design of such developments to ensure they can be sustainably accommodated in terms of infrastructure, access, habitat and landscape conservation. Development should also be well located to take advantage of existing public transport provision and active travel routes. However, new development in the open countryside away from existing settlements will continue to be strictly controlled.
- 4.3.62 Affordable Housing Exception Sites will comprise of no more than 10 units, which is the appropriate size for a sustainable cluster of affordable units. Larger sites can become increasingly uncondusive to the delivery and maintenance of a balanced, mixed tenure community and will therefore not meet the definition of this site typology.

The Replacement LDP seek to deliver the identified affordable housing target within the designated settlement boundaries in accordance with placemaking principles. COM5 does not seek to promote significant levels of affordable housing development outside of settlement boundaries to contribute to this target, rather provide a mechanism to meet specific, pressing, yet limited housing need that is small in scale and exceptional in circumstance.

#### 4.3.63 **Strategic Allocations**

4.3.64 In order to enable the implementation of the Growth and Spatial Strategy, SP2 defines a suite of Strategic Allocations where growth will be focused. SP2 therefore builds upon SP1 and Table 6 by directing growth to Regeneration Sites and Sustainable Urban Extensions 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 LDP 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. Descriptions of the sites allocated under Policy SP2 are contained in PLA1-5 and their individual land-use components are contained in subsequent LDP Policies and on the Proposals Map. These sites (together with all other candidate sites) have been subject to a proportionate SA, incorporating SEA, and Habitats Regulations Assessment (HRA) to identify the likely environmental and wider sustainability effects from their delivery, thereby informing the site allocations.

<b>SP2: Regeneration Growth Area and Sustainable Growth Area Strategic Allocations</b>
<p>The regeneration of brownfield and under-utilised sites within defined settlements that provide an appropriate mix of land uses will be permitted.</p> <p>The following Regeneration Sites are specifically allocated within Regeneration and Growth Areas as mixed use (leisure, retail and residential) strategic sites:</p> <p><b>Porthcawl Regeneration Growth Area</b> SP2 (1) Porthcawl Waterfront</p> <p><b>Maesteg and the Llynfi Valley Regeneration Growth Area</b> Refer to Policy COM1 for Housing Allocations</p>
<p>The following Sustainable Urban Extensions are specifically allocated within Sustainable Growth Areas as mixed use (leisure, retail and residential) strategic sites:</p> <p><b>Bridgend Sustainable Growth Area</b></p>

SP2 (2) Land South of Bridgend (Island Farm) SP2 (3) Land West of Bridgend  <b>Pencoed Sustainable Growth Area</b> SP2 (4) Land East of Pencoed  <b>Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area</b> SP2 (5) Land East of Pyle  Each of the above Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out within the Replacement LDP (PLA1-5). A detailed masterplan will need to be developed in line with this and agreed with the Council prior to development commencing.	
<b>LDP Objectives</b>	SOBJ: 1, 2, 3, 4 OBJ: 1a, 1c, 1d, 1e, 1f, 2b, 2c, 2d, 2e, 2f
<b>Future Wales</b>	Shaping Urban Growth and Regeneration – Strategic Placemaking Delivering Affordable Homes
<b>PPW</b>	Housing Economic Development Strategic Placemaking
<b>WBFG Act</b>	A prosperous Wales A resilient Wales
<b>LWBP</b>	Reduce social and economic inequalities
<b>Key Evidence</b>	Local Housing Market Assessment (2021) Spatial Strategy Options Background Paper Plan-Wide Viability Study (2021) Minimising the loss of BMV Agricultural Land Background Paper Settlement Assessment Candidate Site Assessment

4.3.65 The sites within SP2 are considered essential to delivery of the LDP and have been subject to rigorous viability and deliverability testing in collaboration with specific site promoters. 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. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.

## **5. Implementation and Delivery**

### **5.1 Introduction**

- 5.1.1 The Vision and Strategic Objectives provide an overarching framework to underpin all other components of the Replacement LDP, devised to create the right conditions to address the various social, cultural, environmental and economic well-being outcomes. The following Chapter sets out the remaining Strategic and Development Management Policies, which are derived from the Strategic Framework and form the basis to implement and deliver the Vision and Strategic Objectives. As with all other components of the LDP, all strategic policies are complementary in terms of supporting the achievement of the national Wellbeing Goals, local Wellbeing Objectives and sustainable development. Linkages between each strategic policy and relevant wellbeing goals have therefore been identified and all strategic policies have been subject to SA, incorporating SEA.
- 5.1.2 All policies are inter-related in their nature and need to be read in conjunction with one another in order to gain an understanding of the overall policy direction of the Replacement LDP. Each section highlights the relevant strategic policy, supporting justification and cross-references with the LDP's Objectives. A 'delivery and monitoring section' is also included at the end of each policy. The Strategic Policies, and the more detailed Development Management policies, are intended to ensure that development proposals can achieve positive economic, social, environmental and cultural outcomes, and can minimise adverse ones. They will form the basis of all planning decisions, and indicators have been developed as part of the Plan's monitoring framework to show the effectiveness of the policies. A 'delivery and monitoring section' is also included at the end of each policy to this end.
- 5.1.3 A suite of Strategic Policies were identified in the Replacement LDP Preferred Strategy. These Strategic Policies have been modified to take account of representations received and extended to provide a more comprehensive Strategic Policy Framework. The updated suite of 18 Strategic Policies is also now supported by 55 accompanying Development Management Policies which address a range of detailed thematic issues.
- 5.1.4 These policies are aimed at facilitating the achievement of the Replacement LDP Vision and suite of Objectives, including supporting the delivery of a range of Well-Being Goals.

## 5.2 Good Design and Sustainable Placemaking

- 5.2.1 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 Replacement LDP 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. Development proposals will be assessed for their design and placemaking compatibility. Poor design can have adverse impacts on the character and appearance of an area, in addition to harming the collective street scene. Various elements (e.g. visual impact, loss of light, overlooking, traffic constraints) will be assessed to ensure there are no potential adverse impacts. Where appropriate, the LDP contains more detailed policies on some aspects of SP3 and the Council will produce updated Supplementary Planning Guidance (SPG) to assist developers in producing schemes which reflect the local characteristics of the County Borough.



Cheapside, Bridgend Town Centre

- 5.2.2 Good Design is intrinsic to the process of Sustainable Placemaking, defined by PPW as 'a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well-being in the widest sense'. It is important that people live in places which are attractive and distinctive, and capable of incorporating the changing requirements of those living there. Placemaking is an overarching concept which relates to the design and context of a development. It seeks to ensure that the design process, layout structure and form provide development that is appropriate to the local context and supports a sustainable community



creating an environment within which people can identify with and use easily; whilst respecting the natural and built environment. This means that high quality, well thought out and sustainable design which improves the environment and people's health and well-being is essential. All development must be underpinned by the application of Good Design (see above comment) and a Sustainable Placemaking approach to siting, design, construction and operation.

- 5.2.3 One important element of Sustainable Placemaking involves taking steps to safeguard and grow the use of the Welsh Language. Local level data does not identify any particular settlement with a notable concentration of Welsh speakers and therefore a specific Welsh language policy is not deemed necessary as part of the Plan. However, consideration of and appropriate provision for facilitates to support the Welsh Language has been factored into different thematic policies relating to tourism, conservation and social and community infrastructure.

### **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, 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). All development must:

- a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;
- b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;
- c) Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development;
- d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods;
- e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all;
- f) Minimise opportunities for crime to be generated or increased, whilst promoting community safety in accordance with Secured by Design principles;
- g) Avoid or minimise noise, air, and soil and water pollution;
- h) Incorporate methods to ensure the site is free from contamination (including invasive species);
- i) Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks;

- j) Make sustainable use of natural resources, including land and water, and adopt circular economy principles that:
  - i. prioritise locally sourced construction materials to help reduce transport emissions
  - ii. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term;
- k) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;
- l) Incorporate appropriate arrangements for the disposal of foul sewage, waste and water;
- m) Respond to the climate emergency by:
  - i. Reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniques
  - ii. Protecting and increasing the resilience of both ecosystems and communities to address the inevitable effects of climate change;
- n) Include the provision of high-speed digital infrastructure from the outset; and
- o) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development.

Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles set out within the Replacement LDP. A detailed masterplan will need to be developed in line with this and agreed with the Council prior to development commencing. A Landscape Visual Impact Assessment must accompany development proposals on allocated sites with identified likely significant adverse effects (pre-mitigation) in relation to SA Objective 14 (Landscape).

<b>LDP Objectives</b>	SOBJ: 1, 2, 3, 4 OBJ: 1a, 1b, 1c, 1d, 1e, 1f
<b>Future Wales</b>	Shaping Urban Growth and Regeneration – Strategic Placemaking Delivering Affordable Homes
<b>PPW</b>	Living in a Place Strategic Placemaking Maximising Wellbeing and Sustainable Placemaking Placemaking in Action
<b>WCFG Act</b>	A globally responsible Wales A healthier Wales A Wales of cohesive communities A more equal Wales
<b>LWBP</b>	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
<b>Key Evidence</b>	PPW TAN 12: Design Good Design and the LDP Process, DCfW 2014 Future Wales: The National Plan 2040 Placemaking Wales Charter



- 5.2.4 Sustainable Placemaking is fundamental to the successful delivery of both the Replacement LDP and the aspirations of Future Wales. Implementation of Future Wales' strategic placemaking approach, and its principles, will ensure development contributes positively towards building sustainable places that support active and healthy lifestyles, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. The Council is equally committed to the Placemaking Wales Charter and the development of high-quality places for the benefit of communities. The Charter outlines six placemaking principles (people and community, movement, public realm, location, mix of uses and identity) that cover the range of considerations that contribute to establishing and maintaining good places. These principles have both informed and are embedded within the Replacement LDP. SP3 includes two overarching policy criteria to ensure the principles of Good Design and Sustainable Placemaking are enshrined within all development proposals across the County Borough, enabled through application of 14 more detailed criteria. This Policy represents the starting point for the assessment of all planning applications which are received by the LPA. Each of the criterion relate to detailed issues which are addressed further in other Strategic and Development Management Policies.
- 5.2.5 All future development proposals will be assessed to ensure that they will make a positive contribution towards strengthening local identity, achieve sustainable communities, encourage a more sustainable way of living, and promote community cohesion and engagement. SP3 also seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers is not compromised by new development. This Policy seeks to promote connectivity for all by maximising opportunities for active travel. Well connected developments will assist in promoting the improvement of health and well-being by encouraging people to adopt healthier and active lifestyles, whilst also contributing to the creation of successful places. A green infrastructure network also provides important amenity value in addition to health and well-being benefits. The Replacement LDP will therefore seek to integrate both active travel routes and green infrastructure networks, where appropriate, to incite creation of high quality environments that encourage active lifestyles. The design and functionality of streets is considered a fundamental aspect in achieving sustainable placemaking to this end. A sense of place is recognised in the policy protecting the historic and cultural heritage assets in the County Borough.

#### **Mixed-Use Strategic Development Sites**

- 5.2.6 The following Thematic Policies (PLA1-PLA5) detail the site-specific requirements for the mixed-use Strategic Development Sites in Regeneration Growth Areas and Sustainable Growth Areas. These detailed Thematic Policies are set within the context of SP3 and will enable its implementation, in accordance with the Growth and Spatial Strategy identified within SP1 and Strategic Allocations identified within SP2. Delivery of these Strategic Sites will prove fundamental in achieving the Replacement LDP's Vision and Objectives for the County Borough. Concept masterplans are provided in Appendix 7 for illustration purposes only, although further consultation will be undertaken as part of the Pre-Application Consultation process and these masterplans will also be refined as part of future planning applications.

**PLA1: Porthcawl Waterfront,  
Porthcawl Regeneration Growth Area**

Site Size:	32ha
Allocation Type:	Strategic Mixed-use Regeneration Site
Land Uses:	<ul style="list-style-type: none"> <li>• 1,100 residential units</li> <li>• 30% affordable housing</li> <li>• 1.8ha 1 Form Entry Welsh Medium Primary School &amp; 4 classroom block extension at existing English Medium Primary School</li> <li>• Approx. 2,000sqm food store</li> <li>• Outdoor Recreation Facilities and Public Open Space</li> <li>• Active Travel Routes</li> </ul>
Phasing Tranche:	Refer to trajectory 2018-2022: 0 2023-2027: 180 2028-2033: 600

Land at Porthcawl Waterfront, as shown on the Proposals Map, is allocated for a comprehensive, regeneration-led, mixed-use development. The site will deliver circa 1,100 homes (including 30% / 330 units of affordable housing), incorporating 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.

**PLACEMAKING PRINCIPLES**

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:

- a) Create a well-connected, sustainable mixed-use development that will regenerate Porthcawl, comprising a number of character areas that integrate positively with the waterfront, existing housing clusters, neighbouring uses 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 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, the waterfront and the

broader settlement of Porthcawl. 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;

- e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety;
- f) Provide a mix of higher densities at key points in the layout and lower densities on the sensitive edges; and
- g) Comply with the principles outlined within the Porthcawl Placemaking Strategy and future development briefs published by the Council.

#### **MASTERPLAN DEVELOPMENT PRINCIPLES**

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:

- 1) 1,100 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 30% 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) 1.8 hectares of land to accommodate a minimum one form entry Welsh medium primary school, the expansion of the existing Newton Primary School (with co-located nursery facility) and a financial contribution to nursery and primary school 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;
- 4) Circa 1 hectare of land for leisure and a further 1 hectare of land for commercial uses including a foodstore;
- 5) Highway improvements to ensure the principal point of vehicular access for a foodstore is off The Portway roundabout;
- 6) A new roundabout and link road to enable access to the Sandy Bay development parcels;
- 7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;
- 8) 0.17 hectares of land to deliver a Metro-Link consisting of a bus terminus;

- 9) 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 waterfront, to connect with the Eastern Promenade, Porthcawl Town Centre and Porthcawl Comprehensive School. Connections must be made to the existing active travel route 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28
- 10) Suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay;
- 11) Positive integration between the development and the historic core of the town by preserving and enhancing the character and setting of Porthcawl Conservation Areas and associated Grade II Listed Buildings;
- 12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;
- 13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.

5.2.7 Porthcawl Waterfront is an underutilised, 32 hectare brownfield site occupying a prominent seafront position. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, it is currently occupied by a variety of land uses including the former Council owned Sandy Bay Caravan Site, the fairground, harbour, open space/recreation facilities and Salt Lake Car Park. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links Porthcawl to Bridgend (via the A48) which is approximately 11-12km (7-8 miles) to the east. The Trecco Bay Holiday Park is immediately adjacent to the eastern boundary of the site, and cements Porthcawl as a strategically significant tourist destination in South Wales. Rest Bay, to the west of the site, is considered one of the premier surfing beaches in South Wales, with Blue Flag status.

5.2.8 The regeneration site is allocated for a residential-led, mixed use scheme that will deliver up to 1,100 dwellings with associated facilities, including tourism, leisure, retail, a bus terminus and community provision. This will include a financial contribution to expand the existing Newtown Primary School (with co-located nursery facility) and further financial contribution to enable delivery of a new minimum one form entry Welsh medium primary school on-site. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.

5.2.9 The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was

secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other investment in active travel infrastructure, public realm improvements and regeneration-led development.

- 5.2.10 The existing flood defences combined with completion of the new flood defence works has rendered the site within a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15. The site will be delivered in accordance with the Porthcawl Placemaking Strategy developed by the Council. The site will complement the recent successful implementation of the Harbour refurbishment, the listed Jennings Building and the proposed leisure proposals at Cosy Corner.
- 5.2.11 The nearest bus stops are approximately 30m from the northern boundary of the site on New Road adjacent to Griffin Park, providing onward connections to Porthcawl and Bridgend (including the rail station). A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to Land East of Pyle (PLA5) and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. The development will therefore not prejudice these plans, by reserving 0.17 hectares of land for a future Metro-Link consisting of a new four bay bus terminus, which would serve to further enhance Porthcawl Waterfront's sustainable location and maximise for active travel opportunities. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use.
- 5.2.12 Ecological constraints will be mitigated by retaining and providing suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance. The site's masterplan will also seek to preserve and complement Porthcawl Conservation Area

and associated Grade II Listed Buildings, including the listed buildings in the harbour, immediately adjacent to the south of the site. The development will therefore positively integrate with the setting of this historic core of the town.

- 5.2.13 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. The Renewable Energy Assessment recommends considering installation of a new District Heat Network on this site. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.

## PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area

Site Size:	49.95 ha
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension
Land Uses:	<ul style="list-style-type: none"> <li>• 788 residential units</li> <li>• 20% Affordable Housing</li> <li>• 1.8ha to accommodate a 1 Form Entry Primary School plus Co-located Nursery</li> <li>• 4ha to relocate Heronsbridge Special Education Needs School</li> <li>• Outdoor Recreation Facilities</li> <li>• Leisure and ancillary commercial uses (B1)</li> <li>• Active Travel Routes</li> </ul>
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 188 2028-2033: 600

Land south of Bridgend (Island Farm), shown on the Proposals Map, is allocated for a comprehensive green infrastructure-led mixed-use development. The site will deliver circa 788 homes (including 20% / 158 affordable homes), incorporating a new one form entry primary school with co-located nursery, the re-location of Heronsbridge Special School, leisure facilities, recreation facilities, public open space, plus appropriate community facilities, employment and commercial uses.

### MASTERPLAN DEVELOPMENT PRINCIPLES

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:

- 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, adjacent Grade II\* listed Merthyr Mawr House, 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) 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. This must be achieved by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid the unnecessary sterilisation of land near the overhead lines;
- e) 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. This will facilitate a key multi-functional network of integrated spaces and features south of Bridgend, providing a plethora of economic, health and wellbeing benefits for new and existing residents;
- f) 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. Appropriate landscaping treatments must be utilised along the southern fringes of the site in order to minimise visual impacts on adjacent uses;
- g) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and
- h) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.

## **DEVELOPMENT REQUIREMENTS**

The development must provide the following requirements:

- 1) Deliver 788 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) 1.8 hectares of land to accommodate a minimum one form entry primary school and a financial contribution to nursery and primary school 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) 4 hectares of land for the relocation of Heronsbridge Special Education Needs School;
- 4) 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;
- 5) 4.3 hectares of land for leisure and ancillary commercial uses, which could include a Community Indoor Tennis Centre;



- 6) Highway improvement to ensure the principal point of vehicular access is off the A48 in a manner that integrates the SINC and adjacent Hut 9 heritage facility;
- 7) An access through Bridgend Technology Park that serves as the primary access for the relocated Heronsbridge SEN school and the Community Indoor Tennis Centre, as well as an emergency access for the residential element of the scheme;
- 8) Off-site highway improvements with regard to the requirements arising from the Strategic Transport Assessment and as identified in the Transport Measures Priority Schedule;
- 9) 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 A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.
- 10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's;
- 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;
- 12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;
- 13) A new on-site heat network in accordance with ENT10; and
- 14) A new local 'hub' with a concentration of appropriate mixed uses and local services. The 'hub' should have active frontages around a pivotal, focal point of the development where it is easily accessible to new and existing residents through Active Travel, thereby limiting the need for private vehicular trips.

5.2.14 The site is located 1.5km (0.9 miles) to the south-west of Bridgend Town Centre, south of the A48, and close to the boundary with Vale of Glamorgan Council. It comprises approximately 49.95 hectares of tree and scrub land to the north, arable farmland to the south and east and grazing land to the north east. The site is bordered to the north east by the Bridgend Science Park, and to the east by a nursing home. The Bridgend - Barry rail line, runs south from Bridgend and marks the south east boundary of the site. New Inn Road provides the southern boundary to the site, beyond which lies agricultural land uses as far as the Ogmored-by-Sea road. Merthyr Mawr Road and the flood plain of the Ogmored River borders the western boundary, beyond which lie small to medium fields interspersed by woodland and farms, Merthyr Mawr House (Grade II\*) and the small picturesque village of Merthyr Mawr, which lie 600m and 1.2km from the site

respectively. The boundaries of the site mark a physical constraint to further expansion and provide a logical maximum extent of development.

- 5.2.15 The site was allocated within the existing LDP as a Strategic Employment Site (11ha) and the wider site has outline planning consent for a mixed sport, leisure and office development with appropriate access improvements. The outline permission included the standard time limit conditions for the submission of reserved matters and the commencement of development and the final approval of reserved matters was issued in 2015. Enabling works have been undertaken at this site and constitute a material operation, meaning that respective reserved matters permissions are extant. Hence, re-allocation of this site as a mixed use scheme (including residential) will not result in the loss of any additional BMV agricultural land as detailed further within the BMV Agricultural Land Background Paper. Moreover, re-allocation of this site will enable delivery of sustainable growth enshrined in placemaking principles, deliver affordable housing in the highest need part of the County Borough and enable delivery of two schools on the site. It will also enrich active travel and green infrastructure networks within Bridgend through creation of a 'green lung' that will connect the site to the Town Centre via Newbridge Fields. On this basis, there is considered to be an overriding need for the development.
- 5.2.16 The site is now allocated for mixed use development and will deliver approximately 788 new houses, an indoor tennis centre (with associated outdoor courts and other ancillary uses), public open space, appropriate community facilities, employment and commercial uses combined with access improvements. In addition, the site will provide a new special school to replace the existing Heronsbridge School and incorporate a new 1-form entry Primary School to provide for the needs of the associated residential development. Provision of both schools will provide key community facilities in a central location for use by the existing and new community. The latter contribution will necessitate 1.8ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion.
- 5.2.17 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. The Renewable Energy Assessment identifies this site as suitable for installing a new District Heat Network. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.
- 5.2.18 The site is located within the 'Merthyr Mawr Farmland, Warren and Coastline' which runs north-eastwards up from the coast to the southwestern fringe of Bridgend. Much of the wider landscape is designated as of Outstanding Historic Importance and all of the coastal area lies within the Glamorgan Heritage Coast. The Replacement LDP has carefully considered key landscape sensitivities to development-led change. The importance of this landscape, and the need for landscape mitigation measures for any local development proposal, is clearly recognised within the Replacement LDP's evidence base. Policy PLA2 stresses the importance of protecting the nationally important archaeological and cultural heritage of the landscape as an integral part of the

wider Landscape of Outstanding Historic Importance, including prehistoric and medieval remains, the dunes' ancient buried archaeology and the Grade II\* Merthyr Mawr Estate. In particular, the southern boundary of the Land South of Bridgend (Island Farm) allocation is important as it lies adjacent to an historic landscape as identified by the Landscape Character Assessment. The Replacement LDP seeks to protect and conserve this landscape's character and features by appropriate development mitigation measures. Policy PLA2 will ensure the design and layout of the site has regard to the surrounding landscape, with appropriate mitigation measures and landscaping treatments order to minimise visual impacts on adjacent uses. It should also be noted that the proposed mixed-use development at Land South of Bridgend (Island Farm) will result in significantly reduced building heights and a reduced feeling of massing when compared to the previously permitted sports village scheme. A detailed, updated Landscape and Visual Impact Assessment will be required to inform and accompany further masterplanning work (as part of a future planning application). This more detailed assessment will include finer details relating to roofscapes and landscaping. Elements of the existing planning consent will be incorporated into new proposals for the use of the site, and development will take into account known biodiversity interests and the listed building, ensuring the design and layout is sensitive to these factors. Specifically, the development will protect and incorporate both the SINC and Hut 9 (former prisoner of war camp) within the site layout.

- 5.2.19 The development will be green infrastructure led and will require high quality landscaping and architectural design to capitalise on accessibility to Bridgend Town Centre. A carefully designed green infrastructure network will run through and extend beyond the site to link with Newbridge Fields, thereby providing a continuous 'green lung' that connects the site with both Bridgend Town Centre and Merthyr Mawr. This will complement the improvements to existing and proposed active travel routes that will render walking, cycling and use of public transport viable alternatives to private vehicle use. Linked to this will be the protection and enhancement of the existing biodiversity value of the site, ensuring appropriate provision for, and protection of, existing wildlife in the area. This green infrastructure-led development will therefore provide multi-functional benefits relating to recreation, biodiversity, sustainable drainage and the use of non-car routes to address public health and quality of life issues.

### PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area

Site Size:	36.86 Ha
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension
Land Uses:	<ol style="list-style-type: none"> <li>1) 850 residential units</li> <li>2) 20% Affordable Housing</li> <li>3) 2.3ha 1.5 Form Entry Primary School</li> <li>4) Outdoor Recreation Facilities and Public Open Space</li> <li>5) Active Travel Routes</li> </ol>
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 330 2028-2033: 500

Land west of Bridgend, as shown on the Proposals Map, is allocated 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 appropriate community facilities all set within distinct character areas.

#### MASTERPLAN DEVELOPMENT PRINCIPLES

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:

- 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.

## **DEVELOPMENT REQUIREMENTS**

The development must provide the following requirements:

- 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;
- 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.
- 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.
- 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.
- 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;
- 14) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;
- 15) A new on-site heat network in accordance with ENT10;
- 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; and
- 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 Cylich Methrin Gwdihwed Community Centre.

5.2.20 The site is located to the west of Bryntirion and east of the small settlement of Laleston. The site is located to the north of the A473, and is approximately 2.2km to the west of Bridgend Town Centre. The site comprises just over 36 hectares. The A473 is an arterial route into Bridgend from the west, providing connections to Junction 37 of the M4 (5.7km to the west) and Porthcawl. The wider area comprises a mix of land uses, predominately residential associated with Laleston to the west and Bridgend to the east. Land to the north is mainly comprised of farmland and the main Swansea-London railway line (2.5km east). Land to the south is comprised of a residential estate and farmland further beyond.

- 5.2.21 The site is allocated for residential led development and will deliver 850 units to ensure a well-connected, socially inclusive, sustainable development is pursued in a holistic manner, incorporating provision of a new school on site. A western linear park will be created to form a natural green buffer to prevent the coalescence of Bridgend and Laleston, thereby protecting the identity and character of both settlements. This will serve the dual purpose of softening views between the site and Laleston and creating/maintaining wildlife corridors. There are multiple schools in the immediate area in addition to various local services and community facilities, although existing capacities are limited and the site must provide a 1.5 form entry primary school on-site together with a contribution towards secondary school provision in the area. The former contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A green buffer will form the site's western boundary to prevent any further encroachment, which can be further safeguarded by a legal agreement to transfer this part of the site to the Council.
- 5.2.22 Along the southern side of the A473, there is a shared cycleway/footway which provides cyclists a continuous cycle lane allowing connectivity to Laleston and Bridgend. This site will connect to existing active travel routes and facilitate delivery of the proposed routes within the Council's ATNM: INM-BR-57 and INM-BR-58. The site is also located within 400m of a bus stop and benefits from a number of local community facilities. Nearby Bridgend Town Centre provides access to wider public transport options (including Bridgend Railway and Bus Stations) together with other community services. New vehicular access points will principally be achieved on the southern boundary of the site through a new signal controlled junction with the A473. There is potential to form an emergency access from the unnamed lane on the western boundary of the site, and from Llangewydd Road to the north, respectively. Llangewydd Road forms part of the residential estate road network and will provide a secondary, alternative route into Bridgend.
- 5.2.23 The site's masterplan will mitigate ecological constraints by retaining and providing suitable buffers to habitats, particularly Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. The site also lies within a Special Landscape Area and the development will seek to reduce adverse effects and/or visual intrusion on the wider landscape through appropriate measures. In addition, the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument are located within the site, which will be preserved and enhanced within the masterplan.
- 5.2.24 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This should include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions. The Renewable Energy Assessment identifies this site as suitable for installing a new District Heat Network. If this development requirement is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.



## PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area

Site Size:	44.27 ha
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension
Land Uses:	<ul style="list-style-type: none"><li>• 804 residential units</li><li>• 20% Affordable units</li><li>• 2.3ha 1.5 FE Primary School</li><li>• Outdoor Recreation Facilities</li><li>• Active Travel routes</li></ul>
Phasing Tranche	Refer to trajectory 2018-2022: 0 2023-2027: 204 2028-2033: 600

Land East of Pencoed, as shown on the Proposals Map, is allocated for a comprehensive mixed-use development. The site will deliver circa 804 homes during the Plan period (20% / 161 of which will be affordable housing units), incorporating a new 1.5 form entry primary school, recreation facilities, public open space, plus appropriate community facilities and commercial uses.

### MASTERPLAN DEVELOPMENT PRINCIPLES

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities. These principles should be delivered in an appropriately phased manner and be formally tied into planning consent:

- a) 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;
- b) Create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities. There must be particular emphasis on: creating a linear park or road network along the route of the high pressure gas main, retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, facilitating habitat creation and supporting a range of opportunities for formal and informal play in addition to community-led food growing;
- c) 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;
- d) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and
- e) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.



## DEVELOPMENT REQUIREMENTS

The development must provide the following requirements:

- 1) 804 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;
- 4) Deliver highway improvement to ensure the principal point of vehicular access is from the south of the site (off Felindre Road), with secondary access from the north of the site (off the A473);
- 5) Provide off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule.
- 6) 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 Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26
- 7) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINCs;
- 8) 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;
- 9) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks; and
- 10) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10.

5.2.25 The site is located to the north-east of Bridgend, to the north of the M4 motorway (Junction 35), directly adjacent to the boundary with Rhondda Cynon Taff County

Borough Council, although within the administrative boundary of Bridgend County Borough. The site comprises approximately 50 hectares and is arranged in two parts: the main site (land and buildings to the east of the A473) comprising 46 hectares and additional land of 6 hectares (14 acres) to the west of the A473. Bridgend College also own a parcel of land to the south west of the main site, known locally as the 'Cabbage Patch'. The main site is bound to the north and west by the A473, to the south by Felindre Road, to the east by the Ewenni Fach brook and to the south east by farmland. The land west of the A473 is bound by Felindre Road to the south and by the Ewenny River to its west and the north. Beyond the river is residential development. The wider area comprises a mix of land uses, predominately residential and commercial to the west associated with Pencoed. The Sony Factory (and wider employment land allocation) is located to the south of the site. Land to the north and east is mostly farmland. There is a hotel and restaurant located to the south east of the site.

- 5.2.26 The site is allocated for mixed use development and will deliver approximately 804 new homes, a significant area of public open space, a small commercial element and a new one form entry primary school. The latter contribution will necessitate 2.3ha of land being set aside for construction of the new school, inclusive of a land buffer to enable future expansion. A buffer to the eastern and southern edges of the existing campus will also be retained, to allow for future flexibility for the expansion of the college. This will allow the potential relocation of the playing fields, either to locations to the east of the main site or, to land west of the A473.
- 5.2.27 New access points will be achieved on the northern and southern boundaries of the site, to the A473 and Felindre Road respectively. Improvements to proposed active travel routes will capitalise on the site's close proximity to Pencoed Town Centre and render walking, cycling and public transport viable alternatives to private vehicle use. This will enhance the site's sustainable location on the edge of Pencoed in order to provide safe active travel linkages to public transport (including a Pencoed Train Station and bus routes), Pencoed Technology Park, Pencoed Comprehensive School and other community services.
- 5.2.28 The site is crossed by a high pressure gas main which runs north to south across the site and a 10m buffer zone must be retained either side of the pipeline. This area will be used to make a significant, positive contribution to the development's green infrastructure network by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid unnecessary sterilisation of land. Equally, there are two Listed Buildings within the main college campus (Tregroes House and the bridge located on the driveway leading to the House), which will be protected and incorporated within the site. These factors will ensure delivery of a high quality public realm, with public spaces and streets that are well defined, safe, inclusive, high quality and ecologically diverse making them pleasant places to be. The site will be well connected and integrated into the existing settlement of Pencoed, help promote more active lifestyles, combat social isolation and provide close, sustainable linkages to the key places residents will need to travel to.
- 5.2.29 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected, following the sequential approach to identify low carbon heating technologies in accordance with ENT10.

**PLA5: Land East of Pyle,  
Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area**

Site Size:	99.86 ha
Allocation Type:	Strategic Mixed-use Sustainable Urban Extension
Land Uses:	<ul style="list-style-type: none"> <li>• 2,003 residential units</li> <li>• 15% Affordable Housing</li> <li>• 5.7ha to accommodate 2 x Two Form Entry Primary Schools</li> <li>• Outdoor Recreation Facilities</li> <li>• New Active Travel routes</li> </ul>
Phasing Tranche	Refer to trajectory 2018-2022: 0 units 2023-2027: 220 units 2028-2033: 750 units

Land East of Pyle, as shown on the Proposals Map, is allocated for a comprehensive, residential led mixed-use development. The site will deliver circa 2,003 homes (15% / 300 of which will be affordable housing units), incorporating 2 two form entry primary schools, leisure and recreation facilities, public open space, plus appropriate community facilities and commercial uses.

**MASTERPLAN DEVELOPMENT PRINCIPLES**

This development must accord with the following principles, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities. A masterplan must be prepared and agreed with the Council prior to the sites development to demonstrate how these principles will be delivered in an appropriately phased manner:

- a) 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;
- b) Create a multi-functional green infrastructure network within the site that facilitates active travel, taking account of the need to create healthy communities. There must be particular emphasis on: retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, facilitating habitat creation and supporting a range of opportunities for formal and informal play in addition to community-led food growing;
- c) 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. 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;
- d) 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. Connections must also be made to the wider active travel and public transport network to ensure safe connectivity with Pyle and Kenfig Hill District Centres, North Cornelly Local Centre, Pyle Railway Station, Village Farm Industrial Estate and Cynffig Comprehensive School;

- e) Orientate buildings to face open spaces and streets to enhance cohesiveness, foster a strong sense of place and ensure community safety; and
- f) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.

## **DEVELOPMENT REQUIREMENTS**

The development must provide the following:

- 1) 2,003 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 15% affordable housing to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements;
- 2) 5.7 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities 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. Both schools 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;
- 4) 1.5 hectares of land for commercial uses, including a new local 'hub' with a concentration of appropriate mixed uses and local services. The 'hub' should have active frontages around a pivotal, focal point of the development where it is easily accessible to new and existing residents through Active Travel, thereby limiting the need for private vehicular trips;
- 5) Highway improvements to ensure the principal points of vehicular access are off the A48 and A4229. Appropriate adjustments must also be made to the roundabout between the A48 and A4229 to improve traffic flow and highway safety;
- 6) New shared footways, cycleways and improved crossing facilities along the A48 and A4229 and highway improvement to enhance pedestrian safety in the vicinity of the site;
- 7) A new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. The bridge must be constructed to Council adoptable standards prior to the occupation of any homes on the development;

- 8) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule;
- 9) 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 A48 and A4229, with Cynffig Comprehensive School, Village Farm Industrial Estate Pyle and Kenfig Hill District Centres, existing bus routes and Pyle Railway Station (including safe pedestrian linkages across the railway bridge). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.
- 10) Suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland), and SINC's;
- 11) Ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and appropriate compensatory and replacement habitat;
- 12) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks;
- 13) Follow the sequential approach to identify low carbon heating technologies in accordance with ENT10; and
- 14) Ensure that the development does not prejudice the proposed future relocation of Pyle Railway Station plus accompanying park and ride facility.

- 5.2.30 The site is located to the east of Pyle, bounded by the (Swansea to London Mainline) railway to the north, common land to the East, the M4 motorway to the South and the A4229 to the west. Village Farm Industrial Estate is also located immediately to the north, beyond the railway line. The site comprises approximately 100 hectares in total and is divided into 2 parcels by the alignment of the A48; Parcel A (to the south of the A48) consists of 60 ha and Parcel B (to the north of the A48), 40ha. The site rises gradually upwards away from the A48 roundabout and is currently used as farmland.
- 5.2.31 The wider area comprises a mix of land uses with residential development and an employment allocation to the west of the site (Ty Draw Farm, North Cornelly). Pyle Railway station is located in close proximity to the north west of the site. Pyle and Kenfig Hill District Centres are approximately 1km and 1.5km to the north of the site, respectively. Bridgend Town Centre is located approximately 7.4km away to the east of the site, which can be accessed by both public transport and the A48 leading onto the A473.
- 5.2.32 The site is allocated for a comprehensive residential-led mixed use scheme, including a local commercial centre, appropriate supporting infrastructure and the provision of two new primary schools. The latter contribution will necessitate 5.7ha of land being set aside for construction of the new schools, inclusive of a land buffer to enable future expansion. The proposal would seek to deliver new pedestrian and active travel links from the site to Pyle/Kenfig Hill to improve connectivity. Particular emphasis will be placed on improving the pedestrian links to Pyle Railway Station and facilitating safe

pedestrian and cycle passage between the site and Pyle through delivery of a new bridge over the railway line.

- 5.2.33 There is an existing access via the roundabout off the A4229 and the A48 to the existing dwellings at Ty Draw Farm. New access points will be achieved on the northern and western boundaries of the site, to the A48 and A4229, respectively.
- 5.2.34 Improvements to proposed active travel routes will capitalise on the site's close proximity to Pyle and Kenfig Hill District Centres, rendering walking, cycling and public transport viable alternatives to private vehicle use. This will enhance the site's sustainable location on the edge of this Main Settlement in order to provide safe active travel linkages to public transport (including Pyle Railway Station and bus routes), Village Farm Industrial Estate, Cynffig Comprehensive School and other community services.
- 5.2.35 A feasibility study is currently being undertaken to examine the potential for Pyle Railway Station to be redeveloped as a transport hub. This would entail relocating the existing railway station to the north of the site and incorporating extended park and ride facilities to improve links to Porthcawl and Village Farm Industrial Estate. The development will therefore not prejudice any future station relocation plans, which would serve to further enhance the site's sustainable location and maximise active travel opportunities.
- 5.2.36 Visually the site is open and exposed to views from the north, west and locally to the east as well as views from the M4 to the south. The most sensitive parts are the three high points, upper slopes and associated minor ridges, and the steep slope to the west on the southern edge. The least sensitive area lies to the north and west on the lower slopes/flat areas, which lends itself to be the most appropriate location for the bulk of higher density development. The southern part of Parcel B is within a Special Landscape Area and the development will need to be planned sensitively to take account of this designation.
- 5.2.37 The site itself is not subject to any ecological designations, although further wildlife and habitat surveys will need to be carried out to inform the site's potential development. Additionally, there are two SSSI's located in close proximity to the boundary of the site; the Penycastell SSSI is located to the north east and the Stormy Down SSSI is located to the south east of the site. Both are physically separated from the site by the route of the trainline and the M4 respectively. Given the need to maintain a landscape buffer between major transport routes and any proposed development, neither are considered to be a constraint to development.
- 5.2.38 Archaeology Wales have undertaken a Desktop study which highlights standing and buried remains of potential archaeological interest. A WWII pillbox exists at the north west area of the site and there is believed to be an area of earthworks related to a 19<sup>th</sup> century (or possibly older) farmstead at the north east of the site. A 19<sup>th</sup> century tramline is also located along the northern portion of the site. The development will ensure that these remains are preserved or adequately investigated and recorded if they are disturbed or revealed as a direct result of development activities.
- 5.2.39 The site neighbours Stormy Castle, a medieval settlement, which could extend into the site. Further work will need to be conducted to fully investigate any potential impacts and a geophysical survey of the site will need to be carried out to supplement the planning application.
- 5.2.40 A future planning application must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been

selected, following the sequential approach to identify low carbon heating technologies in accordance with ENT10.

### **Mitigating the Impact of Climate Change**

- 5.2.41 Welsh Government declared a Climate Emergency in April 2019 and set out its priorities to address change for Wales to build resilience. Following this, the Welsh Government has now committed to achieving a carbon-neutral public sector by 2030. Bridgend County Borough Council supports this approach and has proposed its adoption into the updated 2018-23 Corporate Plan. In addition, the Council is committed to coordinating action to help other areas of the economy to make a decisive shift away from fossil fuels, by engaging in public sector collaboration, academia, industry and the third sector and helping create sustainable jobs. The particular areas of focus for decarbonisation are energy, transport, buildings and open spaces. The energy focus is to reduce the amount used and shift energy production to clean sources, including utilising buildings better, designing new ones to be energy efficient, using open spaces to provide carbon offset and maximising renewable power opportunities.
- 5.2.42 The Council has a role in influencing, driving and facilitating change when tackling Bridgend County Borough's community-based emissions. This includes, for example, community and business transport, sustainable energy and heat for homes. Therefore aligning low carbon strategies and sharing best practice with Local Partnership Boards, regional neighbours, communities, developers and business is essential to joining up benefits and tackling all indirect emissions (inside and outside of the Council's control). National planning policy requires local authorities to facilitate all forms of renewable and low carbon energy development, which the Council will seek to enable.

#### **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. Means of achieving this may include:

- 1) Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel (active travel);
- 2) Having low / zero carbon energy requirements by reducing energy demand, and promoting energy efficiency;
- 3) Utilising low carbon, local materials and supplies (adopting circular economy principles);
- 4) Encouraging the development of renewable and low/zero carbon energy generation;
- 5) Having a design, layout and landscaping which: (i) helps wildlife and habitats to adapt to the changing climate; (ii) assists cooling of the urban environment, including the use of passive building techniques where appropriate;
- 6) Using resources more efficiently, including averting waste generated from demolition and minimising waste water use and pollution;
- 7) Directing development away from flood risk areas, and avoiding development that increases the risk of flood and coastal erosion, including through the deployment of sustainable urban drainage systems where relevant.



All applications for development proposals must clearly demonstrate how they contribute to climate change mitigation and adaptation.	
<b>LDP Objectives</b>	SOBJ: 1, 2, 3, 4 OBJ: 4b, 4c, 4e
<b>Future Wales</b>	Heat Networks Renewable and Low Carbon Energy and Associated Infrastructure Renewable and Low Carbon Energy Developments of National Significance SE Metro Flooding
<b>PPW</b>	Productive and Enterprising Places Energy Reduce Energy Demand and Use of Energy Efficiency – Sustainable Buildings Renewable and Low Carbon Energy Energy Minerals Making Best Use of Material Resources and Promoting the Circular Economy Active and Social Places: Transport Distinctive and Natural Places: Recognising the Environmental Quality of Places
<b>WBFG Act</b>	A globally responsible Wales A healthier Wales A resilient Wales
<b>LWBP</b>	Healthy choices in a healthy environment
<b>Key Evidence</b>	TAN15 Development and Flood Risk Development Advice Maps (TAN15) Renewable Energy Assessment Strategic Flood Consequences Assessment

5.2.43 The Council is the process of producing a roadmap to Carbon Neutral Bridgend County Borough by 2030 and will work jointly with the Public Services Board to produce a Decarbonisation Strategy to co-ordinate efforts on decarbonisation across the County Borough. The strategy will bring together a plethora of environmental projects and ensure alignment with the aspirations set out in the Council's Climate Emergency Response Programme. The planning system has a key role to play in setting the land use framework for this broader response. As recognised in PPW, 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".

5.2.44 SP4 therefore specifies criteria that require development to both mitigate and adapt to climate change, thereby minimising its underlying causes and planning for its consequences. A key role of the LDP is to put in place resource efficient and climate change resilient settlement patterns that minimise land take and urban sprawl. Put simply, this means locating development in settlements which are accessible to a range

of services and facilities whereby people can reduce private car usage and thereby reduce the harmful effects of carbon emissions.

- 5.2.45 SP4 also recognises the risk of flooding as a key effect of climate change. The Policy seeks to steer highly vulnerable development away from flood risk areas, to assess the implications of development in areas at risk of flooding and to ensure that new development does not increase the risk of flooding elsewhere. The Flood Map for Planning accompanying TAN 15 includes climate change information to show how this will affect flood risk extents over the next century, along with the potential extent of flooding assuming no defences are in place. The Flood Map for Planning has been supplemented by a Strategic Flood Consequences Assessment for Bridgend County Borough. This information has influenced the siting and type of development allocations within the Replacement LDP, and will also inform policies on flood risk whereby subsequent development proposals can be assessed. A new SPG will also be prepared to set the framework for a local approach to flood risk management within Bridgend Town Centre.
- 5.2.46 SP4 equally has regard to the whole water environment as an important resource. Ensuring a reliable water supply is an important component of everyday life but needs to be balanced with effects on ground water and surface water in terms of levels and quality and any associated ecological effects. In locating and designing new development it is also necessary to ensure that the waste water network and treatment capacity is adequate to serve development and to ensure that surface water run-off from new development is adequately managed. As highlighted by the Welsh National Marine Plan (2019), coastal erosion and flooding can directly affect human and economic activity. SP4 therefore seeks to avoid development that may increase the risk of flood and coastal erosion, which can otherwise change coastal landscapes, weaken sea defences, and put at risk coastal buildings (including built heritage), infrastructure networks (including ports, marinas, roads, rail and energy) and people.
- 5.2.47 The principles of energy efficiency measures and renewable energy are now incorporated into Building Regulations. However, the LDP needs to ensure that new development has regard to broader principles of sustainable design in order to significantly reduce energy usage and carbon emissions. Passive building techniques can help achieve these principles through design that makes best use of insulation, orientation and shading to facilitate solar gain and passive cooling to optimise thermal comfort. SP4 seeks to encourage renewable and low/zero carbon energy generation technology, subject to a range of material planning considerations. Such policy approaches can also help ensure that new development is designed to be resilient to future climate change effects.

### **Sustainable Transport and Accessibility**

- 5.2.48 A placemaking approach must be adopted in the identification, design and delivery of all transport measures in order to maximise the sustainability of developments. The location, scale, density, mix of uses and design of all developments should be carefully considered in a manner that reduces transport demand and enhances the scope for sustainable transport choices. The 'transport network' refers to the links and services

that help people move across the County Borough, including the highway, public transport, pedestrian routes, cycle routes, public rights of way and bridle routes.

#### **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, and depending on the nature, scale and siting of the proposal will be required to:

- 1) Accord with the sustainable transport hierarchy for planning (as set out in PPW);
- 2) Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;
- 3) Safeguard, enhance and expand the active travel networks identified in the Council's Existing Routes Map and ATNM, including links to those networks as a means of improving connectivity;
- 4) Prioritise the delivery of the key transport measures and schemes identified in the Bridgend Local Transport Plan, which must be delivered in an efficient and timely manner in accordance with land use development. This includes resolving localised junction capacity issues where they restrain growth;
- 5) Reduce reliance on private car use by maximising the potential of movement to/from the development by public transport, including for the urban area ensuring developments are served by walking route to public transport networks;
- 6) Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;
- 7) Provide new transport infrastructure and improvement measures to mitigate the impact of the development and demonstrate the level and acceptability of impacts on the surrounding road network;
- 8) Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing the demand for travel by car; and
- 9) Ensure that developments are served by appropriate parking provision, in accordance with the Council's parking guidance, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles.

Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted.	
<b>LDP Objectives</b>	SOBJ: 1, 2 OBJ: 1e, 2f, 2g, 2h
<b>Future Wales</b>	Shaping Urban Growth and Regeneration: Strategic Placemaking Regional Connectivity SE Metro
<b>PPW</b>	Strategic and Spatial Choices Strategic Placemaking Accessibility Active and Social Places Moving within and between Places: Transport Productive and Enterprising Places Economic Infrastructure, Transportation Infrastructure
<b>WBFG Act</b>	<ul style="list-style-type: none"> <li>• A healthier Wales</li> <li>• A Wales of cohesive communities</li> <li>• A more equal Wales</li> </ul>
<b>LWBP</b>	<ul style="list-style-type: none"> <li>• Support communities in Bridgend County to be safe and cohesive</li> <li>• Reduce social and economic inequalities</li> </ul>
<b>Key Evidence</b>	<ul style="list-style-type: none"> <li>• Welsh Government Transport Plan and Strategy</li> <li>• Welsh Government Transport Strategy</li> <li>• Active Travel (Wales) Act 2013</li> <li>• Bridgend Strategic Transport Assessment</li> <li>• Active Travel and ATNM</li> <li>• Bridgend County Borough Local Transport Plan 2015-2030</li> </ul>

- 5.2.49 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. This will prove fundamental in ensuring the increasing attractiveness of active travel as a credible alternative to the private car, thereby encouraging modal shifts away from unsustainable forms of transportation, helping to promote physical activity and reducing the impact of transport based emissions.
- 5.2.50 The existing highway network experiences traffic congestion along certain main routes and junctions, which can have a negative impact on amenity, health and well-being and economic competitiveness. Poor air quality is a key issue in some parts of the County, with Air Quality Management Areas having been designated. Enhanced sustainable transport opportunities such as coherent active travel networks, improved traffic measures and increased overall connectivity can help improve air quality by preventing the proliferation of car based traffic due to new development.
- 5.2.51 In more rural environments, a lack of public transport access needs to be balanced against the contribution the proposal would make towards the rural economy of that

area. Development in rural locations should preferably be sited within and adjoining settlements that benefit from key services and facilities, rather than at sporadic countryside locations.

- 5.2.52 All transport measures must be positively integrated into the places which they serve or pass through. They must also adhere to the user hierarchy rather than continuing to design infrastructure which supports motorised transport. Developments will also be expected, where the Council deems the potential transport implications significant, to produce a comprehensive Transport Assessment and Travel Plan. These must consider all modes of transport in line with the transport hierarchy, and develop a strategy to reduce traffic demand and mitigate transportation impacts caused by the proposal.
- 5.2.53 The available capacity of existing networks also needs to be evaluated and supported by targeted new infrastructure where appropriate. Development will therefore be required to deliver, or contribute towards the provision of, active travel schemes, public transport measures, road infrastructure, and other transport measures, in accordance with the Bridgend Local Transport Plan and the Bridgend Integrated Network Plan. Transport measures and infrastructure will need to be delivered in a timely manner to meet the needs of existing and planned communities, with priority given to the provision of active travel connections at the earliest possible opportunity. Where necessary, planning obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable.
- 5.2.54 Whilst developments should be encouraged in locations which reduce the need to travel and promote the use of sustainable transport, the Council recognises that any development growth will likely result in greater travel demand, and that increased traffic levels and congestion is likely to occur if appropriate mitigating transport measures and infrastructure are not delivered. The Strategic Transport Assessment has been prepared to consider the impact of plan proposals and help guide and inform the process of delivering land allocations by means of modelling and quantifying the transport impact of these proposals.

#### **PLA6: Development in Transport Corridors**

The following transport corridors are identified as the main routes in the County Borough for the movement of people and goods:

- PLA6(1) M4
- PLA6(2) Llynfi
- PLA6(3) Garw
- PLA6(4) Ogmore
- PLA6(5) Aberkenfig-Brynmenyn
- PLA6(6) Pyle-Aberkenfig
- PLA6(7) Pencoed-Pyle
- PLA6(8) Porthcawl-Cornelly

Development must:

- 1) be directed to appropriate locations served by the identified transport corridors; and.
- 2) not result in adverse impacts on the functioning of the identified transport corridors. Any predicted adverse impacts must be appropriately mitigated, including through local or strategic improvements to specific transport corridors where required.

New development proposals must be located in areas which can be effectively accessed so that the impact of road freight movement on the environment is minimised.

- 5.2.55 Bridgend County Borough's main urban settlements and communities have developed along the main transport corridors towards Bridgend town centre, following the natural topography of the County Borough. The geographical nature of the County Borough has resulted in a concentration of development primarily along linear corridors, therefore, when considering all forms of movement, transportation links and infrastructure, it is necessary to undertake this on a 'corridor basis'.
- 5.2.56 There is a need to consider all forms of movement, transportation links and infrastructure along transport routes in the context of the topographic characteristics of the County Borough through which they pass. Therefore, PLA6 incorporates the 'corridors concept', which establishes corridors of interest, encompassing land-use and associated accessibility requirements (including all forms of transport) in order to aid transport investment decisions and land-use planning. The 'corridor' approach also allows the management and allocation of the existing road network to be carried out more effectively. For example, the location of development proposals can be assessed, and their demand on transportation and environmental standards can be considered, as affected by transportation issues along the length of the corridor. This is of particular importance when development proposals are assessed in the valley corridors, where the quality of the transportation network varies greatly along its respective corridor and alternative transport routes are limited.
- 5.2.57 The standards to be considered will not only be limited to traffic capacity, which is determined by the width and alignment of the carriageway and junctions. Factors such as the degree of priority to be accorded to pedestrians, cyclists and public transport, frontage activity, conservation area designation, residential areas, on-street parking, location of schools and hospitals, noise, air quality, and risk of accident will also be considered. These factors will assist in assessing the maximum capacity and the nature of vehicles compatible with acceptable environmental standards associated with transportation issues.
- 5.2.58 The corridors will be managed to encourage walking, cycling and use of public transport, especially for journeys to work. It is also recognised that the efficient and reliable movement of freight is vitally important to the economy of the County Borough. As such, development which generates lorry movement will be required to locate in areas which can be effectively accessed so that the impact of road freight movement on the environment is minimised. This is particularly significant to the valleys' corridors for the

reasons previously stated above. The corridors identified in PLA6 are identified on the Proposals Map.

#### **PLA7: Development West of the Railway Line, Pencoed**

Development that will generate a net increase in vehicular traffic movement in Pencoed to the west of the railway line, in the area shown on the proposals map, will not be permitted.

- 5.2.59 The existing highway network in Pencoed, which forms part of the Pencoed-Pyle Transport Corridor, is severely constrained by the mainline railway between London and South Wales. This long-running issue is related to the Penprysg Road Bridge and Hendre Road level crossing, with significant congestion already resulting from existing development in Pencoed as discussed in the West Pencoed Development Moratorium Background Paper. Given the complex nature of this constraint, there is no prospect of mitigation within the Plan period. In recognition of this, Policy PLA7 maintains a moratorium on further development which generates a net increase in vehicular movement to the west of the railway line. For clarity and certainty the specific area to which Policy PLA7 applies has been designated on the Proposals Map.
- 5.2.60 New development that generates a net increase in vehicular movement will exacerbate congestion either side of the level-crossing and at the complex over-bridge junction between the eastern end of the relief road and Penybont Road. Given the scale of infrastructure needed to address identified issues at Penprysg Road Bridge and Hendre Road, any final solution is likely to depend upon future investment from partners including the Welsh Government and Network Rail. In the absence of a final solution yet being designed and funded, it is necessary to impose this interim area-specific development intensification moratorium to protect the functioning of the transport network in Pencoed and the wider Pencoed – Pyle transport corridor.

#### **PLA8: Transportation Proposals**

The following transportation proposals are allocated and safeguarded from development that would prevent their implementation:

PLA8 (1) Bus improvements along the Llynfi, Garw, Ogmere, Aberkenfig – Bryncethin, Pyle – Aberkenfig, Pencoed – Pyle and Porthcawl – Cornelly Corridor, including a new bus interchange at Porthcawl

PLA8 (2) New transport interchange at Porthcawl

PLA8 (3) Improvements to the capacity of the Maesteg – Bridgend railway line

PLA8 (4) New railway station with park and ride facility at Brackla, Bridgend

PLA8 (5) Expand existing park and ride facility at Pencoed

PLA8 (6) Expand/relocate existing railway station including strategic park and ride facilities at Pyle

PLA8 (7) New transport interchange at Ewenny Road

PLA8 (8) Improvements at Ewenny and Broadland roundabouts, A48, Bridgend

PLA8 (9) Capacity enhancements between Waterton and Laleston, A48 / A473, Bridgend



PLA8 (10) Improvements to A4063 between Sarn and Maesteg  
PLA8 (11) Improvements to Penprysg Road Bridge, Pencoed  
PLA8 (12) 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

- 5.2.61 PLA8 identifies (and where necessary), safeguards land for strategic transport schemes that will provide improvements to the public transport network, make better use of the existing highway network to permit appropriate reallocation of road space, which will deliver more sustainable travel within the County Borough. The majority of the proposals have been identified in the Bridgend Local Transport Plan (LTP) and are therefore Welsh Government-approved schemes. The proposals identified in this policy are at differing stages of development and while definitive route alignments and details are available for some proposals, others may only have indicative alignments. All routes and areas to be protected are illustrated on the Proposals Map.

### Public Transport

- 5.2.62 In line with national policy, the Council places an emphasis on improvements to the County Borough's public transport network. The availability of efficient and effective public transport is an important part of ensuring a place is sustainable. The improvements to the public transport network, promoted under policies PLA8 (1) to (7) will encourage more residents and visitors to undertake journeys by bus or train, which will help to reduce the number of car-borne journeys, and facilitate access to employment opportunities, health and education facilities for those without access to a car.
- 5.2.63 The provision of high quality bus corridors is a priority of the Cardiff Capital Region, and fundamental to efforts to encourage more people to use public transport. PLA8 (1) safeguards the provision of improvements to the Llynfi, Garw, Ogmore, Aberkenfig – Bryncethin, Pyle – Aberkenfig, Pencoed – Pyle and Porthcawl – Cornelly Corridors. These improvements will include bus stop enhancements, which may include new shelters, raised kerbs and carriageway enhancements. Bus priority measures may be included where feasible. Such improvements will encourage a switch of transport mode from car to public transport.
- 5.2.64 The Maesteg railway line is an integral part of the Llynfi transport corridor, providing a sustainable travel option for those living and working in the Valley Gateway and Llynfi Valley. The Maesteg-Bridgend railway line capacity improvements safeguarded by policy PLA8 (3) propose to increase the frequency of trains from one per hour to one every 30 minutes. This will include the introduction of a passing loop and introduce opportunities for additional freight opportunities. The enhancement of the Maesteg Line is included in TfW's proposals for delivery during Phase 2 of the Cardiff Capital Region Metro improvements and the Welsh Government's National Transport Finance Plan, and is key to the delivery of sustainable economic development, linking communities together and connecting people to employment opportunities.

- 5.2.65 Policy PLA8 (4) supports the development of a new Railway Station at Brackla. The proposed station will be situated on the South Wales Railway line from London to Fishguard. The station will provide facilities for interchange, comprising two platforms, a pedestrian/cyclist footbridge along with wider improvements for active travel access, and provision for park and ride. These facilities will enable sustainable travel journeys for residents of one of Bridgend's largest residential areas to employment opportunities in Neath Port Talbot/Swansea, and the wider Cardiff Capital Region.
- 5.2.66 PLA8 (5) promotes the expansion of the existing park and ride facilities at Pencoed rail station. PLA8 (6) supports the expansion of the existing park and ride facilities at Pyle rail station. This policy also supports the potential relocation of Pyle Railway Station and a new strategic park and ride facility. In addition, PLA8 (7) safeguards the provision of new park and ride provision at Ewenny Road, Maesteg. These policies will provide opportunities for effective interchange between active travel, public transport and cars to facilitate a reduction in the length and number of car-borne journeys, especially for the journey to work. Providing for convenient and efficient interchange between transport modes is vital for making sustainable travel options more attractive and practical to residents.

#### Highway Network

- 5.2.67 The County Borough's highway network is under significant traffic pressure with congestion occurring during peak periods and at local hotspots. Highway improvements must be focused on making better use of the existing highway network, with an emphasis on improving journey time reliability and traffic flows, reducing congestion, improving air quality and road safety on the strategic network.
- 5.2.68 Maintaining a resilient highway network is essential for the economic and environmental wellbeing of the County Borough. Policy PLA8 (8) includes provision for improvements at the Ewenny and Broadland roundabouts on the A48, while PLA8 (9) safeguards land for capacity enhancement of the A48/A473 between Waterton and Laleston. Measures that improve the capacity, efficiency and safety of these transport corridors and their associated junctions will benefit all road users and developments along them. There are significant constraints along the A4063 between Sarn and Maesteg which generate capacity and safety concerns. Appropriate improvements along this route will be promoted through policy PLA8 (10). Policy PLA8 (11) safeguards the provision of improvements to the complex over-bridge junction at Penprysg Road, Pencoed. This junction has severe capacity issues, poor active travel provision and along with the railway line, is a significant severance factor in the community.
- 5.2.69 A Strategic Transport Assessment has been undertaken to consider the capacity issues as a result of the growth being promoted through the Plan. The Study has identified junctions and corridors where improvements will be required. As a consequence, Policy PLA8 (12) outlines the need for a number of interventions required to mitigate against the impacts of development on the transport network. The delivery of these interventions will be sought via developer contributions such as s106, or any other funding mechanism that the Council adopts.
- 5.2.70 The list of corridor and junction improvement required by Policy PLA8 (12) to mitigate against the impact of development on the highway network are identified in the

Infrastructure Delivery Plan and through site-specific policies. The Corridor Improvement Schemes may include active travel schemes, bus priority measures, signage improvements and new roads etc. The Junction Improvement Schemes may include upgrading to signals or improvements to signal controller equipment and timings, new junctions and capacity improvements.

#### **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 to be mitigated.

- 5.2.71 'Public Rights of Way' as referred to in PLA9 relate to non-carriageway highways. They include existing and proposed footpaths, bridleways, restricted byways, byways open to all traffic, and cycle tracks, all of which are statutory highways.
- 5.2.72 Footpaths and bridleways were originally a vital means of getting to work, visiting relatives and friends, and accessing many other activities. Today, many of these journeys are undertaken using a motor car or alternative forms of transport, and therefore PROW are now often used for recreational journeys. This ready access helps promote health and well-being in the community, by providing an opportunity for all sectors of the population to access the countryside for recreational purposes. Within the context of fostering more sustainable development and communities it is important that walking and cycling, as a means of travel, is encouraged. The Council will therefore protect public rights of way to favour walking, cycling and, where appropriate, horse riding.
- 5.2.73 Development must cater for existing rights of way by either protecting the right of way, or providing an equally effective and attractive alternative route. In either case, the right of way affected by the development must provide a safe and pleasant environment for all pedestrians to encourage its future use. Cycling, like walking, does not create pollution and is a sustainable mode of transport to be encouraged. Development must also cater for cycle tracks either by protecting the existing tracks, or by providing an equally effective alternative route, which is safe and pleasant to use.
- 5.2.74 The design layout for residential, employment, retail, leisure and other developments must incorporate provision for walking and cycling and contribute towards links or access to the adopted active travel network.

#### **PLA10: Safeguarding of Disused Railway Infrastructure**

Development which prevents the potential re-opening of disused or redundant railway infrastructure or their re-use for alternative transport or active travel purposes, will not be permitted.

- 5.2.75 In accordance with national policy, the County Borough's disused railways will be safeguarded from development that could prevent them being brought back to rail use in the future. It may be deemed appropriate to use disused rail alignments for active travel use as an interim measure. A number of active travel routes have already been implemented through the re-development of disused railway infrastructure. There are still a number of disused railway lines in the County Borough which have potential for transport related development and the remaining sections will be assessed in terms of their suitability for redevelopment as sustainable transport routes. The Council's Active Travel Network Map includes a number of active travel proposals within disused railway line corridors. PLA10 therefore safeguards all disused railway infrastructure from non-transport development, until an assessment has been made of their suitability for future transportation schemes.

#### **PLA11: Parking Standards**

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..

- 5.2.76 The availability of car parking has a major influence on how people choose to travel. For this reason developments that generate a high level of trips must be located in areas well served by public transport and active travel infrastructure.
- 5.2.77 The adopted Parking Standards SPG seeks to ensure a transparent and consistent approach to the provision of parking, travel plans and sustainability considerations that will inform developers, designers and builders of what is expected of them at an early stage of the development process.
- 5.2.78 On-street car parking can cause problems by reducing road width, thereby affecting the free flow of traffic and adding to hazards for pedestrians, cyclists and other road users. Therefore, applications will be refused where the likelihood of on-street parking occurring will give rise to these concerns. In some instances this can also impact on the amenity of residents who have to compete for a car parking space.

## Active Travel

### **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, of the following measures as appropriate:

- 1) Permeable, legible, direct, convenient, attractive and safe walking and cycling routes that connect the proposed development to:
  - a) surrounding settlements;
  - b) public transport nodes;
  - c) community facilities;
  - d) commercial and employment areas;
  - e) educational facilities;
  - f) tourism facilities and destinations; and
  - g) leisure opportunities;
- 2) Delivery of proposals identified within the Council's Active Travel Network Map;
- 3) Improvements, connections, and/or extensions to:
  - a) Routes and proposals identified on the Existing Routes Map and Active Travel Network Map;
  - b) The National Cycle Network;
  - c) Existing Public Rights of Way;
  - d) Existing and proposed Safe Routes to School; and
  - e) routes forming part of the green infrastructure network.
- 4) The delivery of infrastructure designed in accordance with the Welsh Government's Active Travel Act Design Standards, or its replacement, and any appropriate supporting standards; and
- 5) Facilities that encourage the uptake of walking and cycling, including but not limited to: appropriate signage; secure and convenient cycle parking; seating; on-street cycle maintenance facilities; and changing and shower facilities.

5.2.79 PLA12 supports new developments that incorporate well-designed safe features and facilities that will be accessible to all people to walk and cycle for everyday journeys, reducing existing heavy reliance placed upon the private car. The Replacement LDP aims to reduce private car reliance and help the County Borough achieve the principles set out by the Active Travel (Wales) Act 2013, with the ultimate aim of improving and expanding upon the current active travel routes as identified in the Existing Route Maps.

5.2.80 Bridgend County Borough Council has produced ATNM to identify the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities. The Council's ATNM set out detailed plans for a network of active travel routes and facilities in the County Borough over the

next 15 years. Further information is contained in the ATNM which can be viewed on the Council's website. The ATNM aim to improve access to key services and facilities including town centres, employment sites, retail areas and transport hubs, improved access to education facilities such as schools and colleges and improvements to, and expansion of, the existing strategic cycle network in the County Borough. The ATNM focusses on the following designated settlements in the County Borough:

- Bettws
- Bridgend
- Gilfach Goch
- Maesteg
- Ogmores Vale
- Pencoed
- Pontycymer
- Porthcawl
- Pyle

5.2.81 The routes and proposals shown on the ATNM are indicative alignments that may be subject to change as routes are developed. Opportunities should be maximised to further improve upon these routes, providing connections which will allow integration between new developments and existing communities.

5.2.82 Implementation of this policy will be facilitated through the development process. When considering development proposals, the design layout will be considered and priority will be given to the proposals that incorporate walking and cycling. A high quality design which makes a positive contribution to the distinctiveness of communities and places will be essential in ensuring walking and cycling is an attractive and popular option of travel. Developers should therefore ensure the key principles of design are employed to deliver active travel. Adherence to the Active Travel (Wales) Act 2013 Design Guidance and other relevant guidance aids the delivery of high quality infrastructure.

5.2.83 Developments should also seek to enhance green infrastructure as part of active travel proposals, recognising the potential to combine natural planting, greenery and/or water systems to create attractive, green and safe routes for cyclists and pedestrians. The addition of green infrastructure to active travel routes can provide numerous benefits including flood mitigation, climate change adaptation, enhanced biodiversity, improved connectivity and positive wellbeing impacts. Accompanying new development with such routes will help to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) that residents in the County Borough will likely access.



Cycle Path Network, Bridgend County Borough

- 5.2.84 Consideration of active travel will be key during the master planning of strategic sites in the County Borough. PLA12 should be considered essential in the delivery of any strategic site or any proposal, ensuring that development is contributing to the promotion of a sustainable and healthy lifestyle. Provision of active travel and green infrastructure will be secured through planning conditions, planning obligations and Section 106 agreements. Implementation of this Policy will help tackle air borne pollution emitted from road traffic, contributing to the decarbonisation of the County Borough.
- 5.2.85 Bridgend County Borough plays an important role in the development and economic growth of the South East Wales region. The Council is working alongside local authorities of the Cardiff Capital Region (CCR) to tackle issues such as worklessness and poor transportation links. The 'Cardiff Capital Region City Deal' aims to build on the region's sectoral strengths and will provide opportunities to tackle barriers to economic growth by: improving transport connectivity; increasing skill levels still further; supporting people into work; and giving businesses the support they need to innovate and grow. Key projects include the delivery of the South East Wales Metro and modernisation of the Valleys lines.



## 5.3 To Create Active, Healthy, Cohesive, Inclusive and Social Communities

- 5.3.1 This section of the Plan focusses on delivering well-connected, cohesive communities that are active, healthy and social. In addressing wider community needs, there is a particular emphasis on providing a mix of complementary uses that are accessible and will meet the needs of all members of society. This broad notion extends beyond ensuring there is sufficient housing land available to meet the need for new housing (market and affordable), it requires sustainable placemaking to be embraced in an integrated manner. Hence, there is a mutual need to ensure there is a range and choice of housing provision to respond to changing household needs over the Replacement LDP period, to deliver services and jobs closer to where people live and to recognise the role of the wider environment for good health and well-being. The Replacement LDP seeks to tackle inequalities between communities and support people to adopt healthy, culturally fulfilled lifestyles by improving access to services, cultural opportunities and recreation facilities.
- 5.3.2 Meeting housing need is fundamental to the Replacement LDP, both as a need in itself, generated from changing population characteristics, and also because housing is an important part of the support infrastructure necessary to achieve the Council's placemaking agenda. It is essential that the County Borough's residents' quality of life is sustained and adequately catered for. Community services and social facilities must continue to address their needs, whilst not being hampered or undermined by planned growth. As well as delivering new homes to meet the needs of newly forming households, the LDP will therefore provide the scale of growth needed to secure investment in infrastructure, facilities and additional benefits for local communities. The planned increase in housing supply will also act as a key driver of economic growth across Bridgend and the wider regions.
- 5.3.3 In order to create mixed and balanced communities, housing choice will be maximised to provide for a range of sizes, types and tenures of accommodation that can increase access to quality new homes, including market and affordable housing. Delivery of new homes helps to ease housing market pressure by boosting supply and preventing house prices rising uncontrollably in an otherwise constrained housing market. This helps to improve general market affordability and provide sufficient properties for **future generations** to live in Bridgend County Borough through provision of mixed-tenure developments. Sustainable housing growth therefore enables delivery of additional, complementary **affordable housing** to offer safety and security for local families unable to meet their needs in the housing market. This can include social rent, where rents are typically set at benchmark levels, and intermediate housing for first time buyers struggling to get onto the property ladder. Planning for growth therefore plays an important role in securing developer contributions to provide integrated affordable housing within new developments to foster sustainable, mixed tenure communities.
- 5.3.4 Sustainable growth also has a huge impact on the labour market by generating **new employment opportunities**. Residential development initially creates jobs for construction workers along with those in associated occupations and supplier companies. This induces a multiplier effect, as new residents move into the vicinity and local business and services benefit from increased revenue. Longer term economic growth then becomes sustainable as a skilled workforce, investors and major employers

are attracted into the area, leading to further revenue being recycled within the local economy. This can improve community job prospects and minimise the need for residents to commute out of the County Borough for employment purposes.

- 5.3.5 Appropriate levels of sustainable growth also generates new opportunities to **secure accompanying infrastructure** such as improved education provision, leisure facilities and transport links. The occupiers of new homes ultimately place more demand on existing infrastructure, which is already at capacity in some areas. Planning for growth therefore provides a key opportunity to appraise the impacts on existing infrastructure, identify delivery requirements and then address deficiencies through planning obligations. For example, significant housing growth will give rise to demand for school places in the future. If there is limited or no spare capacity in the existing school(s), the proposed development places a burden on the community which can be resolved through developer contributions. Small levels of growth may only support interim solutions such as extensions, although sustainable growth at a strategic scale will be supported by **new school provision** and the other necessary infrastructure.
- 5.3.6 Equally, capacity issues at major road junctions (that may be further exacerbated by new development) can be addressed by requiring new traffic management provision, new roads, and improved public transport links to accommodate the levels of growth required. The scale of the improvements are necessarily dictated by the scale of any new development within the vicinity and comprehensively planned developments provide greater opportunities for major infrastructure upgrades including **Active Travel routes**. Sustainable levels of growth are therefore be planned for in a manner that will enable significant improvements to physical and social infrastructure to increase the functionality and attractiveness of Bridgend County Borough for residents, investors and businesses.

### **Sustainable Housing Strategy**

- 5.3.7 PPW considers good quality, affordable homes to be the ‘foundation of living well which brings a wide range of benefits to health, learning and prosperity’. This is essential for improving community well-being, both now and for future generations. A key function of SP6 is therefore 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 Replacement LDP period (see Appendix 1). This will ensure a deliverable supply of land is secured and maintained to meet the housing requirement.

## SP6: Sustainable Housing Strategy

The plan makes provision for 8,590 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, 1,646 of these homes will be affordable. Development will be distributed in accordance with Strategic Policy SP1, based on the Sustainable Housing Strategy that will:

- 1) Prioritise the re-use of previously developed (Brownfield) land;
- 2) Enable delivery of Strategic Sites, including Regeneration Sites within existing settlement boundaries and Sustainable Urban Extensions (SUEs) on the edge of established settlements;
- 3) Enable Edge of Settlement Sites within, and on the edge of, established settlements;
- 4) Support windfall residential development at appropriate sites within the settlement, focussing on the re-use of previously developed land;
- 5) Enable exception sites within or adjoining settlement boundaries to deliver affordable housing and homes that provide for an identified local need; and
- 6) Support use of Place Plans to identify small, local development sites that reflect local distinctiveness and address local, specific community scale issues and promote self and custom build opportunities.

There will be a presumption against housing development in all areas outside defined settlement boundaries, unless the proposal is considered an appropriate exceptional case as detailed in Development Management Policy COM5.

Delivery of the housing requirement is fundamental to effectiveness of the LDP and will be monitored on an annual basis through the Annual Monitoring Report.

<b>LDP Objectives</b>	SOBJ: 1, 2 OBJ: 2c
<b>Future Wales</b>	Shaping Urban Growth and Strategic Placemaking: Regeneration Delivering Affordable Homes
<b>PPW</b>	Strategic and Spatial Choices: Strategic Placemaking Spatial Strategy and Site Search Sequence Accessibility, Previously Development Land, Best and Most Versatile Agricultural Land Active and Social Places, Living in a Place: Housing Supporting Infrastructure
<b>WBFG Act</b>	A prosperous Wales A resilient Wales
<b>LWBP</b>	Healthy choices in a healthy environment
<b>Key Evidence</b>	Demographic Analysis and Forecasts Report (2019) and LDP Demographics Update Addendum (2020)

<p>Local Housing Market Assessment (2021)          Spatial Strategy Options Background Paper          Strategic Growth Options Background Paper          Plan-Wide Viability Study (2021)          Settlement Assessment (2019, updated in 2021)          Minimising the loss of BMV Agricultural Land Background Paper (2021)          Candidate Site Assessment</p>
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5.3.8 The Plan makes provision for 8,590 new dwellings in Bridgend County Borough (incorporating a 1,015 dwelling over allocation / 13% flexibility allowance) to accommodate a housing requirement of 7,575 dwellings during the 15 year LDP period from 2018 to 2033. As evidenced through the Housing Trajectory (Appendix 1), this level of flexibility comfortably demonstrates delivery of the Anticipated Annual Build Rate (AABR) throughout the plan period. The flexibility allowance has been included to ensure the Plan will remain effective in the event of changing circumstances such as non-delivery of key sites and/or other unforeseen issues. This will allow for the plan and trajectory to be resilient and sufficiently adaptable to deal with any unforeseen changes, whilst still enabling the housing requirement to be delivered.

5.3.9 The housing requirement will be met in practice through numerous strands of housing supply, including:

- **Land Bank Commitments**, including completions to date, units under construction and sites that have planning permission and are capable of being delivered over the plan period;
- **Windfall Sites** that are expected to come forward during the Plan period, based on an analysis of past trends and the Urban Capacity Study 2022, including small sites (less than 10 units) and large windfall sites (10 or more units); and
- **New Housing Allocations**, including key strategic allocations along with smaller housing allocations, which are identified in COM1 and are supported by robust evidence from site promoters to demonstrate their viability and deliverability. This strand of supply also includes allocations rolled forward from the previous Plan, supported by clear evidence that circumstances have changed and the sites are both viable and can be delivered over the Replacement LDP period.

5.3.10 The delivery of affordable housing is an integral part of the LDP's overall housing requirement, which incorporates 1,646 affordable housing units. An integrated balance of tenures is a crucial means of fostering sustainable communities and the Replacement LDP plays an important role in securing suitable accommodation for households both able and unable to meet their needs in the market. Affordable housing is defined by National Planning Policy and Guidance as,

'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. However, it is recognised that some schemes may provide for staircasing to full ownership and where this is the case there must be secure

arrangements in place to ensure the recycling of capital receipts to provide replacement affordable housing’.

Affordable housing includes:

- Social Rented Housing, which is provided by local authorities and registered social landlords where rent levels have regard to the Welsh Government guideline rents and benchmark rents; and
- Intermediate Housing: where prices or rents are above those of social rented housing but below market housing prices or rents. This differs to low cost market housing, which is not considered to be affordable housing for the purpose of the land use planning system.

5.3.11 The Council has prepared an updated Local Housing Market Assessment (2021) for the County Borough. This LHMA identified an annual need for 451 affordable dwellings during the conventional five year assessment period (62% social rent and 38% intermediate), based on the assumption that the existing backlog will be cleared during these five years. A further annual need of 288 affordable dwellings has also been identified over the remaining 10 years of the LDP period (50% social rent and 50% intermediate), stemming from newly arising need from newly forming households plus existing households falling into need. The total need for affordable housing extrapolated over the whole Replacement LDP period (2018-2033) is **5,134 affordable housing units, comprising 2,839 social rented dwellings and 2,295 intermediate dwellings**. This has informed Replacement LDP development to ensure the Plan will provide an appropriate contribution to affordable housing provision, through viable thresholds and proportions. However, it must be recognised the need identified in the LHMA represents the scale of the affordability gap in the market and the LDP itself is not the only affordable housing delivery mechanism to help address it. The Plan’s contribution will therefore form part of several streams of affordable housing supply to meet this identified need, including Social Housing Grant and other capital/revenue grant funded schemes, Registered Social Landlord self-funded schemes, reconfiguration of existing stock, private sector leasing schemes, discharge of homelessness duties into the private rented sector and re-utilisation of empty properties.

5.3.12 The Strategy equally recognises the role that Place Plans can have in assisting with identifying small, local development sites that reflect local distinctiveness and address local, specific community scale issues. Place Plans are to cover a community area and their preparation should ideally, although not exclusively, be led by Town and Community Councils and/or related steering groups. This will allow local groups to take the initiative and help promote (i.e. via development briefs) small, locally distinctive developments at a scale commensurate with the respective settlement and in accordance with the Replacement LDP.

5.3.13 A summary of the spatial distribution of housing is set out in Table 7 overleaf, which identifies how the Plan’s housing requirement figure is to be met through the full range of housing supply strands. Additional supporting information on each component of housing supply is detailed in the Housing Trajectory Background Paper. The spatial distribution of large and small windfall sites has been estimated based on the proportionate level of urban capacity documented in the Urban Capacity Study 2022.

**Table 7: Summary of Spatial Distribution of Housing**

**Housing Requirement (2018-2033): 7,575 Dwellings**

**Total Housing Provision (2018-2033): 8,590 Dwellings** (inclusive of 1,015 dwelling (13%) flexibility allowance)

		Tier 1	Tier 2				Tier 3	
		Bridgend Sustainable Growth Area	Maesteg and the Llynfi Valley Regeneration Growth Area	Porthcawl Regeneration Growth Area	Pencoed Sustainable Growth Area	Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	Valleys Gateway	Local Settlements (Outside of Growth Areas)
<b>A</b>	Total Completions (large and small)	1,131	56	155	48	44	145	71
<b>B</b>	Units under construction	146	0	37	0	0	8	17
<b>C</b>	Units with planning permission (large sites)	192	36	41	37	21	416	4
<b>D</b>	New Housing Allocations	1,726	372	780	804	1,225	0	0
<b>E</b>	Large windfall sites (10+ units)	108	102	16	1	26	43	100
<b>F</b>	Small windfall sites (<10 units)	186	176	27	1	45	74	173
<b>G</b>	<b>Total Housing Provision</b>	<b>3,489</b>	<b>742</b>	<b>1,056</b>	<b>891</b>	<b>1,361</b>	<b>686</b>	<b>365</b>

- 5.3.14 The housing requirement has been distributed to sustainable locations in accordance with the Settlement Hierarchy and Spatial Strategy. Due regard has been had to settlement accessibility, services, facilities and employment opportunities in order to promote sustainable forms of growth and patterns of movement. The Strategy has stringently followed the site search sequence in line with PPW. Previously developed land and/or underutilised sites located within existing settlements have been considered in the first instance, followed by suitable and sustainable sites on the edge of the Primary Key Settlement and Main Settlements. This has ensured that the new proposed housing allocations are geographically balanced with community facilities, services and employment opportunities within existing settlements. Grouping major generators of travel demand together in this manner will help minimise the need for long journeys, reduce reliance on the private car and increase the propensity for residents to walk, cycle and utilise public transport.
- 5.3.15 The overall spatial distribution of housing (as identified in Table 7) is provided to demonstrate how the Replacement LDP can be delivered spatially, directed by the Settlement Assessment and Spatial Strategy. The small and large windfall site contribution (rows E and F) is evidenced through a trend based analysis of past completions and a detailed study of urban capacity (refer to the Housing Background Paper and Urban Capacity Study 2022). Such sites make an important contribution to the overall housing land supply, introducing an element of choice and flexibility into the housing market.
- 5.3.16 Additional long-term Regeneration Sites are also proposed for allocation, located within parts of the County Borough that will benefit the most and also those that exhibit opportunities to deliver the greatest positive impacts of such growth. However, as referenced in PPW, the housing land supply will not be dependent on these additional long-term Regeneration Sites, as they require longer lead-in times, preparatory remediation-based enabling works and more detailed strategies to enable their delivery. These sites will therefore be considered 'bonus sites' in addition to the provision identified in Table 7. Specifically, Coegnant Reclamation Site (COM1 (R1)), the Former Cooper Standard Site, Ewenny Road (COM1 (R2)) and Maesteg Washery (COM1 (R3)), will not be counted as part of the immediate housing land supply, although the Council remains committed to their redevelopment through their allocation as long-term Regeneration Sites. This recognises the fact that the deliverability timescales of these sites are more difficult to specify, despite their high credentials in terms of sustainable development and placemaking.
- 5.3.17 The new housing allocations (row D) include sites rolled over from the existing LDP and land derived from the Candidate Sites Assessment Process. All sites included within row D have been subject to detailed site assessment work including:
- An infrastructure assessment to ensure the sites are capable of delivering the level of supporting infrastructure required;
  - A masterplanning process to ensure they create sustainable, cohesive, well-designed places delivered through a strong placemaking approach; and
  - A financial viability assessment to ensure the sites are deliverable within the Plan period.



5.3.17 This vigorous process has provided a high degree of confidence that the sites included within this Replacement LDP are deliverable, considering the full plethora of associated infrastructure requirements and placemaking principles to deliver high quality communities. For further information, refer to the Candidate Site Assessment Report. The overarching Sustainable Housing Strategy (SP6) and total spatial provision (Table 7) is further supplemented by COM1 below, which details the new specific site allocations.

<b>COM1: Housing Allocations</b>						
In order to deliver the housing requirement identified in SP6, the following sites are allocated for residential development in the period up to 2033:						
<b>Site Ref</b>	<b>Site Name</b>	<b>Growth Area</b>	<b>Total Units in Plan Period</b>	<b>Total Affordable Units in Plan Period</b>	<b>Delivery Timescale</b>	<b>Units Beyond LDP Period</b>
<b>Strategic Sites</b>						
SP2(1)	Porthcawl Waterfront	Porthcawl	780	234	Year 6-15	320
SP2(2)	Land South of Bridgend	Bridgend	788	158	Year 6-15	0
SP2(3)	Land West of Bridgend	Bridgend	830	170	Year 6-15	20
SP2(4)	Land East of Pencoed	Pencoed	804	161	Year 6-15	0
SP2(5)	Land East of Pyle	Pyle, Kenfig Hill and North Cornelly	970	150	Year 6-15	1033
<b>Housing Allocations</b>						
COM1(1)	Heol Fach	Pyle, Kenfig Hill and North Cornelly	255	51	Year 6-15	0
COM1(2)	Craig y Parcau	Bridgend	108	22	Year 6-10	0
COM1(3)	Land South East of Pont Rhyd-y-cyff	Maesteg and the Llynfi Valley	140	21	Year 6-15	0
COM1(4)	Land South of Pont Rhyd-y-cyff	Maesteg and the	102	15	Year 6-15	0

		Llynfi Valley				
COM1(5)	Land South West of Pont Rhyd-y-cyff	Maesteg and the Llynfi Valley	130	20	Year 6-10	0
<b>Long-Term Regeneration Sites</b> (not counted as part of the immediate housing land supply)						
COM1 (R1)	Coegnant Reclamation Site	Maesteg and the Llynfi Valley	100	Delivery timescales unspecified		
COM1 (R2)	Former Cooper Standard Site, Ewenny Road	Maesteg and the Llynfi Valley	138	Delivery timescales unspecified		
COM1 (R3)	Maesteg Washery	Maesteg and the Llynfi Valley	135	Delivery timescales unspecified		

5.3.18 The economically viable and deliverable allocations identified within COM1 will facilitate placemaking-led, sustainable development and foster communities that have access to sufficient, good quality, affordable housing to meet a range of needs. The accompanying Housing Trajectory (see Appendix 1) summarises annual phasing information for all allocated sites within the Plan, whilst also identifying how they will be delivered in order to determine the expected rate of housing delivery for both market and affordable dwellings. This will enable effective monitoring of the Plan and demonstrate that a deliverable housing land supply is maintainable throughout the entirety of the Plan period.

#### Affordable Housing

5.3.19 New housing developments must incorporate an appropriate mix of house types, sizes and tenures to cater for the range of locally identified housing needs. This will ensure sustainable, balanced and cohesive communities are planned for whilst delivering the housing requirement through the related land supply. During the LDP period, development proposals are expected to deliver 1,646 affordable dwellings across the County Borough in order to contribute to the identified level of housing need. This not only reflects the quantum of housing need across the County Borough (as identified through the LHMA) but also the viability of delivering affordable housing through planning contributions (as assessed in the Plan-Wide Viability Assessment and site-specific testing).

## COM2: Affordable Housing

Provision will be made to deliver 1,646 affordable homes over the Plan period through the following measures:

- 1) Setting targets for on-site provision of affordable housing to be delivered as part of residential proposals where appropriate and viable;
- 2) Enabling off-site provision of affordable housing in exceptional circumstances;
- 3) Enabling Registered Social Landlord schemes to come forward as small and windfall sites; and
- 4) Providing a policy framework to determine Affordable Housing Exception Sites.

5.3.20 While additional affordable housing is needed throughout the County Borough, this varies by Housing Market Area in terms of quantity and type, with Bridgend having been identified as the highest housing need area. This evidence, combined with the Settlement Assessment and Spatial Strategy Options Background Paper, informed the classification of Bridgend as the Primary Key Settlement within the Settlement Hierarchy and the primary focus for sustainable growth. Equally, the LHMA identified high need within and informed classification of the other Main Settlements in the Strategy (including Pencoed, Porthcawl and the grouped settlement of Pyle, Kenfig Hill and North Cornelly), along with moderate need in Maesteg. The Spatial Strategy has therefore been developed to maximise affordable housing delivery in high housing need areas. However, the housing need identified within the LHMA does not directly translate into an outright affordable housing delivery target for the LDP or even represent the solution to the affordability issues within the locality. It instead indicates the scale of housing need within Bridgend County Borough, which the Council will seek to address as far as practically possible.

5.3.21 The LDP is one significant means of addressing this shortfall, although it must be recognised that its policies and allocations are not the only mechanism to deliver affordable housing. The Plan-Wide Viability Assessment (2021) was therefore prepared to determine the extent to which the LDP can contribute to the need identified for affordable housing across the County Borough over the plan period. The Assessment considered the broad levels of development viability across the County Borough's seven Housing Market Areas as identified within the LHMA and was supplemented with site-specific viability testing for those sites key to delivery of the Plan. This process informed the contribution that sites (within different market areas) can make to the delivery of infrastructure, affordable housing and other policy requirements. These requirements are reflected in Development Management Policy COM3.

5.3.22 During the plan period, development proposals within the LDP are expected to deliver a total of 1,646 affordable dwellings across the County Borough in order to contribute to

the level of housing need identified by the LHMA. This overall affordable housing target has been derived by applying the site-specific contributions within COM1 and the percentage targets within COM3 to the individual components of housing supply. Therefore, the overall affordable housing target only relates to sources of supply that are funded and delivered through the planning system as outlined in Table 8 below. **The Plan has made provision to deliver the affordable housing target within the designated settlement boundaries.**

**Table 8: Affordable Housing Supply Components 2018-33**

Components	Number of Affordable Housing Units
Total Completions (large and small)	367
Units under construction	65
Units with planning permission (large sites)	172
New Housing Allocations	1,002
Large windfall sites (10+ units)	40
Small windfall sites (<10 units)	0
<b>Total LDP Affordable Supply</b>	<b>1,646</b>

- 5.3.23 The remaining need for affordable housing (identified in the LHMA) will need to be delivered through a range of other mechanisms. These mechanisms 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. However, these mechanisms are outside the scope of the LDP itself, especially considering that past availability of capital funding (notably Social Housing Grant) does not provide a robust indication of the future availability of funding over the life of the LDP. On this basis, no further allowance has been made in Table 8 to factor in such alternative affordable housing delivery mechanisms. Equally, whilst there is a framework to enable affordable housing exception sites, these developments are intended to be small in scale, exceptional in circumstance and only to meet an identified, pressing, local need. The LDP's affordable housing target does not factor in an allowance for affordable housing delivered on exception sites for this reason.
- 5.3.24 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 SP6 and COM2. The Council considers on-site provision to be the optimal means of delivering affordable housing in order to foster sustainable, balanced, mixed-tenure communities across the County Borough. The thresholds for and percentages of affordable housing provision have been set with regard to the housing need identified within the LHMA, the Plan-Wide Viability Assessment and site-specific viability testing.

### COM3: On-Site Provision of Affordable Housing

Affordable housing contributions will be sought on residential developments **with capacity for 10 or more dwellings at the following target percentages:**

Housing Market Area(s)	Target Affordable Housing Percentage
<ul style="list-style-type: none"> <li>Porthcawl</li> </ul>	30% affordable housing contribution
<ul style="list-style-type: none"> <li>Pencoed</li> <li>Bridgend</li> </ul>	15% affordable housing contribution
<ul style="list-style-type: none"> <li>Pyle, Kenfig Hill and North Cornelly</li> </ul>	0% affordable housing contribution
<ul style="list-style-type: none"> <li>Valleys Gateway</li> </ul>	10% affordable housing contribution
<ul style="list-style-type: none"> <li>Maesteg and the Llynfi Valley</li> <li>Ogmore and Garw Valleys</li> </ul>	0% affordable housing contribution

The five Mixed-Use, Strategic Development Sites are subject to individual, site-specific affordable housing policies as outlined in Policies PLA1-5 and reiterated below. In addition, the following COM1 Housing Allocations are also subject to site-specific affordable housing policies as outlined below and evidenced through site-specific viability testing:

Housing Allocation	Target Affordable Housing Percentage
<ul style="list-style-type: none"> <li>SP2(1) – Porthcawl Waterfront</li> </ul>	30% affordable housing contribution
<ul style="list-style-type: none"> <li>SP2(2) – Land South of Bridgend</li> <li>SP2(3) – Land West of Bridgend</li> <li>SP2(4) – Land East of Pencoed</li> <li>COM1(1) – Heol Fach, North Cornelly</li> <li>COM1(2) – Craig y Parcau, Bridgend</li> </ul>	20% affordable housing contribution
<ul style="list-style-type: none"> <li>SP2(5) – Land East of Pyle</li> <li>COM1(3) – Land South East of Pont Rhyd-y-cyff</li> <li>COM1(4) – Land South of Pont Rhyd-y-cyff</li> <li>COM1(5) - Land South West of Pont Rhyd-y-cyff</li> </ul>	15% affordable housing contribution

**Affordable housing will be expected to be delivered on-site in the first instance** and off-site provision and/or financial contributions will only be accepted in lieu of on-site provision **in exceptional circumstances**. In the event that the target percentage produces a requirement for a partial affordable housing unit, the contribution will be rounded up to the nearest whole number.

Planning applications that comply with this Policy will be assumed to be viable and it should not be necessary for viability issues to be considered further at planning application stage. Deviation from the affordable housing percentages specified will only be acceptable if the applicant can clearly demonstrate that particular exceptional circumstances justify the need for a viability assessment at the point of application. In such rare instances, the applicant must provide all information, evidence and justification to the Council on an 'open book' basis.

- 5.3.25 The delivery of both social rented and intermediate housing on residential sites through the LDP will provide a valuable contribution towards the overall level of housing need identified within the County Borough. Residential proposals will need to have regard to the level, type and size of affordable dwellings needed, as detailed in the LHMA, to ensure that appropriate forms of affordable housing are delivered in the respective market areas. This will ensure communities have access to sufficient, good quality and appropriate affordable housing to meet a range of locally identified needs. Where viable, maximisation of affordable housing delivery within private developer schemes will also facilitate the creation of sustainable, balanced communities, which is fundamental to delivering the LDP's Key Strategic Objectives, especially to Create Active, Healthy, Cohesive, Inclusive and Social Communities in accordance with the Well-Being of Future Generations Act.
- 5.3.26 COM3 outlines the total number of dwellings required to be delivered as affordable housing units on sites across the County Borough based on area and site-specific percentages and thresholds. COM3 applies to all proposed residential developments (C3 use class) located within settlement boundaries, with a capacity to deliver a net gain of 10 or more dwellings. Where related, adjacent residential proposals produce combined dwelling numbers that meet or exceed the specified thresholds, they will be treated as a single proposal and the relevant affordable housing target percentage will then be applied. COM3 seeks to maximise the LDP's contribution to affordable housing provision, particularly on non-allocated sites within high housing need areas. Independently verified, site-specific viability appraisals have also informed the site-specific affordable housing policies as detailed within COM3.
- 5.3.27 The most recent LHMA should be used as the primary source of housing need in order to inform an appropriate mix of affordable dwellings on-site, alongside any other relevant local information provided by the Council. Where affordable housing is provided, it should be constructed to Development Quality Requirement Standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing should not be obviously segregated through layout, location or design. This is fundamental to ensure delivery of balanced, mixed-tenure, sustainable communities.
- 5.3.28 Where a bespoke need has been identified, and on appropriate sites, new development may also be required to provide for more specialist affordable housing provision including accessible accommodation. However, it would not be appropriate for such provision to be required on every site as this will depend on the location of the site, the type of development, viability considerations and the level of housing need identified for that area.
- 5.3.29 Deviation from the requirements set out in COM3 should not be necessary and will only be acceptable in exceptional circumstances if it can be robustly demonstrated that site-specific constraints, abnormal costs and/or other viability challenges necessitate a reduction. The Council will require robust supporting evidence to warrant any proposed reduction in affordable housing provision on specific sites, although will work collaboratively with developers in such instances to agree an appropriate percentage of

on-site affordable housing provision. A range of development variables will be considered to ensure the level of affordable housing provision sought will not render the particular scheme unviable, including:

- The total cost of planning obligations required;
- Any site-specific constraints that produce abnormal costs;
- Any variations to build or other development costs that are otherwise typically associated with the type of scheme proposed;
- The proportionate split between affordable housing tenures required;
- Evidence about land and property values; and
- The level of return required by both landowner and developer.

5.3.30 The Council will require full disclosure of all relevant viability evidence relating to the site in order to enable negotiations to be undertaken in an open and transparent manner. In the event that an agreement cannot be reached, an independent assessment will be commissioned by the Council, the costs of which must be met by the developer.

5.3.31 In the interests of achieving balanced, mixed and sustainable communities, the full percentage of affordable housing provision will be sought on-site in the first instance. However, COM4 recognises that there may be exceptional circumstances where on-site provision is considered unfeasible and the Council may therefore consider an alternative form of provision including off-site provision and/or the payment of commuted sums. Proposals that seek to justify off-site provision and/or commuted sums in lieu of on-site affordable housing provision will be assessed against COM4.

#### **COM4: Off-Site Provision of Affordable Housing**

In exceptional circumstances, the provision of affordable housing off-site may be considered an acceptable alternative to on-site provision and permitted where:

- 1) Robust evidence is provided to satisfactorily demonstrate that it is not feasible for the target affordable housing percentage to be delivered on-site owing to the nature of the development or other site-specific considerations; and
- 2) The overall number of affordable homes that will be delivered by the development will be at least the same number, type and quality as that which would have been achieved on-site if the target percentage had been achieved; and
- 3) If the affordable dwellings are to be delivered off-site, a suitable and available alternative site will need to be identified within the same Housing Market Area as the development site, funding for the provision of the off-site affordable dwellings must be demonstrated and the affordable dwellings must be delivered before completion of the on-site dwellings; and



- 4) If a financial contribution is agreed, the commuted sum payable to the Council must be of an equivalent value to the developer's financial contribution that would otherwise be expected to deliver the affordable housing on-site.

In all instances, the housing provided both on and off-site must foster creation of sustainable and balanced communities that accord with the principles of Good Design and Sustainable Placemaking as per the policy requirements of SP3.

- 5.3.32 Off-site provision and/or commuted sums will only be considered in exceptional circumstances. These circumstances could include, for example, where no Registered Social Landlord partner has expressed an interest in acquiring the on-site affordable units or where it may prove unfeasible to incorporate affordable units within a small development based on its site-specific context. In such instances, the Council will adopt a pragmatic approach to determine whether off-site provision or commuted sums would be most appropriate to deliver the affordable housing contribution, ensuring that the affordable homes are ultimately delivered as close as possible to the original development site within the same Housing Market Area. The value of the contribution must equate to what would otherwise have been secured on-site, thereby enabling no fewer units to be delivered off-site.

#### **COM5: Affordable Housing Exception Sites**

Proposals to develop affordable housing on sites within or adjoining settlement boundaries will only be permitted where:

- 1) The proposal meets an identified local need that cannot be satisfied on alternative sites within the locality's identified settlement boundary;
- 2) The proposal represents a logical extension to the existing settlement, does not exceed ten affordable dwellings and is of a scale appropriate to and in keeping with the character of the settlement;
- 3) The site is in a sustainable location, within or adjoining an existing settlement boundary with reasonable access to at least a basic range of local community services and facilities;
- 4) The proposed dwelling(s) are of a size, tenure and design which is commensurate with the affordable housing need identified for the locality;
- 5) There are secure mechanisms in place to ensure the dwellings are accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers; and
- 6) There is no loss of land of important recreational, amenity or natural heritage value.

Market housing will not be permitted on 100% affordable housing exception sites. The proposed affordable housing must meet the needs of local people in perpetuity, which will be secured through the planning consent by means of a S106 legal agreement.

- 5.3.33 The LDP Strategy directs the majority of growth towards areas that already benefit from good infrastructure, services and facilities, or where additional capacity can be provided, in order to facilitate sustainable placemaking in accordance with the Settlement Hierarchy. Development of land within or on the periphery of urban areas is therefore prioritised, especially on previously developed 'brownfield' sites. The Replacement LDP has also made provision to deliver the affordable housing target specified within COM2 within the designated settlement boundaries. However, it is acknowledged that there may be some instances where it is not always possible to meet locally identified need for affordable housing within existing settlements. Whilst the Council expects the majority of development to take place within the defined settlement boundaries, COM5 recognises that certain area specific factors (such as limited developable land and high land prices) may be prohibitive to affordable housing delivery in this manner. COM5 is therefore an exception to the general housing provision policies of the LDP, which do not otherwise permit new housing outside settlement boundaries. However, development will still need to have reasonable access to local community services and facilities in nearby settlements and meet the specified criteria and other relevant policies of the LDP, especially DNP1. Development will also need to respond to a pressing local need identified by the LHMA and/or Local Housing Authority.
- 5.3.34 COM5 will facilitate delivery of small affordable housing schemes within or adjoining existing settlements where it can be clearly demonstrated that there is a pressing local need and this need cannot otherwise be accommodated within the respective settlement boundary. Affordable Housing Exception Sites must comprise of no more than 10 units, which is the appropriate size for a sustainable cluster of affordable housing. Sites larger than 10 units can become increasingly uncondusive to the delivery and maintenance of balanced, mixed tenure communities and will therefore not be in accordance with COM5. Proposals must be designed based on the latest affordable housing need evidence detailed within the LHMA, or more recent evidence confirmed by the Local Housing Authority, and respond to the tenures, property sizes and dwelling types identified.
- 5.3.35 All Affordable Housing Exception Sites must provide affordable housing to meet locally identified need in perpetuity. For the purposes of providing affordable housing in rural areas, 'local need' constitutes any household who has been confirmed by the Council as being in need of affordable housing within the respective Housing Market Area (defined by the latest LHMA). This household must be registered on the Common Housing Register or any waiting list held by the Council for housing need, have a life or work connection to the Housing Market Area and be able to demonstrate that they are unable to meet their housing needs within the market. The Council will normally require the affordable housing to be delivered and managed by a Registered Social Landlord, although in all cases, the dwelling(s) must remain affordable in perpetuity, secured through a planning condition or legal agreement. The only exception to this will be in instances where the mortgage is in possession.

5.3.36 All Affordable Housing Exception Sites must be of a scale proportionate to the size of the existing settlement and comply with SP3 to ensure the appropriate integration of new affordable housing within existing settlements. Due consideration will be given to the siting, scale and design of Affordable Housing Exception Sites to ensure they can be sustainably accommodated in terms of infrastructure, access, habitat and landscape conservation. Development should also be well located to take advantage of existing public transport provision and active travel routes. However, new development in the open countryside away from existing settlements will continue to be strictly controlled. All proposals outside settlement boundaries, within the area defined as countryside, will be determined against DNP1, Development in the Countryside, which restricts development as set out in TAN 6 Planning for Sustainable Rural Communities (2010). Furthermore, proposals must have regard to their ecological, landscape, cultural and amenity impact in accordance with SP17, SP18 and DNP1-10. COM5 does not seek to enable large scale affordable housing developments in countryside locations as the LDP has made sufficient provision to deliver the affordable housing target within the designated settlement boundaries.

### Housing Density

#### **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. Higher residential densities and mixed uses must be achieved along public and mass transport hubs to maximise the opportunities for transit orientated development. 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.

In all cases, housing developments must make the most efficient use of land in accordance with sustainable, placemaking principles. Good Design must be utilised to maximise the density of development without compromising the quality of the living conditions provided, whilst making adequate provision for privacy and space about dwellings.

Residential development on allocated sites must be delivered in accordance with the capacities specified in COM1 or otherwise robustly demonstrate why variance is necessary.

- 5.3.37 All land utilised for development must be used as efficiently as possible and brought forward at a density which maximises the development potential of the land and the level of affordable housing provision in accordance with COM6. Higher density developments can help to lessen the quantity of land needed to meet future housing needs, although a balance has to be achieved to ensure a quality living environment enshrined in placemaking principles.
- 5.3.38 Housing developments must pursue the objectives of Good Design to achieve this density whilst still making adequate provisions for space about dwellings, SuDS and a pleasant living environment. However, it is acknowledged that individual circumstances will vary according to the site location and the character of the surrounding area. Therefore, lower densities may be accepted where proposals address other Policy considerations, where development would have an unacceptable impact on design or highway safety or where there are acknowledged physical or infrastructural constraints on the site. Lower density development may also be acceptable where it addresses a lack of housing choice. In particular, some valley communities are dominated by high-density terraced housing and a lower form of density may provide greater range of house types than available in local markets, especially where this is delivered by self-build and custom-build initiatives.
- 5.3.39 In order to foster sustainable, mixed and balanced communities, the Council will expect developers to provide an appropriate mix of dwelling sizes and types to meet local housing needs, with reference to the evidence within the latest LHMA. A preponderance of larger dwelling types with four or more bedrooms should be avoided and developments must seek to provide a suitable range of housing types to meet the needs of households in the County Borough. Careful designs and layouts should be utilised to avoid a visual distinction between different types of housing and tenures.

#### **COM7: Houses in Multiple Occupation**

Proposals to convert an existing building into a House in Multiple Occupation (HMO), bedsits or other forms of shared housing will only be permitted within defined settlement boundaries if:

- 1) The cumulative impact of the development would not lead to an over concentration of HMOs in the locality to the detriment of community cohesion or residential living standards;
- 2) Conversion is possible without major extensions or alterations to the building which would significantly alter the character and appearance of the street scene and the broader locality;
- 3) The scale and intensity of use would be compatible with the existing building and adjoining and nearby uses;
- 4) the proposal incorporates on-site parking provision or demonstrates that it will not have an adverse effect on local parking provision;

- 5) the proposal includes adequate storage for recycling/refuse, cycles and a clothes drying area; and
- 6) The proposal does not result in any residential property being directly between two HMOs or more than two HMO's being side by side.

In all other respects development will be expected to meet the relevant requirements set out in other LDP policies.

- 5.3.40 In planning terms, a house is considered to be in multiple occupation when occupied by between three and six unrelated residents, sharing basic amenities such as a kitchen or bathroom. The LHMA identified a significant need for accommodation to house smaller households across the County Borough. While self-contained accommodation often presents the most sustainable option to meet this need, HMOs can form an important part of the housing stock to ensure a broad range of housing options are available. HMOs can indeed provide accommodation for small households who may otherwise be unable to meet their needs in the market and/or require flexibility to move home.
- 5.3.41 However, residents of HMOs can often remain in situ for relatively less time than residents of other dwelling houses, meaning areas with significant concentrations of HMOs can witness greater population turnover. Equally, multiple occupation of a house can involve intensification of its residential use, due to a greater number of independent adults residing within the property. In certain instances, this can lead to increased levels of activity in and around the house, greater noise levels, additional demand for car parking spaces and waste disposal issues. Nevertheless, conversion of a single dwelling house into a HMO may not necessarily constitute intensification. For example, a single dwelling house could accommodate an adult couple plus several additional adult children who are set to remain in the parental home for an unspecified period. On this basis, it is normally difficult to demonstrate the degree of impact that an individual property converted to a HMO may have on the character and amenity of its surroundings. However, a high proportion of HMOs can have a much more significant cumulative impact on the character of an area, its residential amenity and also local community cohesion. These factors combined with a reduction in the number of family homes within an area can inhibit the maintenance of sustainable, mixed and balanced communities.
- 5.3.42 COM7 therefore seeks to ensure proposals to convert dwellings into HMO's are assessed as to their appropriateness in order to avoid over intensification of the use within the locality. The building itself must be suitable for conversion without extensions or alterations that would change its character and appearance, thereby avoiding insensitive, unneighbourly infilling. Equally, the proposal must be compatible with both the building itself and the broader locality in terms of intensity and scale, in order to prevent cumulative harmful impacts. Proposals should consider provision of on-site car parking or otherwise demonstrate that conversion to a HMO would not adversely impact upon local parking provision. Therefore, applicants should consider the sustainability of the location in terms of whether walking, cycling and public transport use are attractive

and viable alternatives to private car use. Proposals should also make on-site provision for sufficient recycling/refuse storage, clothes drying area(s), and cycle parking as well as appropriate amenity space for residents.

#### Gypsies, Travellers and Showpeople

- 5.3.43 The Council is committed to ensuring equality of opportunity for all sections of the community. Accommodation is a fundamental issue that affects the lives of all people across the County Borough, including the Gypsy and Traveller community. Therefore, in addition to 'bricks and mortar' housing provision, the LDP recognises the specific accommodation needs of Gypsies, Travellers and Showpeople as part of a holistic approach to delivering well-connected, cohesive communities. The LDP 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.
- 5.3.44 PPW requires the Council to assess the accommodation needs of Gypsy, Traveller and Showperson families and have policies for the provision of appropriate sites in the LDP. This position is reinforced by Circular 005/2018, which provides guidance on the planning aspects of identifying sustainable sites. The Housing (Wales) Act 2014 also places a legal duty on the Council to ensure the accommodation needs of Gypsies, Travellers and Showpeople are properly assessed and the identified need for additional pitches is met.
- 5.3.45 In order to meet this duty, the Council commissioned a refreshed Gypsy and Traveller Accommodation Assessment (GTAA) in 2020, which was completed in 2021. The GTAA covers the period 2018-2033 and identifies the additional pitch provision needed for Gypsies, Travellers and Showpeople in the County Borough. For the first 5 years of the GTAA period, a need for 5 additional pitches was identified, and for the remainder of the GTAA plan period, a need for 2 additional pitches was identified. This equates to a total need of 7 additional pitches over the entirety of the LDP period. All identified need was for permanent pitches and there was no need identified for local transit site provision.
- 5.3.46 Table 9 clearly sets out the different categories of need over the LDP period, whilst clarifying how the situation has changed since the GTAA was published. In particular, one household has now permanently relocated onto an existing authorised site in the County Borough and no longer requires assistance from the Council. Another household has received planning consent to reconfigure an existing authorised site to accommodate three further pitches. The remaining three pitch need arises from one family, most appropriately met through provision of one private three pitch site.

**Table 9: Gypsy and Traveller Need over the Plan Period**

Type / Location of Need	2020-2025	2025-2033	Total Need LDP Plan Period	Allocation Required in LDP?
Residential (Pencoed)	0 pitches	1 pitch	1 pitch	No – relocated to an existing authorised private site and no longer requires assistance.
Residential (Pen-Y-Fai)	3 pitches	0 pitches	3 pitches	Yes – land is allocated via SP7(1) for 3 pitches
Residential (Coytrahen)	2 pitches	1 pitch	3 pitches	No – consent has been granted to intensify an existing authorised private site and accommodate the 3 pitches.
<b>Total Pitches LDP Plan Period</b>	<b>5 pitches immediate need</b>	<b>2 pitches (2025-2033)</b>		<b>7 pitches</b>

5.3.47 Based on this evidence of need, the Council has made site specific provision for one permanent three pitch site (SP7), which is intended for private development. The identified site has been selected based on the guidance contained in Circular 005/2018 as detailed within the Gypsy and Traveller Site Options Background Paper. The site allocation has also been informed by and been subject to close consultation with the respective members of the Gypsy, Traveller and Showpeople community.

<b>SP7: Gypsy, Traveller and Showpeople Sites</b>	
Gypsy, Traveller and Showperson Sites are allocated in the following locations, as shown on the Proposals Map, to meet the identified needs of the community over the LDP period as detailed in the GTAA:	
SP7 (1) Land off Old Coachman’s Lane (permanent, 3 pitch site)	
<b>LDP Objectives</b>	SOBJ: 2 OBJ: 2c
<b>Future Wales</b>	Strategic Policies for Regional Planning
<b>PPW</b>	Living in a Place, Active and Social Places, Gypsies and Travellers
<b>WBFG Act</b>	A more equal Wales
<b>LWBP</b>	Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities
<b>Key Evidence</b>	Housing (Wales) Act 2014 Welsh Government Circular 005/2018 – Planning for Gypsy, Traveller and Showpeople Sites Bridgend Gypsy and Traveller Accommodation Assessment 2020 Gypsy and Traveller Site Selection Background Paper

5.3.48 In addition to the permanent site identified by SP7, it is equally important for the LDP to incorporate a detailed criteria based policy in order to meet any future or unexpected



need. Hence, COM8 outlines criteria to assess any Gypsy, Traveller or Showperson site proposals that may arise over LDP Plan period, providing a fair, reasonable, realistic and effective means of determining planning applications to enable delivery of appropriate sites.

- 5.3.49 COM8 will be applicable to proposals submitted to meet the need identified in the GTAA (2020) plus any additional need that may arise throughout the plan period. Sites proposals must be in accordance with advice in Welsh Government Circular 005/2018: Planning for Gypsy, Traveller and Showpeople Sites, which will be a material consideration as appropriate in the determination of any planning applications. In addition, sites being developed by a public body, such as a Local Authority, should be designed in accordance with the Welsh Government Guidance: Designing Gypsy and Traveller Sites.

#### **COM8: Gypsy, Traveller and Showpeople Accommodation**

Proposals for new Gypsy, Traveller and Showpeople sites, and extensions to existing authorised sites, will be permitted within or adjacent to settlement boundaries where:

- 1) Necessary physical, transport and social infrastructure is accessible or will be readily provided;
- 2) The site is designed in accordance with appropriate Welsh Government Guidance and Circulars if proposed by a public body;
- 3) The scale of the proposal is appropriate with regard to the site's surroundings and setting, ensuring it is in proportion to local settled communities;
- 4) The development will have no significant adverse impacts on people's amenity; and
- 5) In the case of a transit or touring site, it has good access to the primary highway network.

Proposals for Gypsy, Traveller and Showpeople sites in the countryside, away from existing settlements, will be permitted where:

- a) There are a lack of suitable sustainable locations for sites within or adjacent to existing settlement boundaries;
- b) Necessary physical, transport and social infrastructure is accessible or will be readily provided;
- c) The scale of the proposal is appropriate with regard to the site's surroundings and setting, ensuring it is in proportion to local settled communities; and

d) There would be no loss of important recreational, amenity or natural heritage value.

- 5.3.50 Proposals must demonstrate that they are of an appropriate standard and design to allow residents of the site to have access to appropriate facilities and live in safe, cohesive and sustainable communities. The development must not have a significant adverse impact on people's amenity. Where business uses are proposed, the site will be required to be able to accommodate home-based business uses without detracting from the amenity, appearance, character and environment of the area or neighbouring occupiers. This may include the provision of adequate facilities and space for such activities.
- 5.3.51 Proposals will be required to demonstrate that through the siting, layout and access of the site, there would be no detriment to pedestrian or highway safety. Furthermore, proposals must demonstrate the site is able to provide a sufficient standard of physical infrastructure facilities and access to utilities, including an adequate water supply, power, drainage, waste disposal and sewage disposal to ensure the development of the site will not pose risks to human health and well-being of residents. The site should also have adequate accessibility, including by walking and cycling, to necessary social infrastructure including education and health. Consideration will be given to environmental factors including flood risk, ground stability, land contamination and proximity of hazardous installations to ensure the site is appropriate for development.
- 5.3.52 Proposals outside or immediately adjacent to the identified settlement limits will be permitted where all of the policy criteria are satisfactorily met.
- 5.3.53 The future requirements for, and take-up of, pitches will be closely monitored, using the Monitoring Framework and Annual Monitoring Report. In accordance with the Housing (Wales) Act 2014, the Council will also undertake a new GTAA every five years and so a new GTAA is expected to be published in 2025. Any newly arising need identified within refreshed GTAA will be assessed against COM8.

### **Health and Well-being**

#### **SP8: Health and Well-being**

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 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.

<b>LDP Objectives</b>	SOBJ: 1, 2, 3, 4 OBJ: all objectives
<b>Future Wales</b>	Supporting Urban Growth and Regeneration: Public Sector Leadership Regional Connectivity Strategic Policies for Regional Planning
<b>PPW</b>	Promoting Healthier Places
<b>WBFG Act</b>	A Healthier Wales A More Equal Wales A Wales of Cohesive Communities
<b>LWBP</b>	Best start in Life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
<b>Key Evidence</b>	Bridgend Public Services Board – Assessment of Local Well-being (April 2017) Compatibility Assessment of the Replacement LDP Vision, Objectives and Strategic Policies against the Bridgend Public Service Board Well-being Plan Health Impact Assessment Equalities Impact Assessment Sustainability Appraisal

5.3.54 SP8 reflects the direction in National Planning Policy and Guidance that health can be a material consideration in determining planning applications for new developments, and is increasingly recognised as an essential element of delivering sustainable development.

5.3.55 Implementation of this Policy supports the WBFG Act and also contributes to the delivery of a number of National objectives relating to healthy lifestyles including physical activity

and recreation (Our Healthy Futures). The Policy also supports the objectives set out in the Bridgend Well-being Plan (LWBP):

- Best start in life.
- Support communities in Bridgend County to be safe and cohesive.
- Reduce social and economic inequalities.
- Healthy choices in a healthy environment.

5.3.56 It is important to recognise that the LDP cannot deliver all of the objectives outlined by the LWBP. Many issues extend beyond the direct influence of 'land-use planning'. However, the LDP contributes towards creating the right conditions by ensuring that new development enables and supports their delivery.

5.3.57 Specifically, this policy reflects the Plan's overarching placemaking approach, by recognising that sustainable development is important in helping to encourage people to adopt an active and healthy lifestyle. This includes allowing equality of access to the development of new healthcare facilities, in addition to other social infrastructure and community facilities. New development can also encourage a healthy lifestyle by providing access to a high quality natural environment, through maximising Active Travel opportunities; ensuring integrated green infrastructure networks, enhancing and maintaining open spaces for physical activity and providing space for the opportunity of food growing through allotments.



## **Social and Community Infrastructure**

### **SP9: Social and Community Infrastructure**

In order to maintain and improve the quality of life of residents the following social and community uses and/ or facilities will be retained or enhanced:

- 1) Educational and training facilities;
- 2) Health and well-being facilities;
- 3) Facilities that support the Welsh language;
- 4) Libraries;
- 5) Green Infrastructure and Outdoor Recreation (including parks, playing fields, equipped playing areas, informal recreation areas, open spaces, woodlands, wetlands and road verges);
- 6) Indoor leisure facilities;
- 7) Community buildings;
- 8) Allotments; and
- 9) Cemeteries.

In the interest of improved service provision, all proposals for new or replacement social and community facilities must demonstrate that every reasonable attempt has been made to consider the co-location with another social and community facility before a stand-alone facility is considered.

All residential development proposals must demonstrate the accessibility of education infrastructure to accommodate a proposed residential development.

<b>LDP Objectives</b>	SOBJ:1, 2 OBJ: 2b, 2e
<b>Future Wales</b>	Shaping Urban Growth and Regeneration – Strategic Placemaking
<b>PPW</b>	Community Facilities Recreational Spaces
<b>WBFG Act</b>	A Healthier Wales A Wales of cohesive communities A more equal Wales A Wales of vibrant culture and thriving Welsh language
<b>LWBP</b>	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
<b>Key Evidence</b>	TAN 16 – Sport, recreation and open space Green Infrastructure Assessment Outdoor Sport and Children’s Playspace Audit Allotment Audit Infrastructure Delivery Plan

- 5.3.58 The term 'social and community facilities' covers a broad range of activities and services, some of which are in the ownership of the Council, and others that are privately owned. Local social and community facilities are important to the health and well-being of local communities. Their existence is often the key determinant in creating viable and sustainable local communities if such facilities are in easy walking and cycling distance for local residents. SP9 therefore 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.
- 5.3.59 PPW emphasises the planning system's role in providing a framework for well-located, good quality sport, recreational and leisure facilities. Development Management Policies COM9-13, therefore clearly outline the Plan's policy requirements for the provision, protection and enhancement of sport, recreation and leisure facilities. These are key to facilitating well-being of children and adults alike, and for the social, environmental, cultural and economic life of the County Borough's communities.
- 5.3.60 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.
- 5.3.61 For the purposes of the LDP a 'community building', as referred to in SP9, is defined as a facility used by local communities for leisure and social purposes, often on a non-profit basis. In some cases, this definition can extend to privately owned community buildings such as crèches, indoor leisure facilities, gymnasiums, and public houses, especially where the latter is the only communal building in a small settlement. However, increasingly, such buildings should have a dual purpose and incorporate necessary ancillary commercial elements in order to make them sustainable in the longer term. The co-location of multiple uses in close proximity or in one building is important in providing a range of activities to meet the communities' diverse needs. Co-location provides the opportunity for sustainable linked activities and has potential to create a greater sense of ownership and community. This model of provision also provides better value for money in terms of operating costs. Therefore, the Council will, wherever practicable, seek to combine social and community uses in one location or a single building. An opportunity exists to realise this with respect to the Council's aspirations for community focussed schools as part of the School Modernisation Programme.
- 5.3.62 It is recognised that opportunities for new social and community facilities may often be limited, especially where these are not commercially funded but subsidised by the Council; therefore the LDP sets out a basic principle of retaining existing facilities where these provide a vital and sustainable role within their communities. SP10 also seeks to provide new facilities where they are needed and justified.

### **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 justified on one of the following grounds:

- 1) A sustainable, easily accessible alternative location is available and a facility of equivalent community benefit is provided by the developer on the site or off site within the community; or
- 2) In the view of the LPA the existing facility is no longer required for the current use, or any other social and community uses, or there is already an excess of such provision in the area.

- 5.3.63 COM9 aims to protect all existing and proposed social and community facilities that provide a valuable role in their communities. Development that would result in the loss of such facilities and would have an adverse impact on the community within which they are intended to serve will not be permitted unless the COM9 criteria are met.
- 5.3.64 The LDP Strategy acknowledges that good access to social and community facilities is fundamental to address social inequalities within and between different communities in the County Borough, providing the opportunity for people to lead healthy, safe, and well balanced lives. Where a need is identified, the LDP seeks to ensure that facilities are delivered in an appropriate manner at appropriate locations through the relevant LDP Policies and associated SPGs.
- 5.3.65 When locating new or replacement facilities, the Council and other partner organisations will play a vital role in supporting and developing the model of provision. An innovative and joined-up approach to service delivery will be prioritised, especially through the co-location of social and community facilities.

### **COM10: Provision of Outdoor Recreation Facilities**

Provision of a satisfactory standard of outdoor recreation space is required on all new housing developments, based on following standards:

- 1) 1.2 hectares per 1,000 population for Playing Pitches;
- 2) 1.6 hectares per 1,000 population for Other Outdoor Sports (non-pitch);
- 3) 0.25 hectares per 1,000 population for Equipped/Designated Play Areas;
- 4) 0.3 hectares per 1,000 population for Other Outdoor Provision;
- 5) 0.2 hectares per 1,000 population for Allotment provision;



The nature and type of provision will be informed by the findings of the latest Outdoor Sport and Children's Playspace Audit and Allotment Audit. On-site provision must comply with the accessibility benchmark standards set out in the Outdoor Recreation Facilities and New Housing Development SPG.

Financial contributions, equivalent to the same value that would otherwise be expected on-site, may be acceptable in lieu of on-site provision for larger scale play spaces, or where existing play space lies within walking distance of a proposed development. These contributions will be used to improve existing provision by:

- a) making an area more accessible to the community;
- b) better management for biodiversity and/or for passive enjoyment;
- c) enhancements through more usable equipment, or better space or ancillary facilities;
- d) increase in playing capacity; or
- e) a combination of the above.

5.3.66 PPW considers recreational spaces to be vital for the health, well-being and amenity of communities, whilst recognising the significant contribution that outdoor recreation can make to an area's green infrastructure. All new housing developments will be expected to include an appropriate level of outdoor recreation for public amenity purposes in the interest of Good Design. This is an integral means of delivering several Local Wellbeing Objectives, including to reduce social and economic inequalities and ensure healthy choice in a healthy environment. COM10 is based on the benchmark standards endorsed by Fields in Trust, the National Society of Allotment and Leisure Gardeners Policies and Natural Resources Wales' Green Space Toolkit, for the provision of Accessible Natural Green Space. The Council will work with developers to maintain an optimal level and balance of good quality outdoor recreation space for all its residents. The standards required by COM10 are supported by the Outdoor Sport and Children's Playspace Audit 2022 and the Allotment Audit 2022, which have equally informed and developed the holistic Green Space Infrastructure Assessment (2022). Further guidance is provided within the Outdoor Recreation Facilities and New Housing Development SPG. Provision of outdoor recreation, in accordance with COM10, will also support the wider green infrastructure network in accordance with DNP8.

5.3.67 For the purposes of the LDP, Outdoor Recreation Facilities are defined as follows:

- **Playing Pitches** - areas marked for formal, pitch-based recreation activities, including (but not limited to) association football, rugby union, rugby league, hockey, lacrosse and cricket. This category also includes facilities ancillary to the purposes of outdoor sports such as changing rooms, toilets, pavilions, clubhouses, and, where appropriate for the level of sport played, stands, spectator areas, lighting and training facilities.
- **Other Outdoor Sports** - areas for non-pitch based recreation activity, including courts and greens comprising natural or artificial surfaces, such as tennis courts, bowling greens, athletics tracks and other outdoor sports areas.

- **Equipped/Designated Play Areas** - areas designated for children and young people, containing a range of facilities and an environment that has been designed to provide focused opportunities for outdoor play comprising casual or informal playing space within housing areas. These can include areas containing recreational equipment and grassy areas for small children or older children to enjoy recreational activities, along with equipped playing areas. This category includes Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs).
- **Other Outdoor Provision** - Multi-Use Games Areas, skateboard parks and other outdoor provision.
- **Allotments** – areas of open space within and accessible to the urban environment that can provide moderate exercise, relaxation and the production of fresh fruit and vegetables. They are recognised as areas that provide multi-functional benefits to communities in terms of sustainability, leisure and biodiversity. They also provide community, health and social benefits, encouraging interaction between users of all ages, providing the opportunity to teach and learn, and enhancing local biodiversity.

#### COM11: Provision of Natural and Semi-Natural Greenspace (including Amenity Greenspace)

The Council will promote the provision of accessible, Natural and Semi-Natural Greenspace (including Amenity Green Space) wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:

- COM11(1) Blaengarw and Pontycymmer Linear Park
- COM11(2) Part of former Central Washery Site, Ogmore Vale
- COM11(3) Heol Wastad Waun, Pencoed
- COM11(4) Pwll-y-Waun, Porthcawl
- COM11(5) Brackla Ridge and Associated Areas, Bridgend
- COM11(6) Parc Tyn y Coed, Bryncethin
- COM11(7) Land off Waunscil Avenue, Bridgend
- COM11(8) Land South West of City Road, Bettws
- COM11(9) The Former Maesteg Washery, Maesteg
- COM11(10) Newbridge Fields, Bridgend

5.3.68 In addition to the benefits of formal recreation provision, PPW highlights how informal, yet high quality and accessible green spaces can promote nature conservation, biodiversity and better air quality to enhance the quality of life of individuals and communities. Such spaces also have a role in climate protection and in enabling the adaptation of urban areas to the impacts of climate change, for example by contributing to flood management and helping to reduce the effects of urban heat islands. Natural and Semi-Natural Greenspace and Amenity Green Space are less formal in character than Outdoor Recreation Facilities and provide the opportunity for a mixture of activities to be enjoyed by all ages of the community. COM11 promotes the provision of such

spaces, which include informal recreation spaces and communal green spaces in and around housing areas. Such areas are important components of the wider green infrastructure network to protect and enhance biodiversity and ecological resilience, whilst improving well-being outcomes in accordance with DNP8.

### **COM12: Provision of Allotments and Community Food Networks**

The Council will promote the provision of allotments and community food networks wherever suitable opportunities arise. In this respect, the following areas are specifically allocated:

COM12(1) Caerau and Brynglas Market Garden

COM12(2) Land to South of Llangeinor Football Club

5.3.69 Allotments and community growing spaces have many social, environmental, economic and health benefits. They can contribute to a place's identity and its sense of community, and can help to regenerate open spaces. SP9 seeks to retain, protect and enhance existing allotment sites and COM12 aims to promote the provision of additional allotments gardens throughout the County Borough. This sets the land use planning framework for the Council's Allotment Strategy and is a key means of delivering the Local Wellbeing Plan objective of healthy choices in a healthy environment.

5.3.70 COM12 also supports the creation of 'community food networks', which are a means of bringing together food producing, consumer and community groups to work together, with the overall objective of making locally grown and surplus food available to local communities. This is particularly important for the County Borough's most disadvantaged communities, especially in the valleys where local shops may not stock a large amount of fresh produce at affordable prices. The LDP supports such an approach, which reduces 'food miles' and a community's need to travel. This contributes to combating the effects of climate change, delivering the Local Wellbeing Objective of reducing social and economic equality, and promoting biodiversity and habitat creation as part of the County Borough's green infrastructure network.

### **COM13: Provision of Cemeteries**

The following sites are allocated and safeguarded for the provision of cemeteries:

COM13(1) Porthcawl Cemetery, Porthcawl

COM13(2) Cornelly Cemetery, North Cornelly

COM13(3) Gelliron Cemetery, Pontycymmer

COM13(4) Pencoed Cemetery, Pencoed

COM13(5) Sarn Cemetery, Sarn

5.3.71 Cemeteries are recognised as being multi-functional in nature, not only providing burial ground, but important places of peace and tranquillity. Cemeteries equally have an informal recreation role, which enhance biodiversity as key component of the green infrastructure network. Based on identified need, COM13 allocates and safeguards

specific areas of land alongside existing provision to maintain an adequate supply of burial ground.

### 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.

The requirements for such agreements will include consideration of and appropriate provision for:

- 1) Affordable housing;
- 2) Economic Infrastructure – Telecommunications / broadband infrastructure;
- 3) Utilities;
- 4) Educational facilities and/or their upgrades;
- 5) Green infrastructure and outdoor recreation;
- 6) Renewable energy and low carbon technologies;
- 7) Transportation Infrastructure - Improvements to the highway network, including walking and cycling routes (Active Travel) and public transport;
- 8) Protection, enhancement and management of the natural, historic and built environment;
- 9) Community facilities and/or their upgrades;
- 10) Waste management and recycling facilities;
- 11) Initiatives to manage and mitigate the impact of climate change; and Improvements to the public realm;
- 12) Welsh Language.

Infrastructure providers will be consulted on relevant planning applications.

<b>LDP Objectives</b>	SOBJ: 1, 2, 3, 4 All objectives
<b>Future Wales</b>	Shaping Urban Growth and Regeneration – Strategic Placemaking Renewable Renewable and Low Carbon Energy and Associated Infrastructure Strategic Policies for Regional Planning
<b>PPW</b>	Strategic and Spatial Choices: Supporting Infrastructure Transport Housing Economic Infrastructure Productive and Enterprising Places Energy Distinctive and Natural Places, Green Infrastructure
<b>WBFG Act</b>	A Healthier Wales A Wales of cohesive communities

	A more equal Wales A Wales of vibrant culture and thriving Welsh Language
<b>LWBP</b>	Best start in life Support communities in Bridgend County to be safe and cohesive Reduce social and economic inequalities Healthy choices in a healthy environment
<b>Key Evidence</b>	PPW TAN 2 Planning and Affordable Housing TAN 4 Retail and Commercial Development TAN 5 Nature Conservation and Planning TAN 16 Sport Recreation and Open Space TAN 18 Transport TAN 20 Planning and Welsh Language Infrastructure Delivery Plan Candidate Site Assessment Local Housing Market Assessment Green Infrastructure Assessment Outdoor Sport and Childrens' Playspace Audit Renewable Energy Assessment

- 5.3.72 PPW advises that adequate and efficient infrastructure, including services such as education facilities, health facilities, water supply, sewers, waste management, utilities and telecommunications, is crucial for the economic, social and environmental sustainability of all parts of Wales. SP10 therefore outlines that infrastructure must be provided as part of development proposals, where necessary, to enable sustainable placemaking. SP10 also indicates the broad types of infrastructure that may need to be addressed to enhance the well-being of communities. It is fundamental for all of the County Borough's residents to have good access to a range of services and facilities within their local area.
- 5.3.73 The physical infrastructure, social infrastructure and services needed to make places function efficiently and sustainably have been considered as part of the Replacement LDP. Infrastructure providers have been consulted during the Replacement LDP preparation process in order to identify any capacity issues arising from development proposals. The Council will work in partnership with public and private investors, and strategically with the Welsh Government to enable the provision of necessary infrastructure improvements.
- 5.3.74 Development will only be permitted where there is adequate existing physical and social infrastructure in place, or where there are suitable proposals to increase provision to accommodate any additional demand from the proposed development. Any such deficiencies must be addressed, where reasonable, by those undertaking the development through planning obligations (via a S106 legal agreement). Any requirements must be reasonable and comply with the tests of necessity set out in Welsh Office Circular 13/97 'Planning Obligations'. Developers will only need to address the needs arising from their specific development and are encouraged to make use of pre application discussions to identify likely requirements at an early stage.

## COM14: Telecommunications and Digital Technology Infrastructure

Proposals for telecommunications and digital technology infrastructure will be considered in light of technical and operational requirements and permitted where:

- 1) The development contributes towards the objectives of future proofing development and regeneration proposals or forms part of the planned development of a wider network; and
- 2) The development incorporates all reasonable measures to minimise any significant adverse impact due to the siting and external appearance of the apparatus, and the design minimises impact caused by its visual appearance; and
- 3) There would be no significant adverse effect on natural heritage, the historic environment, or amenity of neighbouring residents; and
- 4) The application is accompanied by evidence of compliance with Government guidelines on health impacts of telecommunications infrastructure.

5.3.75 Adequate and efficient telecommunications and digital technology infrastructure is increasingly crucial for economic, social and environmental sustainability. Future Wales outlines how digital communications infrastructure is vital to the future success and economic competitiveness of businesses, whilst supporting community and individual needs. Hence, Future Wales supports the provision of digital communications infrastructure and services across Wales and requires new developments to include the provision of high-speed broadband infrastructure from the outset. PPW outlines that affordable, secure electronic communications underpin economic competitiveness and can provide opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. COM14 supports telecommunications infrastructure where it is required, whilst safeguarding against any adverse impacts on residential amenity, natural and built heritage assets, sensitive landscapes and other environmental designations. Developers should proactively engage with owners or operators of sensitive uses (such as hospitals, childcare facilities or educational establishments) early on in the development process to discuss any technical or other amenity issues that may arise as a result of the development. COM14 seeks to enable the County Borough to respond positively and flexibly to technological advances over the Replacement LDP period, whilst minimising impacts on amenity and the local environment.

## 5.4 To Create Productive and Enterprising Places

- 5.4.1 The national strategy 'Prosperity for All: economic action plan', prepared by Welsh Government, sets out a clear statement of intent to build an economy on strong foundations, to supercharge Wales' industries of the future and empower all the regions to become more productive.
- 5.4.2 In seeking to support the national strategy, PPW requires local planning authorities to encourage and support developments which generate economic prosperity and regeneration. This is to be enabled through development proposals that contribute toward building a strong, responsive and competitive economy, as such local planning authorities must ensure that sufficient land of the right type is available in the right places and at the right time to support growth and innovation.
- 5.4.3 In a regional context, Bridgend County Borough Council forms part of the Cardiff Capital Region City Deal (CCRCD). This is a 20 year / £1.28 billion investment programme which aims to achieve a 5% uplift in the Region's GVA ('Gross Value Added' - a measure of the value of the goods produced and services delivered in the area) by delivering a range of programmes to increase connectivity, improve physical and digital infrastructure, as well as regional business governance. **The Industrial and Economic Plan** has been developed by CCR Economic Growth Partnership to address the priorities facing the region. The Plan promotes global connectivity through investment in best in class transport systems, housing, digital infrastructure, and employable skills in order to fulfil its objectives of job creation, improved productivity and the leveraging of evergreen investment. Alongside the South Wales Metro, which is the "back bone" for the CCR Economic Plan, local partners expect the CCRCD to deliver up to 25,000 new jobs and leverage an additional £4 billion of private sector investment by 2036. The CCRCD has 6 Objectives:
1. Connecting the Cardiff Capital Region;
  2. Investing in innovation and the digital network;
  3. Developing a skilled workforce and tackling unemployment;
  4. Supporting enterprise and business growth;
  5. Housing development and regeneration; and
  6. Developing greater city-region governance across the Cardiff Capital Region.
- 5.4.4 Building on the region's competitive advantage and opportunity within the economy the CCR will strategically target sectors for support, enabling them to grow and flourish. These will include but will not be limited to the following:
- Compound Semi-conductors, its supply chain and applications;
  - FinTech;
  - Cyber Security Analytics;
  - Artificial Intelligence and Data Science;
  - Creative Economy;
  - Life sciences and more specifically the medical devices and diagnostics sub-sectors;
  - Transport Engineering; and



- Automotive, trains and aircraft.

5.4.5 Connectivity is critical both physically and digitally. The CCR needs reliable infrastructure that facilitates inter and intra-regional connections to boost productivity and prosperity. The current Metro plans are a significant step in this direction and further proposals will be brought forward to maximise and unlock future potential offered by its development. The CCR will continue to work closely with the UK and Welsh Governments to further develop, enhance and implement the transport network to improve links within the region, reduce congestion and connect people. A future Strategic Development Plan for South-East Wales will provide a region wide strategic focus and will enable key centres across the region to be connected ensuring that the growth of the economy is balanced and inclusive.

5.4.6 Bridgend's role in this wider ambition is significant both in terms of its strategic location as an economic hub and in the strength of its economic base and sectoral mix. Future Wales highlights the potential and opportunity for Bridgend to function a key centre, capitalising on its strategic important location on the South East Metro System. Bridgend's



Pencoed Technology Park

economy is closely linked to the manufacturing sector, although it has a diverse economy with employment across a range of activities including emerging sectors such as 'life sciences'. Growth in large sectors such as warehousing/retail, professional/private services and construction has increased more rapidly in Bridgend than the national benchmarks, rendering the County Borough a significant generator of GVA, locally, regionally and nationally. In this context, the LDP will provide the framework for the County Borough to both contribute towards and capitalise on the success of City Deal plus the interdependencies of the Swansea Bay Region.

5.4.7 Bridgend County Borough Council also has a vision to make **Bridgend a decarbonised, digitally connected smart County Borough**. In doing so it will transition to a low carbon, decentralised energy system that works for its individuals, communities and businesses. In achieving this vision the Council aims to: decarbonise the energy sector; stimulate economic growth; provide new job opportunities; and attract new and existing businesses to trial initiatives and grow within the County Borough.

5.4.8 Consultation with local residents and businesses has identified that delivery of a strong and balanced economy, that provides more jobs for local people, is a high priority. However, the pursuit of economic growth must also align comfortably with other objectives, such as protecting and enhancing the environment and planning to meet the social needs of local communities. Therefore, the thrust of the Replacement LDP's economic strategy is to 'create productive and enterprising places' by providing sufficient employment land and a variety of sites to support a diversity of employment opportunities, achieving:

- new and better-paid jobs for existing and future generations of residents; and
- a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.

- 5.4.9 Over 30% of the County Borough's population is projected to be aged 60+ by 2033. With absolute and relative growth across this age group, there is likely to be a broad reduction in local economic activity rates if the Plan does not facilitate sustainable levels of economic growth to offset this phenomenon. The Replacement LDP therefore seeks to deliver sustainable forms of growth that will attract and retain economically active households within the County Borough. As justified within the Strategic Growth Options Background Paper, the Regeneration and Sustainable Growth Strategy is largely driven by households within the 35-44 age group. This growth is projected to support an increase in people in workplace based employment over the Plan period, to be accommodated through provision of up to 7,500 additional jobs.
- 5.4.10 This level of growth exceeds the Welsh Government's Principal Projection, which is necessary for the Plan to support established, economically active households in the County Borough by pursuing a sustainable balance between employment opportunities and homes provided. Close alignment of these inter-related forms of growth will help incite economic prosperity, promote more sustainable patterns of movement and reduce the need for local people to travel long distances to work. This will counter-balance the ageing population and help combat out-migration of working households that would otherwise occur by planning for insufficient growth. A sustained and enhanced labour force, comprising skilled, established households, will ensure that Bridgend County Borough continues to be a desirable prospect for employers to move into or expand within, thereby stimulating economic growth and enhancing employment opportunities for local people. This can be succinctly explained by the acronym '**CARM**', which summarises the Plan's intentions to **Counter-balance** the ageing population by **Attracting** skilled, economically active households, **Retaining** skilled, economically active households and rendering the County Borough a **Magnet** for employers to move into or expand within.
- 5.4.11 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. The 2019 Economic Evidence Base Study (EESB) and 2021 Update have analysed this projected labour force boost alongside other employment trends including past take up of employment land and sector based economic forecasts. The resulting evidence base has informed the scale and distribution of employment need and the land best suited to meet that need over the plan period in the context of PPW and TAN 23, justified further in the Employment Background Paper, and set out in SP11.

## **Employment Land Provision**

### **SP11: Employment Land Strategy**

Opportunities for economic growth will be facilitated by directing employment generating development to the most appropriate and sustainable locations, supporting expansion of existing businesses and ensuring strong spatial alignment between housing and employment growth. This holistic employment land strategy will allocate 71.7 hectares of new employment land to be brought forward and accommodate up to 7,500 additional jobs over the Plan period by:

- 1) Allocating the following Strategic Employment Sites with available land for high quality employment purposes (B1, B2 & B8 uses):
  - a) Brocastle (20.4ha); and
  - b) Pencoed Technology Park (5.4ha).

These two key employment sites have been specifically identified as prominent employment assets to attract high quality businesses and investment to the County Borough in a manner that will contribute to the local and wider regional economy;

- 2) Allocating a portfolio of Employment Sites (refer to ENT1) with a combined 45.9ha of available land for employment purposes (B1, B2 & B8 uses). These allocations will provide flexibility and choice to deliver new employment on a range of sites across the County Borough;
- 3) Retaining and safeguarding established sustainable and viable employment sites for employment generating uses (refer to ENT2); and
- 4) Allowing small-scale sustainable employment developments within local service settlements, plus appropriate rural enterprises within the countryside to help enhance and diversify the rural economy.

Re-development of the former Bridgend Ford Site (45ha) will also be enabled through this Strategy, thereby capitalising on this key economic opportunity, whilst providing further flexibility and choice to the immediate 71ha employment land supply (refer to ENT5).

<b>LDP Objectives</b>	SOBJ: 1, 2, 3 OBJ: 1a-f, 2a, 3a, 3b, 3c, 3e, 3f, 3h, 3i,3n
<b>Future Wales</b>	Supporting Rural Communities Supporting the Rural Economy Strategic Policies for Regional Planning Shaping Urban Growth and Regeneration – Strategic Placemaking
<b>PPW</b>	Productive and Enterprising Places, Economic Infrastructure Economic Development The Rural Economy
<b>WBFG Act</b>	A prosperous Wales

	A resilient Wales
<b>LWBP</b>	Reduce social and economic inequalities
<b>Key Evidence</b>	Economic Evidence Base Study (2019) and Economic Evidence Base Update (2021) Demographic Analysis and Forecasts Report (2019) and LDP Demographics Update Addendum (2020) Employment Background Paper TAN 6 – Planning for Sustainable Rural Communities (2010) TAN 23 – Economic Development (2014) Building an Economic Development Evidence Base (2015) – Prepared by Welsh Government.

5.4.12 PPW requires local authorities to support the provision of sufficient land to meet the needs of the employment market at both a strategic and local level. SP11 sets the framework to enable delivery of a balanced level of employment land to accommodate the new jobs identified through the Regeneration and Sustainable Growth Strategy. This approach is vital to help combat significant levels of 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. This is considered an unrestrictive and positive approach to ensure that a range and mix of site types are available across the County Borough up until 2033, providing plentiful scope for continued investment without frustrating housing supply. Based on the recommendations of the 2019 EEBS and 2021 Update the employment sites identified in SP11, and their roles in delivering the Strategy, are set out below. ENT1 supports SP11 by allocating new employment land for development. ENT2 supports SP11 by safeguarding the employment function of existing business and employment sites.

<b>ENT1: Employment Allocations</b>		
To support the Council's Employment Land Strategy, 71.7 hectares of available employment land is allocated for employment development at the following locations for the uses specified:		
<b>Employment Site</b>	<b>Available Land (ha)</b>	<b>Uses</b>
<b>Strategic Employment Sites</b>		
1) Brocastle, Waterton, Bridgend	20.4	B1, B2, B8
2) Pencoed Technology Park	5.4	B1, B2, B8
<b>Employment Sites: Bridgend Sustainable Growth Area</b>		
3) Brackla Industrial Estate	7.7	B1, B2, B8
4) Bridgend Industrial Estate	9.2	B1, B2, B8
5) Coychurch Yard, Bridgend	0.1	B1, B2, B8
6) Crosby Yard, Bridgend	0.8	B1, B2, B8
7) Parc Afon Ewenni	2.0	B1, B2, B8
8) Waterton Industrial Estate	10.0	B1, B2, B8

<b>Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area</b>		
9) Land at Gibbons Way, North Cornelly	0.0	B1
10) Village Farm Industrial Estate, Pyle	2.6	B1, B2, B8
11) Ty Draw Farm, Pyle	2.23	B1, B2, B8
<b>Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area</b>		
12) Ewenny Road, Maesteg	3.5	B1, B2, B8
<b>Employment Sites: Pencoed Sustainable Growth Area</b>		
13) The Triangle Site, Bocam Park, Pencoed	1.0	B1
<b>Employment Sites: Other Locations</b>		
14) Brynmenyn Industrial Estate	2.0	B1, B2, B8
15) Land adjacent to Sarn Park Services	2.7	B1
16) Land west of Maesteg Road, Tondu	0.3	B1
17) Isfryn Industrial Estate, Blackmill	0.4	B1, B2, B8
18) Abergarw Industrial Estate, Brynmenyn	1.4	B1, B2, B8
<b>Total</b>	<b>71.7 hectares</b>	

- 5.4.13 Achieving a wide and balanced portfolio of employment uses is central to the economic strategy. This will allow the local economy to attract higher value-added intensive employment uses including, life sciences, construction, energy and decarbonisation, and telecommunications sectors. This is in addition to supporting and maintaining the significant manufacturing base and traditional B class uses that are an important facet and driver of growth for the local economy, now and in the future.
- 5.4.14 To ensure future resilience of the local economy the Council will also encourage and support the redevelopment, refurbishment and rationalisation of the existing stock of larger industrial buildings to improve the quality of employment floorspace suited to modern day needs in particular for Small Medium Enterprises (SMEs) that are so important to the Welsh and Bridgend economy.

#### **Strategic Employment Sites**

- 5.4.15 The strategic sites are distinguished from other employment sites on the basis of their physical and locational characteristics, particularly their prominent locations adjacent to areas of countryside, and their proximity to the strategic road network. They represent the greatest assets to the area in terms of their propensity to attract high quality businesses plus investment and therefore generate high levels of jobs in a manner that will contribute to the local and wider economy. Given the sensitive locations of these sites, the requirement for consistently high design and environmental standards within an overall concept framework is a prerequisite for development, including access by means other than the car. This will create a mix of employment opportunities for the local labour force in a high quality environment, meeting the employment objectives of the LDP. The Strategic Employment Sites (25ha in total) are all being progressed



individually by the Council and the Welsh Government. The public ownership of these sites provides greater control as to when and how the sites are brought forward.

Brocastle, Waterton, Bridgend (SP11 (1a))

5.4.16 Brocastle is one of the most important greenfield inward investment sites within the South Wales M4 corridor. The site is in a highly accessible and desirable location on the outskirts of Bridgend, on the A48 towards Cowbridge.

5.4.17 The site is located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the former Ford Site. There is an opportunity for synergy with re-development of the former Ford Site and further integration with Parc Afon Ewenni, which is also located within relatively close proximity and represents the County Borough's most significant mixed-use development and brownfield regeneration opportunity.



5.4.18 Vehicle access for Brocastle is gained off the A48, approximately 4km from Junction 35 of the M4 motorway. A new road access (roundabout) with realignment of the A48 is now in place. The site is almost entirely undeveloped, measuring 46 ha in total, although the topography limits the developable area to 20.4ha. Welsh Government, as owner, is actively promoting a scheme for 71,000 sq m of employment space within the 20.4ha. Planning permission has been granted for a development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. Brocastle is considered to be the County Borough's greatest asset in terms of attracting large scale employment investment to the area. In addition, the synergies between Brocastle, Parc Afon Ewenni and the former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent masterplanning and SPG development to contribute to delivery of the Replacement LDP's Regeneration and Sustainable Growth Strategy.

Pencoed Technology Park, Pencoed (SP11 (1b))

5.4.19 Pencoed Technology Park is also owned by Welsh Government. The site straddles the eastern administrative boundary of Bridgend and Rhondda Cynon Taf. The site is located next to Junction 35 of the M4 east of Bridgend, with good proximity to public transport facilities, particularly at Pencoed Railway Station. It is identified as the focus of High Quality Life Sciences and manufacturing and is already the home of a number of high profile investments.

5.4.20 Substantial infrastructure is in place, including 'road stubs' to undeveloped parcels, including the land within Bridgend's administrative area, and the site is considered to be immediately available for development. Planning permission was granted in January 2017 to NHS Wales for a change of use of the former Sanken Power Systems building to create a National Imaging Academy offering a state of the art facility to train Consultant Radiologists and ancillary office work space. This site was chosen by the NHS for its strategic location in the heart of 'South Wales' and proximity to the strategic road network. The creation of a National Academy is extremely positive as it demonstrates that the Technology Park is in the right location to attract new business but also has the potential to become a hub for office headquarters for both the public and private sectors. A total of 5.4ha of employment land currently remain at the Technology Park, representing a highly attractive proposition for development.



### **Other Allocated Employment Sites**

- 5.4.21 In order for Bridgend County Borough is to retain its competitive employment base, it is imperative for the area to offer a broad portfolio of sites. Therefore, in addition to the Strategic Employment Sites, the plan also identifies a variety of allocated Employment Sites suitable for all types of employment uses of varying size and type.
- 5.4.22 The Employment Sites identified in ENT1 are those that have a realistic prospect of contributing to future employment land supply. They account for 45.9 hectares of vacant employment land, which is distributed across the County Borough and will help deliver the Regeneration and Sustainable Growth Strategy by 'creating Productive and Enterprising Places'.



Bridgend Industrial Estate

- 5.4.23 In order to deliver the 'Town Centre First' approach outlined within PPW and Future Wales, the Council recognises that B1 office uses are best located within the town centres of the County Borough. This reflects the fact that town centres are the most



accessible parts of the County Borough, and are adapting to become increasingly multi-functional. The allocated Strategic Employment Sites and Employment Sites also provide opportunities for office development, although applicants must demonstrate that other sites within town centres, and the sequential hierarchy detailed in SP12, have been investigated and found to be unsuitable.

5.4.24 Whilst there is no identified regional land requirement for future waste management facilities, existing and allocated employment sites (where B2/B8 class uses would be acceptable) are identified as potentially suitable locations for waste management facilities.

5.4.25 In order to maintain a sustainable level of employment land, and based upon the recommendations of the EEBS, the Council will protect the sites shown in ENT2 for employment purposes. The safeguarding of existing sites and premises, where appropriate and necessary, will help to meet the employment needs of the local and wider economy by providing accessible sources of employment. The intensification and refurbishment of sites and premises identified within ENT2 will be acceptable in principle, subject to proposals satisfying other policies in the Plan. This is especially the case for any such sites or premises which are underutilised, vacant, or in decline. ENT2 acknowledges the existence of these employment areas and seeks, along with other policies, to maintain their use in the future for employment purposes.

<b>ENT2: Protection of Employment Sites</b>	
<p>In order to protect the employment function of existing business and employment sites, development will be permitted at the following sites where:</p> <ul style="list-style-type: none"> <li>a) it falls within Use Class B1, B2 or B8;</li> <li>b) in appropriate locations, it provides an ancillary facility or service that supports the primary employment use; or</li> <li>c) It is an appropriate waste management facility compatible with existing industrial and commercial activities.</li> </ul>	
<b>Bridgend Sustainable Growth Area</b>	<b>Uses</b>
<ul style="list-style-type: none"> <li>1) Brackla Industrial Estate</li> <li>2) Bridgend Industrial Estate</li> <li>3) Coity Road Sidings, Bridgend</li> <li>4) Coychurch Yard, Bridgend</li> <li>5) Litchard Industrial Estate</li> <li>6) Parc Afon Ewenni</li> <li>7) Penybont Industrial Estate</li> <li>8) Waterton Industrial Estate</li> <li>9) Bridgend Science Park</li> <li>10) Trews Field, Bridgend</li> <li>11) Crosby Yard, Bridgend</li> </ul>	B1, B2 & B8
<b>Maesteg and the Llynfi Valley Regeneration Growth Area</b>	<b>Uses</b>

12) Coegnant, Caerau 13) Ewenny Road, Maesteg 14) Forge Industrial Estate, Maesteg 15) Heol Ty Gwyn, Maesteg 16) Spelter Industrial Estate, Maesteg	B1, B2 & B8
<b>Pencoed Sustainable Growth Area</b>	<b>Uses</b>
17) Pencoed Business Park	B1, B2 & B8
<b>Porthcawl Strategic Regeneration Growth Area</b>	<b>Uses</b>
18) Glan Road, Porthcawl 19) Pwll y Waun, Porthcawl	B1, B2 & B8
<b>Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area</b>	<b>Uses</b>
20) Dunraven House, near Pyle 21) Land at Gibbons Way, North Cornelly 22) Penllwyngwent, Ogmore Vale 23) South Cornelly Industrial Estate 24) Village Farm Industrial Estate 25) Ty Draw Farm	B1, B2 & B8
<b>Other Areas</b>	<b>Uses</b>
26) Abergarw Industrial Estate 27) Bryncethin Depot 28) Brynmenyn Industrial Estate 29) Wern Tarw 30) Enterprise Centre, Tondu 31) Land west of Maesteg Rd, Tondu 32) Land adjacent to Sarn Park Services 33) Ffaldau Industrial Estate 34) Georgia Pacific 35) Green Meadow, Llangeinor 36) Isfryn Industrial Estate	B1, B2 & B8

5.4.26 Existing business and industrial parks are ingrained in the existing urban form and contribute substantially to the County Borough's economic base. Their employment characteristics have evolved over many years to meet specific economic demands and the Replacement LDP seeks their protection from development, which would otherwise erode these characteristics. The incremental loss of employment land and premises can lead to a gradual erosion of an employment area. Without careful management, fragmentation and pressure for alternative uses could result in a cumulative loss of employment land and premises to the detriment of the local and regional economies.

5.4.27 ENT2 allows for the development of ancillary services or facilities that support the primary employment uses of sites. Due to their ancillary purpose, these services or facilities must be appropriate in nature and scale to the existing employment use and provide an obvious and clear benefit to the existing site. Such uses must be secondary in nature to the main employment use. They could include, for example, a small shop or

trade counter selling produce from the unit, or services such as snack bars, cafés, childcare facilities, gyms or training centres, which provide a service to the local employees or users of the existing employment site. Appropriate ancillary facilities, will be supported in established industrial and commercial areas only where the proposal:

- Is of an appropriate nature and scale to serve just the employment area and is not likely to generate unrelated trips by car;
- Will not cause any adverse impacts on the overall function of the employment area and neighbouring commercial and residential properties;
- Will not be detrimental in terms of highway congestion or safety; and
- Will not impact upon the vitality or viability of designated Centres.

5.4.28 ENT2 also allows for waste management facilities on sites where B2/B8 class uses would be acceptable provided these are compatible with existing industrial and commercial activities. Such development proposals would also need to satisfy SP15: Sustainable Waste Management and the Plan's other design and environmental protection policies.

### **ENT3: Non-B Uses on Allocated Employment Sites**

The change of use of allocated industrial and commercial land and premises (including vacant land on employment sites) from Use Classes B1, B2 and B8 to residential uses will not be permitted. The change of use from Classes B1, B2 and B8 to other uses will also not be permitted unless it can be demonstrated that:

- 1) There are no other suitable sites available with reference to the retail hierarchy detailed within SP12 and other policies in this Plan;
- 2) A building on an allocated employment site is required to accommodate the use;
- 3) The property or site has been vacant for a period of at least 12 months and has been marketed throughout that time at a fair market value for the area and the condition of the property or site;
- 4) The proposed new development will have no unacceptable impact on neighbouring existing occupiers or allocated uses; and
- 5) The site is accessible by a choice of means of transport other than the car and promotes use of Active Travel opportunities.

5.4.29 The Replacement LDP generally applies strict controls to uses on the County Borough's employment allocations, although ENT3 outlines criteria to determine applications for non-B uses on such sites. The Council is aware that there significant pressure for certain uses of this nature on employment sites, notably those falling within Class D2, such as cinemas, children's soft play centres, indoor/outdoor activity centres and fitness/sports centres, which by their very nature, require a large space, often with significant headroom.

- 5.4.30 However, in order to deliver the 'Town Centre First' approach outlined within PPW and Future Wales, the Replacement LDP prioritises town centres as multi-functional focal points for communities. The Plan seeks to direct facilities and services to town centres in the first instance, to capitalise on their health and vibrancy, whilst ensuring intended users can easily walk, cycle and/or use public transport to access them. Therefore, before any non-B uses are permitted on allocated employment sites, applicants must demonstrate that other sites within town centres, and the sequential hierarchy detailed in SP12, have been investigated and found to be unsuitable. For the avoidance of doubt, SP11 sets the framework to enable delivery of a balanced level of employment land, without frustrating housing supply, and therefore, residential uses will not be permitted on allocated employment sites.
- 5.4.31 It is also important that the proposed development does not prejudice the use of the area for employment purposes. Therefore, the building or site in question must be vacant, and have been vacant at least 12 months, whilst having been actively marketed during that time. This evidence must be submitted with any application. Likewise, the development, in the opinion of the LPA, should not be of a size and scale so as to undermine the character and identity of the wider area for traditional employment purposes.
- 5.4.32 Proposals for non-B uses will also need to demonstrate that either the existing use is inappropriate or that the land or premises is surplus to the requirements of the employment market. Where existing uses are surplus to the requirements of the employment market, viability and marketing evidence must be provided to justify the loss of the employment land or premises. The type of evidence required will vary depending on individual circumstances, but may include details of why the land or premises is no longer in use and evidence to show that appropriate and reasonable efforts have been made to market it for sale or lease for its existing use. Information from the agent or applicant regarding demand could take the form of a marketing report or correspondence from a suitably qualified property agent or surveyor. The type of information must include the following:
- Details of existing occupiers, if any;
  - The length of time a property or site has been vacant;
  - The type of use which the property/site has been marketed for, what the marketing strategy involved and its duration (there must have been a minimum of 12 months appropriate marketing);
  - The amount of interest in the site during the marketing period. This should detail the number of queries, the type(s) of use(s) sought and the reason(s) for non-pursuit;
  - Whether the relocation of existing occupiers to other suitable accommodation will be facilitated;
  - Evidence that the land has been marketed for redevelopment for a new employment unit (where the property has not been re-let); and
  - Where re-letting the property has not proved feasible by way of its layout, then consideration has been given to splitting, dividing or combining units to better meet local demand.

## ENT4: Rural Economy

In locations outside of the settlement boundary, positive weight will be afforded to new applications for 'expansion' or re-location of firms who have operated within the settlement for at least 3 years, and where:

- 1) It is demonstrated that there are no suitable buildings or sites within the settlement or nearby;
- 2) The site is previously developed land or it can be demonstrated that there are no suitable previously developed sites available;
- 3) The proposal is justified by a business case, demonstrating that the business is viable;
- 4) There is a named user for the development, who shall be the first occupant secured by a planning condition; and
- 5) The proposal is well related to the built form of the settlement and of an appropriate scale to the settlement.

- 5.4.33 National Planning Policy and Guidance recognises that local employment opportunities within rural settlements are important to sustain and improve communities. The plan therefore supports appropriate small-scale sustainable enterprises within the settlement boundary, such as restaurants, craft businesses and knowledge intensive business services within local settlements. Outside of these settlements, within the open countryside, the Plan will also support the diversification of the rural economy away from a focus on agriculture. Rural enterprises are land related businesses and include traditional operations relating to agriculture and forestry, as well as other rural businesses that obtain their primary inputs from the site. Examples of these include the processing of agricultural products, land management activities and tourism enterprises.
- 5.4.34 ENT4 allows existing rural businesses to expand, providing the new development is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting. Equally new employment uses will be permitted as rural exception sites. Employment uses in and adjoining an existing settlement boundary must be compatible to the location and neighbouring uses. Employment uses beyond the existing settlement must demonstrate that the nature of the business necessitates a rural location and mitigates against any harmful impacts on local amenity.
- 5.4.35 Where home working business operations are of a scale or intensity likely to require planning permission, in assessing applications, particular regard will be had to access and parking arrangements and the effect that the working practice would have on surrounding properties.
- 5.4.36 In instances where a countryside location is not considered acceptable for a proposed enterprise, developers should consider existing employment areas on the outer edge of the urban area, as in many instances such sites could reasonably serve the rural area. This recognises the strong interdependence between the urban and rural areas of the County Borough.

### Former Ford Site, Bridgend

- 5.4.37 Prior to the closure of the Ford Manufacturing Plant in 2020, the site employed 1,700 highly skilled workers and was a key employment allocation within the County Borough. ENT5 therefore supports SP11 in seeking to address this major economic loss within Bridgend's economy, providing further flexibility to the employment land supply and enabling revitalisation of the site as a key economic opportunity that can offer space to existing and new business. This large regular serviced site, extending to 45ha, is within one of the County Borough's premier industrial estates, with plentiful opportunities for supply chain linkages, proximity to other businesses, access to a highly skilled labour force and excellent transport links. The Waterton Estate is attractive to industrial and warehouse occupiers, and has consistently achieved very low vacancy rates (of 2% or lower since 2015), half the average Bridgend rate.

#### **ENT5: Former Ford Site, Bridgend**

The Council will prioritise the re-development of the former Ford Site as a key economic opportunity and will work collaboratively with Welsh Government and the landowners to secure the best outcome for Bridgend, whilst seeking to replace the jobs that have been lost. The former Ford Site constitutes a pivotal economic land allocation within the successful Waterton Industrial Estate and will be promoted as a means of economic stimulus for Bridgend County Borough and the wider regions.

- 5.4.38 The former Ford Site therefore remains an important part of the employment land portfolio, and, as a development opportunity, has scope to make a much larger economic impact (in terms of jobs supported) than the previous use. It is acknowledged that re-development of the site will be a challenge and extensive enabling work will be required to bring the site forward in partnership with key stakeholders. ENT5 recognises that a unique approach is required in this respect and it will be necessary to enable a flexible mix of economic uses, not necessarily akin to the type and density of uses previously accommodated on the site. This will simultaneously provide a greater degree of flexibility and choice to the employment land supply. The exact nature, type and mix of uses will be subject to refinement through future Supplementary Planning Guidance, although the re-development of the site will be primarily driven through economic use(s). As such, whilst the criteria within Policies ENT2 and ENT3 will generally apply to this site, a flexible approach will be adopted, acknowledging that a mixed-use development may be necessary to maximise this economic opportunity. This could include a minority of residential uses for purposes of cross-subsidisation, which would not otherwise be acceptable on other Employment Sites under the criteria detailed within Policies ENT2 and ENT3.
- 5.4.39 In addition, the synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent master planning and SPG development to contribute to delivery of the Replacement LDP's Regeneration and Sustainable Growth Strategy.

## **Retailing, Commercial Uses and Services**

### **SP12: Retailing, Commercial and Service Centres**

New retail, commercial, leisure, education, health, community, public service facilities and appropriate employment developments (B1) will be focused according to the following hierarchy within the County Borough, having regard to the nature, scale and location of the proposed development:

- 1) Sub regional Centre - Bridgend Town Centre
- 2) Town Centres - Maesteg and Porthcawl
- 3) District Centres - Aberkenfig (Valleys Gateway); Kenfig Hill, Ogmere Vale; Pencoed; Pontycymmer; and Pyle;
- 4) Local Centres - Bettws North; Bettws South; Blackmill; Blaengarw; Brackla; Broadlands; Bryntirion; Caerau; Laleston; Nantymoel; North Cornelly; Nottage; Ponrhydydyff; Sarn; Verlands Court (Pencoed); Wildmill; and Five Bells Road (Bridgend)

New developments must maintain or enhance the vibrancy, vitality and attractiveness of that centre, supporting the delivery of appropriate comparison and convenience retail, office, leisure, entertainment, cultural and community facilities.

All new development proposals within retailing and commercial centres must provide retail, community or commercial floorspace on the ground floor. Opportunities will be sought to regenerate and improve the retail environment and improve access to, and within, retail and commercial centres by all modes of transport, prioritising walking, cycling (active travel) and public transport.

<b>LDP Objectives</b>	SOBJ: 1, 2 OBJ: 1a, 1c, 1d, 2b, 2d, 2e
<b>Future Wales</b>	Town Centre First Strategic Policies for Regional Planning
<b>PPW</b>	Active and Social Places: Retail and Commercial Development Assessing Designated Centres Retail Hierarchy Meeting retail needs and allocating retail sites Defining Centres Managing Decline in Centres
<b>WCFG Act</b>	A prosperous Wales A resilient Wales
<b>Well-being Goals</b>	Reduce social and economic inequalities
<b>Key Evidence</b>	Bridgend Retail Study 2019 Bridgend Retail Study Update 2022 Bridgend Town Centre Masterplan PPW Building Better Places: The Planning System delivering Resilient and Brighter Futures - placemaking and the Covid-19 recovery (2020) TAN 4: Retail and Commercial Development TAN 23: Economic Development



- 5.4.40 Policy SP12 promotes the Town, District and Local Centres as hubs of socio-economic activity and the focal points for a diverse range of services which support the needs of the communities they serve. They act as the most appropriate and sustainable locations for new retail, leisure and supporting commercial development. The co-location of facilities and services at such locations will help support their long-term health and vitality as convenient and attractive places to live, work, shop, socialise, study, access services for health and well-being and to conduct business. This approach will also encourage linked trips and a reduction in travel demand, recognising that they are more than the extent of designated retail areas. Major development must comply with the 'Town Centre First' policy contained within PPW and Future Wales, to help build resilient communities, and respond to the long-term impacts of Covid-19, which have not only re-focused the lives of people and communities, but acted as a further driver towards making centres multi-functional places.
- 5.4.41 In recognising that Town, District and Local Centres are moving away from their traditional retail roles, SP12, and its supporting policies, seeks to ensure they become the focus of a wider variety of services and facilities. The 'Town Centre First' approach is key to enabling such centres to increasingly become multi-functional places and community focal points, thereby rendering them more viable as go-to destinations. This will complement efforts to regenerate retail and commercial centres through the creation of more outside space, the re-use of underutilised areas, the start-up of remote co-working hubs, and the focus of more accessible public services.
- 5.4.42 Despite competition from out-of-centre retail developments, the established hierarchy has continued to evolve over many years. All existing retailing and commercial centres fulfil an important role in meeting residents' shopping and service needs plus their cultural and leisure requirements. SP12 therefore seeks to protect the established retail hierarchy of the area by focussing development in these centres and by only permitting out-of-centre retail development where a need and sequential test has been undertaken, in accordance with national policy, to protect the vitality, viability and attractiveness of retail centres.
- 5.4.43 This policy also requires new development in retail and commercial centres to offer retail and/or commercial floorspace. It is imperative that new development or redevelopment proposals acknowledge the fact that they are located within a retail / commercial area and provide appropriate floorspace on the ground floor. The provision of new, modern retailing and commercial floorspace within a centre can attract higher quality occupants, thereby increasing the vitality, attractiveness and overall viability of the retailing area. Equally, mixed uses, with, for example, residential provision above ground floors, are encouraged (refer to ENT8).
- 5.4.44 SP12 also seeks to ensure that, as far as possible, new development will be to the long-term benefit of existing commercial centres. Whilst recognising that the position of centres in the hierarchy may change over time, new development should be broadly in keeping with the character of the existing centre. Developers are expected to be flexible and innovative about the format, design and scale of proposed development, in order to achieve new development in harmony with existing centres.

- 5.4.45 SP12 recognises the traditional role and function of the established retail hierarchy, in addition to the need for centres to progressively evolve into multi-functional, community focal points. The hierarchy will be used positively to ensure Town, District and Local centres continue to be the principal locations for new retail, office, leisure and community facilities. This will both capitalise on and enhance the vitality and viability of centres, whilst generating increased social and economic activity.

#### Bridgend Town Centre

- 5.4.46 At the top of the hierarchy, Bridgend Town Centre is centrally located within the County Borough and is the only centre that fulfils a sub-regional function, acting as the principal shopping centre for residents in the County Borough and for communities in neighbouring authorities. The centre is highly accessible and is equipped with pivotal bus and rail stations, with regular services to and from surrounding district and local centres. The centre has a diverse convenience offer with various national multiple supermarket operators alongside a range of independent and specialist food store operators. The centre provides a good range of retail shops and complementary services. The food and drink offer comprise mostly independent cafes, restaurants, public houses and takeaways with several national operators. Other leisure uses in the centre include gyms, an amusement arcade and nightclubs.
- 5.4.47 The Retail Study identifies that the centre has a higher proportion of vacancy rates and a lower proportion of comparison units than the UK average, whilst highlighting a limited fashion offer and gaps in the range of leisure uses. This is partly attributable to competition from out-of-centre comparison shopping destinations (including McArthurGlen Designer Outlet), although these patterns are likely to have become more entrenched by Covid-19 at a time when more people became accustomed to doing non-essential shopping online. The LDP seeks to improve the performance of the centre by enabling measures identified in the Bridgend Town Centre Masterplan (2022). This will seek to improve the quality of the town centre environment and promote 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. In the long term (post-2028), emerging capacity for additional comparison floorspace will be focused in Bridgend Town Centre.
- 5.4.48 Bridgend is supported by the smaller town centres of Maesteg and Porthcawl, both of which offer a wide range of shops and facilities including medium sized convenience stores to meet the needs of their immediate catchment areas.

#### Maesteg Town Centre

- 5.4.49 Maesteg has been the focus of regeneration efforts evidenced in its recently improved bus station, outdoor markets and the ongoing repair, restoration and extension of Maesteg Town Hall. This has helped to reduce vacancy rates and achieve an associated increase in the number of convenience, comparison and service units. Evidence confirms that Maesteg fulfils its function as a town centre serving the residents of its immediate catchment area and performs well against most indicators of vitality and viability. The convenience offer provides a good level of consumer choice with national

multiple supermarket operators as well as a range of independent operators. Maesteg also has a good comparison offer for a centre of its size, which predominantly serves its immediate catchment area. The LDP seeks to enable opportunities to improve the quality of the town centre environment, redevelop prominent vacant units for retail or other complementary uses and expand the range of commercial leisure uses to improve the performance of the centre, diversify the range of services and enhance the night time economy in Maesteg by expanding the food and drink offer.

### Porthcawl Town Centre

- 5.4.50 Porthcawl has been the focus of long-established plans for tourism-led regeneration focused along the waterfront. Evidence confirms that the centre fulfils its function as a town centre and performs well against most indicators of vitality and viability. However, the centre has a limited convenience offer which is significantly below the UK average. Although the centre contains a range of smaller food stores suitable for top-up shopping, there is only one large supermarket suitable for main food shopping. This provides limited consumer choice and means that most residents must travel to other centres to meet their needs. The LDP seeks to address this by identifying capacity for additional convenience floorspace in Porthcawl to increase consumer choice, promote sustainable access to main food shopping facilities and reduce the need to travel by car. Porthcawl has a good comparison offer which serves its immediate catchment area. As a tourist destination, Porthcawl benefits from a wider range of leisure uses than either Bridgend or Maesteg. The Retail Study identifies an opportunity to develop additional tourist facilities to attract increased levels of visitor spending in the town centre and secure improvements to the public realm, enhancing the vitality and viability of the centre. The proposed regeneration of Porthcawl waterfront and existing interest from retailers means there is an opportunity to secure further investment in public realm improvements in Porthcawl. New visitor facilities along Porthcawl Waterfront will improve the overall leisure offer and have the potential to increase retail spending elsewhere in the centre by enhancing the attraction of Porthcawl to visitors and residents.

### District and Local Centres

- 5.4.51 At a level below in the hierarchy, there are a number of District and Local Centres distributed throughout the County Borough. The District Centres vary in size, reflecting their varying role and function as well as other factors including: the proximity to other centres; visibility on main arterial routes; the level of residential population locally; and limitations of the built environment due to the historic layout and configuration of the shop units. These usually contain a small supermarket and offer a range of convenience and comparison goods as well as services such as sub-branches of banks, newsagents, sub-post offices etc. Their immediate catchment areas tend to be more limited, with a restricted range of convenience and comparison goods. Their role is primarily that of 'top-up' or 'walk-in' centres, often providing essential goods on a daily basis as a supplement to those provided in centres further up the hierarchy. Some smaller centres also provide many community facilities either within their boundaries or adjacent to them. Any new convenience floorspace proposals in designated centres will be determined based on their merits.

5.4.52 Development opportunities within the District and Local Centres are generally more limited due to their proximity to established residential areas. Most opportunities are for the redevelopment of areas within the centre rather than potential expansion. Due to the lack of interest in some centres there is likely to be further contraction to avoid the possibility of long term-vacant units. In such instances there may be the opportunity to redevelop flexible mixed-use or residential units which would still allow for future retail conversion. The LDP will seek to enhance the attractiveness of District and Local Centres, which may have seen increased footfall during the pandemic because of increased patterns of working from home. This will be achieved through using planning obligations to secure environmental public realm improvements (including the creation of new public spaces) and by applying the 'Town Centre First' approach to promote all centres identified in the hierarchy for a wider range of social and community uses that increase local service provision.

#### ENT6: Retail and Commercial Development

The regeneration of retail and commercial centres, through the refurbishment or redevelopment of key sites and buildings for retail, commercial, leisure, education and other complementary uses, will be favoured. The following sites are identified as key sites:

- 1) Southside – Land at the Bridgend Shopping Centre, Cheapside, Police Station and Brackla Street, Bridgend – 2.31ha (including 9,990m<sup>2</sup> of retail and food and drink)
- 2) Porthcawl Waterfront Regeneration Area, Porthcawl – 2,500m<sup>2</sup>

Outside of the above, retail, leisure and appropriate complementary commercial proposals will be supported within allocated mixed use Strategic sites only where:

- a) It is specifically identified as an opportunity as part of a site specific proposal and included within the masterplan as an integral element of a planned new neighbourhood to reinforce a sense of place;
- b) It is sited in an appropriate, central location within the community that it is to serve, and within close proximity to a public transport corridor;
- c) It is of an appropriate scale to meet an identified evidenced need; and
- d) It would not negatively impact upon the vitality, viability and attractiveness of a designated Centre.

5.4.53 The Bridgend Retail Study (2018) has calculated comparison and convenience retail needs based on the constant market shares approach, which assumes that existing shopping patterns will remain stable over the LDP period (2018 – 2033). The Study identifies limited quantitative needs across the County Borough and qualitative retail needs in Bridgend (to improve comparison fashion, leisure and the general shopping environment) and Porthcawl (to improve main food shopping offer). This reflects market trends which are likely to influence demand for new retail and commercial leisure floorspace across the LDP period including the following:

- Polarisation to higher-order centres - National comparison retailers are increasingly rationalising their property portfolios with fewer large stores concentrated in shopping malls and regional centres;
- Restructuring of the convenience sector - Major retailers have increased their network of small in-centre stores and invested in online shopping while discount food operators such as Aldi and Lidl have increased their market share;
- Growth of commercial leisure sector - Commercial leisure uses constitute a growing share of town centre floorspace driven in part by the increase in household leisure expenditure and reduced demand for retail space; and
- Effects of digital technology - Digital technologies facilitating online sales have altered the ways in which retailers operate physical floorspace.

5.4.54 These trends are likely to have become more pronounced as a result of the pandemic, with all but non-essential retail closing and online shopping becoming the norm.

5.4.55 In terms of location, as existing town centres, Bridgend and Porthcawl represent the most sustainable locations for new retail development from both an environmental and social perspective. Policy ENT6 allocates retail floorspace to sites in town centres which are well served by existing public transport networks meaning they are best placed to serve residents (including those without access to a car). This strategy has clear social and environmental benefits in terms of reducing car dependency and making use of existing infrastructure. PPW acknowledges centres as the best location for retail/leisure uses.

5.4.56 In terms of form and scale, the Study confirms that the Policy ENT6 site designations in Bridgend provide sufficient capacity to meet long-term comparison needs (9,890 sqm net). The Study also confirms that long-term convenience needs (810 sqm net) could be delivered early in the plan period to provide a new main food shopping facility in Porthcawl to meet evidenced qualitative needs. The forecasts that have informed the assessment of need include the following:

- Retail Spending Growth – Experian forecasts that comparison spending will grow on average by 3.4% per annum between 2018 and 2033. Convenience spending is expected to grow extremely modestly over the study period by 0.2% per annum.
- Growth in e-commerce – Experian forecast that growth in non-store retailing will exceed traditional retailing. The internet's share of total retail sales is forecast to increase from 12.1% to 17.3% between 2018 and 2033. Internet sales growth will be sustained by the increasing uptake of new technologies, such as purchasing through mobile devices.

5.4.57 In terms of economic benefits, the Porthcawl allocation seeks to improve the economic performance of the town by alleviating the current lack of convenience goods provision and reducing convenience expenditure leakage outside the town. It will also increase consumer choice. The Bridgend allocations seek to consolidate the County Borough's comparison shopping offer in Bridgend in order to reduce comparison expenditure leakage outside the County Borough, whilst introducing complementary uses to increase footfall/expenditure in the town.

5.4.58 The mixed-use regeneration of Southside is one of the projects in the Bridgend Masterplan, which together account for the provision of 23,000m<sup>2</sup> of reconfigured, refurbished and new retail and food & drink proposals. This includes 21,000m<sup>2</sup> of 'reconfigured' and refurbished existing space at:

- Bridgend Shopping Centre (9,990m<sup>2</sup>)
- The Rhiw (9,272m<sup>2</sup>)
- Wyndham St (1,500m<sup>2</sup>)
- Queen St (170m<sup>2</sup>)
- Cambrian House (430m<sup>2</sup>)
- Bridgend Station redevelopment (1,810m<sup>2</sup>)

These are complemented by other mixed-use regeneration proposals to stimulate footfall in the town centre, improve existing buildings and the redevelopment of underutilised sites. Alongside this the masterplan identifies town centre wide environmental improvements including green and blue infrastructure improvements, active travel links, new public spaces to facilitate social distancing, tree planting, heritage trails and building character and street art improvements.

5.4.59 A refreshed Retail Study Update was undertaken in 2022 to re-examine retail need within the county borough, trends affecting the retail sector and how this may change over time. It also assessed future needs for comparison and convenience retail floorspace to 2033, based on a range of updated technical inputs.

- i) The 2022 Study now evidences capacity for 12,790 sq.m of additional comparison retail sales area floorspace over the whole plan period (up to 2033) of which there is medium-term capacity for 6,291 sq.m sales area (by 2028). The main reason for additional capacity in the comparison goods sector is higher population growth (an additional 12,709 persons) when compared with the 2018 position. The Study recommends that the comparison need identified should be met within existing town centres in the first instance in accordance with Planning Policy Wales' 'Town Centre First' principle. Accompanying primary survey work has demonstrated more than sufficient capacity to accommodate the comparison retail sales area floorspace identified.
- ii) Conversely, the 2022 Study evidences less capacity in the convenience goods sector due to existing commitments. This leaves capacity for just 403 sq.m of additional convenience retail sales area floorspace over the whole plan period (up to 2033), of which, there is no capacity for additional convenience retail floorspace in the short and medium term. The 2022 Study concludes that the strategic sites offer the best opportunity to deliver the shortfall in convenience through local service centres. The illustrative masterplans collectively demonstrate more than sufficient provision to accommodate the small quantum of additional convenience retail sales needed over the plan period.

5.4.60 The Council recognises the important role that local shopping facilities play in serving their communities and appreciates that their provision can mean a vital service is provided to local people. In areas of new housing growth this may result in the need to provide new local convenience goods retailing either within, or close to, the new development to meet the everyday needs of the residents. This is likely to occur outside

of the retailing and commercial centres identified in SP12. Policy ENT6 therefore seeks to facilitate the provision of new locally scaled convenience goods retailing provision where the need can be identified. In the case of large-scale residential or mixed-use developments incorporating a significant element of residential development, there is a case for providing a new retailing centre incorporating other retailing, leisure and commercial uses at a scale and size proportionate to the site as a whole. In summary, the retail need identified will be met by allocating regeneration sites in or adjacent to Bridgend and Porthcawl Town Centres, the re-use and regeneration of vacant units within commercial centres and via local service centres on new strategic sites (refer to the Retail Background Paper).

#### **ENT7: Development in Commercial Centres**

Within Primary Shopping Areas, development proposals on the ground floor must be for A1 floorspace to maintain a critical mass of retail units. Unless:

- 1) The development would not, by virtue of its nature, design and scale, materially dilute the continuity of the primary shopping frontage;
- 2) The development would not exacerbate an existing, nor create a new, undue concentration of non-A1 uses;
- 3) The development would not create a dead frontage, but would rather stimulate passing trade and maintain public interest;
- 4) Individually or cumulatively the proposal would not adversely affect the vitality, viability and character of the centre;
- 5) The development would not give rise to new, nor materially exacerbate existing, local problems due to traffic generation, congestion, highway safety, noise, smell, crime, anti-social behaviour or other amenity considerations.

Within Secondary Shopping Areas, greater flexibility exists to promote a wider range of retail uses to help address long-term vacancy rates. Development proposals must be for A1, A2 and A3 uses unless:

- a) Individually or cumulatively the proposal would not adversely affect the vitality, viability and character of the centre;
- b) The development would not give rise to new, nor materially exacerbate existing, local problems due to traffic generation, congestion, highway safety, noise, smell, crime, anti-social behaviour or other amenity considerations.

- 5.4.61 Town centres need to maintain their diversity if they are to retain their vitality and viability, but the range and variety of shops and services has changed over time and will continue to evolve. However, 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.

- 5.4.62 ENT7 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. Primary shopping frontages can also complement ongoing public realm pedestrianisation and town centre regeneration objectives, which seek to increase the retail offer of the centres in a pleasant, attractive environment. Within Primary Shopping Areas, non-A1 development proposals on the ground floor must be actively marketed prior to submission of an application. A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application. A more flexible approach is adopted outside of Primary Shopping Areas in accordance with ENT7.
- 5.4.63 The Primary Shopping Area boundaries for Bridgend, Maesteg and Porthcawl have been reviewed against the existing distribution of uses and likely future requirements. In Bridgend and Maesteg, the Primary Shopping Areas has been condensed to create a consolidated retail core. Additional Secondary Shopping Areas have been identified on the proposals map for Bridgend, Maesteg and Porthcawl to create greater flexibility and promote the potential for a wider range of uses.
- 5.4.64 Health checks of each of the Local and District Centres have identified that frontages on the periphery of Kenfig Hill, Ogmere Vale and Pontycymmer district centre all show signs of decline. However, these frontages still contain a high proportion of units in commercial use at present. The Council will continue to monitor the health of these frontages closely over the plan period and consider changing the boundaries if they experience further decline.

#### **ENT8: Non A1, A2 and A3 Uses Outside of Primary Shopping Areas**

Residential development on the first and upper floors in Retail and Commercial Centres will be encouraged subject to other policies in the plan.

Changes of use to non-A1, A2 or A3 premises on the ground floor outside of primary shopping areas and outside of Bridgend, Maesteg and Porthcawl but within a retailing and commercial centre will only be permitted:

- 1) If for residential purposes:
  - a) The premises/floorspace has been vacant for at least two years and has been actively marketed over that time; and
  - b) The premises/floorspace does not form part of a purpose-built retail environment or a continuous frontage of three or more existing commercial units.

2) If for other purposes:

a) The proposal does not involve the loss of existing A1 floorspace

Wherever possible, proposals for a change of use of existing floorspace must be designed so as not to prejudice a future conversion back to a retail or commercial use.

5.4.65 As expressed above, the Council's aim is to increase the vitality and viability of the retailing and commercial centres in the County Borough. ENT8 therefore actively encourages residential developments on the first and upper floors in Retail and Commercial Centres, as part of mixed use developments. Incorporation of residential uses can incite a greater sense of community with more people living in commercial centres, reduce private vehicle reliance, enhance civic pride, promote safer centres, increase local commuter spending and attract more businesses into centres via the locally resident, skilled workforce.

5.4.66 ENT8 also recognises that, in some older centres, the prospects of attracting new commercial development (A1, A2 and A3 uses) are limited. This is particularly so in some of the valley settlements. Under these circumstances, there is a need to adopt a more flexible and pragmatic approach whilst also promoting the benefit of bringing empty units and upper floors back into active use. In most of the valley settlements, the commercial centres are interspersed with residential development, and indeed, many of the shops were once private dwelling houses that have been converted. The Council would be concerned if, under these circumstances, shops remained vacant for a considerable length of time, leading to a deterioration of their condition and to the detriment of the local environment. It is therefore considered appropriate to develop criteria by which retail units outside of the primary shopping areas can be converted to more viable uses such as residential. In these circumstances, it would need to be demonstrated that the property has been actively marketed prior to the submission of an application. A marketing strategy should be submitted to and agreed by the LPA in advance of it being undertaken. Providing the LPA has approved the marketing strategy in advance and is satisfied that the strategy has been executed appropriately, one year of marketing will be considered acceptable. Otherwise, the LPA will need to be satisfied that marketing has been undertaken on reasonable terms for at least two years prior to the submission of an application. As a minimum, the LPA will require sales particulars and information from sales / letting agents to be submitted as part of an application.

5.6.67 The conversion of retail units often leads to the fragmentation of commercial frontages but this is considered preferable to long term vacancies and voids. Nonetheless, these have to be kept in balance so that the very purpose of retailing and commercial centres is not diluted unduly. Although activities falling within Class B1 are by definition acceptable in residential areas in terms of their environmental standards, the Council will not permit such uses which would result in the loss of existing retail A1. Such uses may be successfully accommodated above ground floor level in primary shopping frontages and in non-retail premises elsewhere in established commercial centres.

## ENT9: Retail Development Outside of Retail and Commercial Centres

Development proposals outside of Retail and Commercial Centres that result in the loss of retail and commercial floorspace will only be permitted where there is proven to be other sufficient provision locally or where the premises/floorspace has been vacant for at least 12 months and has been actively marketed over that time.

Retail development outside of Retail and Commercial Centres will be concentrated at the following existing locations:

Location	Acceptable Uses	Type
Bridgend Retail Park	Bulky Comparison & Convenience	Out-Of-Centre
Waterton Retail Park	Bulky Comparison & Convenience	Out-Of-Centre
Sainsbury, Cefn Hirgoed	Convenience	Out-Of-Centre
Tesco, Brewery Lane	Convenience	Edge-Of-Centre
Tesco, Llynfi Lane, Maesteg	Convenience	Edge-Of-Centre
Bridgend Designer Outlet Village	Controlled by s106	Out-Of-Centre

Small scale retail and food and drink uses will be permitted as part of Strategic Allocations where the proposals are in accordance with Policies PLA1-5

- 5.4.68 The loss of a single retail store to another use could lead to a deficit in provision locally. Policy ENT9 seeks to ensure that, when planning consent is granted in such circumstances, there will not be an under-provision of such retailing in the area. Evidence to this effect must accompany any planning application and 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. The Council will need to be satisfied that marketing has been undertaken on reasonable terms and, as a minimum, would require sales particulars and information from sales / letting agents to be submitted as part of an application.
- 5.4.69 New proposals for retail development should be focused on locations within the retail hierarchy. Whilst proposals for **new** out-of-centre retail development will not be encouraged, the LDP acknowledges the presence of **existing** retail developments outside of Town, District and Local centres. It should be stressed that extensions within the boundaries of these sites, increases to the allocated floorspace or relaxations/changes to the types of goods sold, may require a needs test, sequential test and retail impact assessment, as advocated by national policy, depending on the nature of the proposal and the potential impacts. This will also apply to applications which seek to vary conditions to change the types of goods sold from these sites or the subdivision of units, both of which could potentially undermine the vitality and viability of Town and District centres if not properly controlled.

5.4.70 As established retailing sites, the Council expect the sites listed in Policy ENT9 to be considered as part of the sequential test of sites for new retail development proposals on sites not allocated within the plan. The sites are well integrated into the urban fabric and are served by public transport and are accessible by means other than the car. Therefore, to ensure the sustainable use of land, existing sites must be examined in terms of their appropriateness, before new edge and out-of-centre sites are considered. The sequential test must be followed (i.e. existing edge of centre sites before new edge of centre sites, then existing out of centre sites before new out of centre sites). If existing sites cannot accommodate additional development, or the proposer's site performs better in terms of sustainability issues, then evidence to this effect must be included in an accompanying Retail Statement and would be a material consideration in the determination of planning applications.

5.4.71 The development of the Bridgend Designer Outlet Village at Junction 36 of the M4 added a new dimension to out-of-centre retailing in the County Borough, attracting over 2 million visitors per annum. The outlet functions as a regional retailing and leisure destination and is considered as a form of shopping activity that is separate from the retail hierarchy.



McArthurGlen, Bridgend Designer Outlet Village

5.4.72 The nature of the retailing permitted is controlled by a Section 106 agreement which makes it a very particular form of out-of-town retail centre. This will continue to be the case in respect of new development proposals at this location, in order to protect the vitality and viability of the town centres of the County Borough, whilst acknowledging the role the outlet plays in attracting visitors. The LDP will continue to acknowledge the presence of the Designer Outlet by allocating it for its own specific purpose.

### **Bridgend Designer Outlet Village**

Land at Junction 36 of the M4 is allocated for the Bridgend Designer Outlet Village. Further expansion within this allocation will be subject to compliance with the uses specified by the Section 106 agreement.

### **Renewable and Low Carbon Energy**

5.4.73 The planning system plays a key role in delivering clean growth and the decarbonisation of energy, as well as being crucial in building resilience to the impacts of climate change. The transition to a low carbon economy not only brings opportunities for clean growth and quality jobs, but also has wider benefits of enhanced places to live and work, with clean air, clean water and improved health outcomes. In accordance with national planning policy, the Council has an aspiration for all new housing development to be net zero carbon in the first instance, while continuing to promote a range of low and zero carbon technologies as a means to achieve this.

- 5.4.74 Both Future Wales and PPW set out the requirements for clean growth and the decarbonisation of energy, which relates to wider legal obligations, needs and policies at an international, UK, Wales, and local level.
- 5.4.75 The UK was the first country to set legally binding carbon targets (an 80% reduction in carbon emissions by 2050 against a 1990 baseline) through the Climate Change Act (2008). These targets were later reflected in the **Environment (Wales) Act (2016)**. Understanding of the urgency and importance of tackling climate change has grown since the Climate Change Act was enacted. In 2015, parties to the United Nations Framework Convention on Climate Change (UNFCCC) agreed to accelerate and intensify efforts to tackle climate change, aiming to keep global temperature rise below 2°C (UNFCCC, 2019). In 2019, the Climate Change Committee (Climate Change Committee, 2019) recommended that the UK should increase their carbon targets to net-zero by 2050 and the Welsh Government declared a climate emergency and committed to setting new net zero carbon targets for 2050.
- 5.4.76 Under the **Environment (Wales) Act (2016)**, Wales is required to reduce net greenhouse gas emissions by at least 80% by 2050 (against a baseline set in legislation), with interim targets and carbon budgets established to ensure this target is met. In March 2019, Welsh Government published Prosperity for All: A Low Carbon Wales that sets priorities for:
- reducing the amount of energy we use in Wales;
  - reducing our reliance on energy generated from fossil fuels; and
  - actively managing the transition to a low carbon economy.
- 5.4.77 In addition to requirements set out in the **Environment (Wales) Act (2016)**, Welsh Government has introduced the following targets specifically related to local energy generation and ownership, to be achieved by 2030:
- 70% of Wales' electricity consumption to be generated from renewable sources;
  - 1 GW of locally owned renewable electricity capacity in Wales; and
  - Renewable energy projects in Wales to include an element of local ownership.
- 5.4.78 To achieve the targets above, the Council will need to work with renewable energy developers and ensure that renewable energy generation within their authorities is maximised. In order to ensure that this role is fulfilled, PPW places a requirement on planning authorities to develop an evidence base to inform the development of renewable energy and low carbon energy policies. The Welsh Government's Practice Guidance: Planning for Renewable and Low Carbon Energy – A Toolkit for Planners, September 2015, "the Toolkit" (Welsh Government, 2015) is identified within PPW as it provides a methodology for developing an evidence base to inform spatially based renewable energy policies for inclusion within LDPs.
- 5.4.79 The Council recognises that it has a significant role to play. Previous work that the Council and the Energy Systems Catapult (ESC) undertook forms an integral part of the evidence base, along with the Renewable Energy Assessment. This Assessment has been informed and guided by the Toolkit, although the methods have been updated to account for the local and temporal context of the Bridgend LDP 2018-2033, where appropriate. The Assessment estimates the current and future energy demands of the

County Borough, along with the progress in meeting these demands from local low carbon energy generation assets. Against this backdrop, land within the County Borough boundary has been subject to a resource assessment to identify the potential for renewable and low carbon energy project deployment from a resource perspective. The following technologies have been considered:

- Wind energy;
- Ground mounted solar PV;
- Biomass energy;
- Energy from waste;
- Hydropower energy; and
- Buildings integrated solar PV.

5.4.80 Previous work was undertaken with the Council under the Smart Systems and Heat programme (ETI, 2018b, ESC, 2018b) relating to the potential for low carbon heating within the County Borough. This was drawn on to inform the low carbon heating potential and opportunities. The potential resource available has been compared with projected future energy demands and it is considered unlikely that all of Bridgend County Borough's future energy needs will be able to be generated from renewable and low carbon sources within the County Borough. This is due to the impracticalities of deploying the level of ground mounted solar PV potential identified within the Assessment. Therefore additional energy generated in other parts of the country and offshore will also be relied upon.

5.4.81 With this in mind, the Council has set ambitious renewable energy deployment targets to maximise the use of the local resources available within the County Borough. In order to reduce future energy demand, strict policies have been introduced that seek to maximise the energy efficiency of new development, integrate energy generation into wider development proposals, and ensure that low carbon heating systems are installed.

5.4.82 The Council has been at the forefront of energy systems innovation, through involvement in the Smart Systems and Heat programme, the FREEDOM project and separate innovative energy projects. In addition to the planning policy recommendations provided in this section, therefore, the Council will continue to lead the decarbonisation agenda by:

- Continuing to pursue our own innovation projects and enabling others to deliver innovation projects within the County Borough, through delivery of the Smart Energy Plan (ESC, 2018b);
- Supporting new additional energy system infrastructure including electric vehicle charging infrastructure and battery storage;
- Sharing learning from decarbonisation projects with others (private and public sector), Supporting energy systems that are developed for the benefit of the community;
- Requiring green infrastructure and biodiversity enhancements to be included in all new developments;



- Developing and investing in additional renewable energy generation and energy efficiency projects on the Council’s (or other stakeholders’) own estate; and
- Ensuring that climate change impact and sustainable development is considered throughout all the Council’s procurement and operational activities through the development of its Decarbonisation Strategy. Undertaking these action points will assist the Council in achieving our aim of making “...Bridgend a decarbonised, digitally connected smart County Borough”.

### SP13: Renewable and Low Carbon Energy Development

- 1) Renewable and low carbon development proposals which contribute to meeting national and local renewable and low carbon energy and energy efficiency targets will be permitted where:
  - a) it can be demonstrated that there will be no unacceptable impacts on the natural and historic environment or local communities (such as noise and air pollution) and that no other unacceptable cumulative impacts will arise;
  - b) the proposal (inclusive of its associated infrastructure) has sought to minimise the landscape and visual impact through its design and micro-siting, particularly where in close proximity to homes and tourism receptors; and
  - c) Proposals make provision for the appropriate restoration and after-care of the land for its beneficial future re-use.
- 2) The following Local Search Areas (LSAs) are identified as areas considered suitable for wind and solar energy development:
  - a) LCA1: Llangynwyd Rolling Uplands & Forestry (Suitable for Wind Energy);
  - b) LCA8: Ogmere Forest and Surrounding Uplands (Suitable for Wind Energy); and
  - c) LCA 12: Newton Down Limestone Plateau (Suitable for Solar Energy).

Within the Local Search Areas (LSA), proposals for wind and solar energy generation will be permitted subject to criteria 1a), 1b) and 1c) and other relevant policies in this plan. Proposals for other development within these areas will only be permitted where they can demonstrate that they would not unacceptably prejudice the renewable energy generation potential of the LSA or the Future Wales’ Pre-Assessed Areas for Wind Energy.

<b>LDP Objectives</b>	SOBJ: 1, 2, OBJ: 1b, 2j, 3j, 3l, 4b, 4c
<b>Future Wales</b>	Heat Networks Renewable and Low Carbon Energy and Associated Infrastructure Renewable and Low Carbon Energy Development of National Significance
<b>PPW</b>	Productive and Enterprising Places



	Energy Reduce Energy Demand and Energy Efficiency Renewable and Low Carbon Energy Energy, Minerals Making best use of Material Resources and Promoting the Circular Economy
<b>WBFG Act</b>	A globally responsible Wales A healthier Wales A resilient Wales
<b>Well-being Goals</b>	Healthy choices in a healthy environment
<b>Key Evidence</b>	Renewable Energy Assessment Local Area Energy Strategy Future Wales

- 5.4.83 Proposals for large scale energy development are classed as Developments of National Significance and are determined by Welsh Ministers. Proposals below the threshold for Developments of National Significance are determined by local planning authorities. Large scale energy developments include:
- All on-shore wind generation over 10 megawatts; and
  - Other renewable energy generation sites with generating power between 10 megawatts and 350 megawatts.
- 5.4.84 Future Wales' spatial priority is for large scale wind energy and solar developments to be directed towards Pre-Assessed Areas for Wind Energy (as shown on associated Map within Future Wales). There is a presumption in favour of large scale on-shore wind and solar energy development in these areas, an acceptance of landscape change and a focus on maximising benefits and minimising impacts. Future Wales also states that communities will be protected from significant cumulative impacts to avoid unacceptable situations whereby, for example, smaller settlements could be potentially surrounded by large wind schemes. The development of Priority Areas will assist in co-ordinating strategic action, bringing a critical mass of new renewables developments together to build the case for new or reinforced grid infrastructure. Future Wales also emphasises that renewable energy technologies other than wind and solar are supported in principle.
- 5.4.85 SP13 (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. SP13 outlines the criteria against which proposals up to Local Authority-wide scale will be assessed. Proposals outside the Pre-Assessed Areas which are likely to have a significant impact on the landscape and/or visual amenity will be required to undertake a Landscape and Visual Impact Assessment and other relevant technical assessments to identify likely significant effects and demonstrate that adequate mitigation has been incorporated into the development. However, both within and outside Pre-Assessed Areas, the landscape and visual impact must be minimised through appropriate design and micro-siting.

### Renewable Energy Targets

- 5.4.86 The Renewable Energy Assessment identifies the contribution that the County Borough is potentially able to make towards meeting the national renewable energy targets mentioned above (see Tables below). These targets have informed the Plan's renewable energy targets set out in the monitoring framework. The uptake of renewable energy will be monitored to help demonstrate how the LDP is assisting to deliver the contribution identified in the Renewable Energy Assessment with the technology breakdown provided below.

**Table 10: Targets for Area-Based Resource Use**

Energy Technology	Estimated maximum accessible resource		Current installed capacity		LDP Targets	
	MW	MWh p.a	MW	MWh p.a	MW	MWh p.a
<b>Wind</b>	176 MWe <sup>1</sup>	416 GWhe	64 MWe	151 GWhe	81 MWe	191 GWhe
<b>Ground Mounted Solar PV</b>	3,835 MWe <sup>1</sup>	3,359 GWhe	13 MWe	11 GWhe	218 MWe	191 GWhe
<b>Building Integrated Solar PV</b>	212 MWe	186 GWhe	8MWe	7 GWhe	41 MWe	36 GWhe
<b>Hydro</b>	1MWe	3GWhe	0.05MWe	0.2GWhe	No target due to the low level of resource identified.	
<b>Biomass</b>	19MWth	51GWth	7MW	17 GWth	No target	
<b>Energy from Waste (Power)</b>	0.2 MWe	2 GWhe	None – waste is transported out of the county		No target. Due to the small amount of resource available, a specific energy from waste target is not suggested. However, a policy to ensure that waste management at new development sites and all waste management operations/contracts (that the Council engage with) comply with the Waste Hierarchy (Welsh Government, 2010) is suggested to ensure waste is used for energy generation where it cannot be prevented, reused or recycled.	
<b>Energy from Waste (Thermal)</b>	0.4 MWth	2 GWth	None – waste is transported out of the county			
<b>Anaerobic digestion (Power)</b>	0.6 MWth	3 GWth	n/a (heat generated is understood to be currently used for plant's parasitic load only)			
<b>Anaerobic digestion (Thermal)</b>	0.6 MWth	3 GWth	n/a (heat generated is understood to be currently used for plant's parasitic load only)			
<b>Total Power Generation</b>	4,225 MWe	3,970 GWhe	88 MWe	193 GWhe	340 MWe	418 GWhe
<b>Total Heat Generation</b>	20 MWth	55 GWth	7 MWth	17 GWth	No target. The REA recommends to base these on the proportion of buildings in an area to have low carbon heating systems installed rather than the number of connections or capacity.	

<sup>1</sup> Includes installed

5.4.87 The Power Generation target contained with Table 10 reflects the findings of the Renewable Energy Assessment. The predominant renewable energy resources in the County Borough are wind and solar. The wind generation target is based on a combination of the current installed capacity and an estimation of the remaining potential within the Landscape Character Areas identified as having moderate sensitivity to large wind turbine developments of 76-110 m tip height (as opposed to high sensitivity). The Ground mounted solar target is based upon transferring the majority of the wind energy generation potential to solar PV, given the existing heavy concentration of wind turbines in the north of the County Borough. The building integrated solar PV target is based on a combination of the current installed capacity and the desire to prioritise the incorporation of the technology into new build housing proposals.

**Table 11: Suggested High and Low Targets for Low Carbon Domestic Heating**

Energy Technology	Low (No. of dwellings)	High (No. of dwellings)	LDP Target
<b>ASHP</b>	4,400	9,600	30% of dwellings in Bridgend County Borough fitted with low carbon heating systems
<b>GSHP</b>	3,100	3,400	
<b>Hybrid HP</b>	2,500	3,100	
<b>District heat network connections</b>	8,000	9,700	During the Stakeholder Workshop it was discussed that a policy providing a hierarchy of lower carbon heating systems should be introduced. Whilst the Strategy map should be referred to it should be up to developers/homeowners to decide on the most appropriate heating system. It was also decided that targets should be based on a proportion of dwellings that have low carbon heating installed rather than a target consisting of the number of connections/capacities. The suggested target is based on the values provided in section 6 (i.e. low heat pump targets and high district heating target) but as a percentage of the current housing stock in Bridgend County Borough. This cannot be met by new build housing alone, therefore, to maximise the likelihood of meeting this target all new build developments should be fitted with low carbon heating systems.

<b>Biomass boilers</b>	700 (additional dwellings)	4,700	No target
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5.4.88 The target for low carbon domestic heating in Table 11 above is based on a percentage of the housing stock to have low carbon heating installed rather than the number of connections or capacities. This cannot be met by new build housing alone, therefore, to maximise the likelihood of meeting this target all new build developments should be fitted with low carbon heating systems.

### **Local Search Areas (LSAs)**

5.4.89 The Renewable Energy Assessment undertook a high-level constraints assessment of the County Borough to identify areas that are considered more suitable for the location of wind energy and ground mounted solar PV developments. The locations identified have been overlaid alongside the 15 Landscape Character Areas defined as part of the landscape sensitivity assessment set out in SPG20: Renewables in the Landscape (2016).

5.4.90 Whilst this assessment finds that all the Council's landscapes are particularly sensitive to large-scale wind and solar developments, it identifies two Landscape Character Areas (1: Llangynwyd Rolling Uplands & Forestry and 8: Ogmored Forest and Surrounding Uplands) as having the least sensitivity to wind turbine development. Landscape Character Area 8: Ogmored Forest and Surrounding Uplands is located within Future Wales' Pre-Assessed Areas for Wind Energy, and in accordance with SP13, any proposal in this area will need to ensure that the intention of the Priority Area designation is not compromised.

5.4.91 For solar PV developments, the entire County Borough is considered to have high sensitivity to solar schemes greater than 15 hectares (~8.5 MW). However, LCA 12: Newton Down Limestone Plateau is considered to be the least sensitive and is identified in SP13 as a suitable location for solar PV developments in the County Borough.

5.4.92 Whilst the Landscape Sensitivity Assessment provides an indication of landscape sensitivities, the document states that it should not be considered as a definitive statement of the suitability of a certain location for development. As such, there may be sites found to be suitable for development within areas considered to have high sensitivity.

### **ENT10 : Low Carbon Heating Technologies for New Development**

The Council has an aspiration for all new homes to be net zero carbon in the first instance. New major development must:

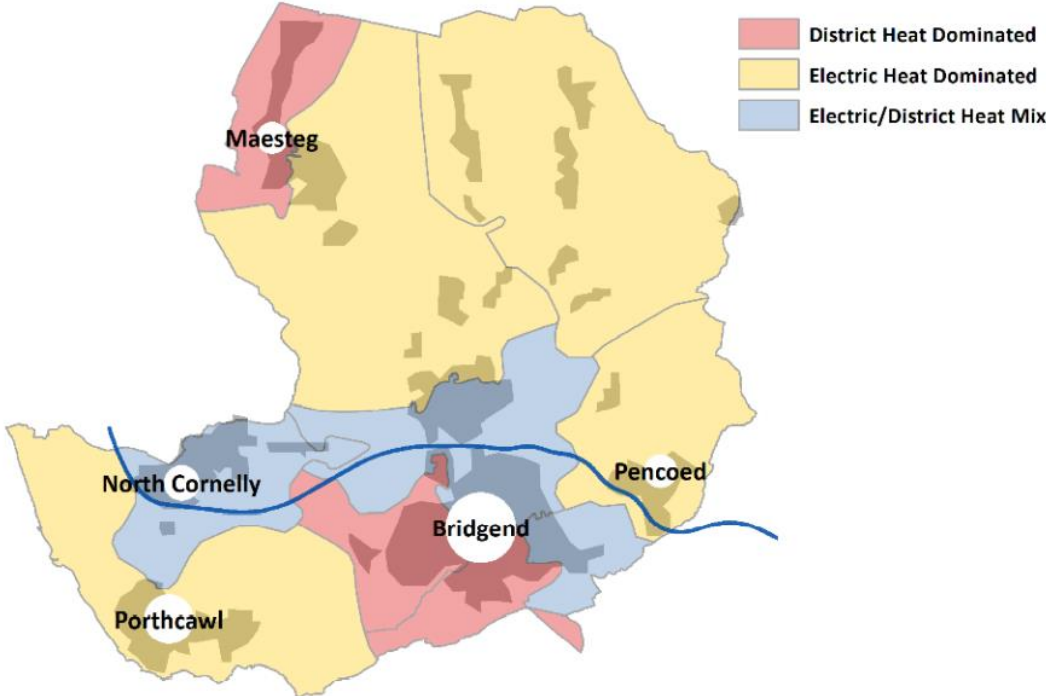
- 1) Be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions.

- 2) Demonstrate that heating systems have been selected in accordance with the following sequential approach:
  - a) Connection to an existing heat network or installation of a new heat network or connection from the point of occupation (If installation or connection is not feasible or financially viable, then development must be designed so as not to prejudice any future installation or connection to a District Heat Network);
  - b) If criterion 2a) is not technically feasible or financially viable, employing sustainable alternatives to heat networks such as individual renewable or communal renewable or low carbon installations must be considered;
  - c) If criteria 2a) and 2b) are not technically feasible or financially viable, installation of Hybrid heat pumps must be considered;
  - d) If criteria 2a), 2b) and 2c) are not technically feasible or financially viable, installation of electric only heating systems must be considered;
  - e) If none of the above are technically feasible or financially viable, development can then seek to connect to the gas network.

5.4.93 Heat Networks are a method of delivering heating and hot water to multiple buildings from a central heat source and, particularly in urban areas, can be the most effective way to provide low carbon heat. Heat networks can vary in size from a single block of flats, two buildings sharing a single heat source or wider areas of multiple buildings forming a District Heat Network.

5.4.94 Domestic heating is a major contributor to Bridgend County Borough's carbon emissions therefore decarbonising heat is critical to achieving a low carbon energy system and is a national and local challenge. Future Wales identifies Bridgend as a 'Priority Area for District Heat Networks' and requires planning authorities to identify opportunities for District Heat Networks and plan positively for their implementation. The Bridgend Local Area Energy Strategy and Renewable Energy Assessment identifies those areas considered to be suitable for development for district heat, hybrid and electric-heating solutions in combination with different levels of targeted fabric retrofit as shown in Figure 3 below.

**Figure 3: Areas Suitable for Development for District Heat, Hybrid and Electric-Heating**



5.4.95 The Bridgend Renewable Energy Assessment identifies the most appropriate low-carbon heating solution for the LDPs Strategic Sites (refer to PLA1-5). As part of the Council’s holistic approach to the decarbonisation of heat, ENT10 seeks to ensure that low carbon heating technologies are installed as part of all new major development (heat networks below this threshold will also be encouraged). This policy will also help ensure that development is designed in such a way to not prejudice the future development of a potentially Countywide District Heating Network, and enable development to connect to it at a later date once it becomes operational. The precise alignment of the Network will only be finalised following detailed ground investigations and feasibility assessments. Developers are encouraged to discuss the alignment with the Council at an early stage to ascertain whether their proposals are likely to be affected. Proposed developments must demonstrate how the proposal will facilitate a connection to a District Heating Network, or robustly justify why the connection is not technically and/or economically viable and suggest an alternative approach. This robust policy position is justified on the basis of development longevity. 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.



## ENT11: Energy Efficiency Provision Within the Design of Buildings

Development proposals must demonstrate that sustainable design standards are integral to the proposal through construction and operation, ensuring that they are considered at the beginning of the design process. New major development must be accompanied by an 'Energy Masterplan' that demonstrates that the following principles have been incorporated:

- 1) Buildings are sited and orientated to achieve maximum passive solar gain;
- 2) High quality, thermally efficient building materials are used;
- 3) Energy efficiency measures such as loft/wall insulation, triple glazing are installed;
- 4) Non-residential developments must aim to meet BREEAM standard "Excellent";
- 5) Renewable energy generation technologies are integrated into the design to meet the energy needs of the development (to include consideration of roof top solar PV, solar canopies and smaller ground arrays);
- 6) Reduce energy demand by maximising energy efficiency in fabric design;
- 7) Water reuse and recycling and rainwater harvesting must also be incorporated wherever feasible to reduce demand on mains water supply, subject to viability;
- 8) Explore opportunities to integrate energy storage to provide load flexibility.

- 5.4.96 ENT11 seeks to ensure that the design and standard of any new development is optimised to achieve energy efficiency and zero carbon emissions. Development proposals must demonstrate that sustainable design standards are integral to the proposal through construction and operation, ensuring that they are considered at the beginning of the design process.
- 5.4.97 There is an increasingly urgent need to deliver carbon savings from new buildings and ensure that the gap between the designed and as-built energy performance of new buildings is as little as possible. There is growing evidence that this energy performance gap is quite significant and that new buildings can be as much as 200% less energy efficient than their design would suggest. Major developments should undertake post-construction testing in order to improve our understanding of this issue and also to ensure that performance standards for low carbon buildings are linked to as-built performance.
- 5.4.98 The whole life cycle of a building from construction, through occupation and renovation, to eventual demolition can result in major resource inputs. By optimising the design of buildings, using the principles set out in this policy, there is considerable potential to reduce the need for inputs and the ecological and carbon footprint of development, and can potentially enhance the environment whilst reducing costs for developers and occupants.

- 5.4.99 ENT11 continues the Council's current approach to seeking more energy efficient and lower carbon housing, and development that is environmentally sustainable in a wider sense in order to achieve the Vision and Objectives for the County Borough. Further guidance on implementing the principles and requirements set out in ENT11 will be contained within a Sustainable Construction and Design SPG.

#### ENT12: Parc Stormy

Notwithstanding the consideration of material planning matters concerning mineral safeguarding, access, landscape, pollution and design, further development and extension of the former Stormy Down Airfield will be permitted where it relates to and/or facilitates the creation of a cluster of innovative green industries.

This includes the continuation of processing food waste for renewable energy generation at the Anaerobic Digestion Plant

- 5.4.100 Parc Stormy is located on the former Stormy Down airfield, which is located approximately 6.5km (4 miles) west of Bridgend Town Centre. The site has excellent access to the Strategic Highway Network with close links to the A48 and M4 Junction 37. The site is currently used for a range of low carbon energy generating technologies including an anaerobic digestion plant, an onshore wind turbine, solar array, Tesla battery, Solcer House. Most recently, consent was granted for a biomethane gas-to-grid facility to upgrade biogas generated at the AD plant and inject it into the gas network.
- 5.4.101 Food waste in Bridgend is currently processed at the Anaerobic Digestion facility. This processes approximately 50,000 tonnes of food waste per year (including waste that is imported from outside the County Borough) and has a capacity of 3 MWe. If the ambition to reduce food waste generated is realised over the LDP period, it could be offset if the existing plant is able to diversify and accept organic farm waste. The biogas produced at Stormy Down is currently combusted in a CHP engine, with some of the heat used for the anaerobic digestion processes but the remaining heat is wasted. Severn Trent (the facility owners) are currently investigating the possibility of upgrading the biogas to biomethane and injecting this into the gas network (BCBC, 2019).
- 5.4.102 ENT12 seeks to continue the existing operation of innovative renewable energy generation at Parc Stormy and encourages future development proposals that seek to extend that role.

## **Mineral Resources**

### **SP14: Sustainable Development of Mineral Resources**

The efficient and appropriate use of minerals within the County will be encouraged, including the re-use and recycling of suitable minerals as an alternative to primary won aggregates. The extraction of mineral resources will be permitted where they satisfy the following criteria:

- 1) It can be demonstrated that there is a requirement for the mineral to meet the need of society either nationally, regionally or locally, and the need cannot be met from secondary or recycled materials or existing reserves. As a minimum, a 10 year landbank of crushed rock will be maintained throughout the Plan period;
- 2) The proposed end use of the mineral resource is appropriate and represents an efficient and sustainable use of the resource;
- 3) The development would not cause demonstrable harm to the amenities of local communities, in particular with regard to access, traffic generation, noise, vibration, dust, air quality and odour;
- 4) The proposal would not result in any significant adverse impacts on public health and well-being;
- 5) There would be no significant adverse impact, including visual impact, on the landscape, natural heritage, cultural and historic environments;
- 6) There would be no significant adverse impact on the quality and quantity of controlled waters and no additional flood risk from land drainage;
- 7) It can be demonstrated that no significant danger, damage or disruption would arise from subsidence or ground instability;
- 8) The proposal would not adversely impact agricultural interests, particularly on high quality agricultural land;
- 9) Opportunities for the re-use and/or recycling of mineral waste are maximised;
- 10) The proposal has duly considered the location of any existing water and sewerage infrastructure;
- 11) The minerals will be transported by rail wherever feasible; and,

<p>12) Appropriate and progressive restoration and aftercare measures have been submitted, including post closure management of the site and the provision of other appropriate compensatory enhancements.</p> <p>The Council will not support the development of land based unconventional oil or gas operations, including the exploration, appraisal and extraction of oil and gas by unconventional methods (including the drilling of exploratory boreholes).</p>	
<b>LDP Objectives</b>	SOBJ: 3, 4 OBJ: 3K, 3L, 3M, 4B, 4C
<b>Future Wales</b>	Strategic Policies for Regional Planning
<b>PPW</b>	Productive and Enterprising Places Energy Minerals Minerals Protecting Special Characteristics and Qualities of Places Safeguarding Mineral Resources and Infrastructure Ensuring Supply Aggregates Reducing the Impacts of Mineral Extraction and Related Operations
<b>WBFG Act</b>	A globally responsible Wales A healthier Wales A resilient Wales
<b>LWBP</b>	Healthy choices in a healthy environment
<b>Key Evidence</b>	BGS Mineral Resource Maps BGS Aggregate Safeguarding Maps Coal Authority Maps Regional Technical Statement 2 <sup>nd</sup> Review Safeguarding Assessment of Sites

5.4.103 SP14 sets out criteria against which all proposals for mineral development will be assessed. Given the variety and diverse nature of such applications, however, other factors such as the need for planning agreements/obligations in accordance with SP10, may also need to be considered for major development. Some mineral sites, because of their scale, provide an ideal opportunity for habitat creation to help meet objectives in the Local Biodiversity Action Plan and the proposed Green Infrastructure Plan. In order to sustain such new habitat, it will normally be necessary to secure funding from the developer to ensure the long term integrity of the site.

5.4.104 The mineral industry is still active in the County Borough with limestone and sand and gravel still being worked at a number of different sites. 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.

5.4.105 Given the distribution of minerals within the County Borough, and the location of existing settlements, it is considered inevitable that there will be some loss of mineral, although

this will be minimised through careful site selection. A detailed safeguarding policy will be included to ensure that the need to protect the mineral resource is considered prior to any non-mineral development outside allocated sites or identified development boundaries. Within development boundaries the need to undertake prior extraction to address issues of instability will also be addressed.

- 5.4.106 Mineral TAN 1, and the Regional Technical Statement (RTS) 2<sup>nd</sup> Review for Aggregates, set out guidance/advice on how development plans should address mineral issues. They support a strong and sustainable approach to mineral planning, while 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. Strategic Policy 14 therefore supports these national and regional policy requirements.
- 5.4.107 This Second Review of the RTS introduces a new requirement for all Local Planning Authorities (LPA) to agree Statements of Sub-Regional Collaboration (SSRCs) in respect of their contributions to the future provision of land-won primary aggregates. SSRCs are required to be prepared, collaboratively, by all constituent LPA within each RTS sub-region (as defined by the RTS 2<sup>nd</sup> Review) as part of the evidence base needed to support each LDP. Bridgend has been grouped within the Cardiff City sub-region whereby a SSRC has been agreed upon by all LPAs including Cardiff, the Vale of Glamorgan, Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly and the Brecon Beacons National Park. The purpose of the SSRC is to confirm that all constituent LPAs within a particular RTS sub-region accept the individual apportionments for aggregates for their individual Authority areas, as set in the latest review of the RTS.
- 5.4.108 The County Borough is required to meet the apportionments set out in the RTS through the LDP process in order to contribute towards meeting the regional demand for aggregates (both hard crushed rock, and sand and gravel). The total requirement is for 17.471 MT of crushed rock over the next 25 years. The County Borough has a surplus of existing permitted crushed rock reserves in the region of 27.27 MT to put towards this requirement. Therefore, the County's landbank figures for crushed rock is notably in excess of the minimum requirements set out in MTAN1. MTAN 1 requires LPAs to maintain a minimum 10 year supply of aggregates (landbank) throughout the Plan period to ensure that national, regional and local demand are met. The limestone quarries within the County Borough contribute approximately 8.7% of the South Wales region's total crushed rock sales for the aggregates market. At present, the total aggregate reserves (landbank) figure is approximately 42 years.
- 5.4.109 There is no requirement set out in the RTS for sand & gravel. At present, there is currently no land-based sand & gravel extraction within the Cardiff City sub-region, and this has generally been the case for decades. This is due in part to the ready availability of marine dredged sand from both the Severn Estuary and the Bristol Channel, but also reflects the environmental sensitivity of many of the inland areas which might contain potentially suitable resources.

5.4.110 In accordance with the recommendations contained within the RTS 2<sup>nd</sup> Review, no future provision for land-won primary aggregates, including allocations for future workings have been identified within the Plan.

#### **ENT13: 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; 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.

5.4.111 As set out in national planning guidance, the safeguarding of finite minerals resources is a means of preserving natural resources for future generations. This does not infer these will ever be worked and in most cases only very limited use will be made of them. It is also important to remember safeguarding also does not confer any permission/allocation for extraction/exploitation. The safeguarded areas shown on the Proposals Map relate to the British Geological Survey (BGS) Aggregate Safeguarding Map for South East Wales.

5.4.112 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. Such consideration will normally be made at the planning application stage and should form part of any submission for approval.

5.4.113 With regard to aggregates (hard rock, and sand and gravel) identified and safeguarded on the proposals map, the extraction of mineral resources will generally not be acceptable within 200 metres of identified settlements in the LDP (for hard rock) and within 100 metres (for sand and gravel).

#### **ENT14: Development in Mineral Buffer Zones**

The following mineral buffer zones are identified around existing quarries and mineral operations:

- 1) Cefn Cribwr Mineral Buffer Zone
- 2) Stormy Down Mineral Buffer Zone

Proposed development within buffer zones must demonstrate that:

- a) The mineral resource will not be sterilised; and
- b) The proposals will not be adversely affected to an unacceptable degree by mineral operations.

- 5.4.114 Mineral Buffer zones are shown on the Proposals Map around all quarries and mineral operations, including dormant sites. The purpose of buffer zones is to protect both mineral reserves (resources with planning permission) and mineral resources from development which may sterilise them, but also to ensure the environmental effects of quarrying/mining do not adversely affect sensitive development such as housing. Consequently, development such as extensions to existing properties and small infill development within settlement boundaries would normally be permitted. For the purposes of the LDP, mineral buffer zones have only been identified on the Proposals Map around sites with 'Mineral Reserves'.
- 5.4.115 In accordance with MTAN(1) the buffer zones have been defined by a 200 metre (for limestone/sandstone quarries) distance from the boundary of the mineral site. These issues have been further amplified in the Mineral Background Paper.
- 5.4.116 Certain land uses such as office, industrial and commercial uses may be permissible within buffer zones as they are less sensitive to any adverse effects such as noise, dust and blasting. Other uses such as schools and health premises would be less tolerant and generally would not be permitted.

### **Waste Management**

#### **SP15: Sustainable Waste Management**

The sustainable management of waste will be facilitated by:

- 1) securing opportunities to minimise the production of waste in all development and ensuring the sustainable management of waste once it has been produced;
- 2) Supporting proposals for waste management which move the management of waste up the waste hierarchy (identified in national policy);
- 3) Supporting proposals which reduce the impacts of existing waste management on communities and the environment;
- 4) In order to manage waste within the County Borough in a sustainable manner, the development of in-building sustainable waste management facilities involving the transfer, treatment, re-use, recycling, in-vessel composting or energy recovery from waste, will be permitted within the following areas:
  - Land at Heol-y-Splott, South Cornelly;
  - Brynmenyn Industrial Estate, Brynmenyn;
  - Village Farm Industrial Estate, Pyle;
  - Brackla/Litchard Industrial Estate, Bridgend;
  - Waterton Industrial Estate, Bridgend; and
  - Parc Stormy.

Other waste management facilities may be permitted at appropriate locations primarily within allocated employment sites with specified B2 employment use class allocations,



providing they are supported with an agreed programme of site management for the duration of the development and they do not have a detrimental impact upon:

- a) Adjoining land uses;
- b) Amenity of neighbouring land uses or individual properties, including the effects of traffic movement and the generation of noise, dust, fumes, vibration and odour;
- c) The highway network;
- d) Visual impact;
- e) Natural heritage, cultural and historic environment;
- f) The type, quality and source of waste;
- g) Controlled waters, including water quantity and quality;
- h) Air Quality; and
- i) Public health and well-being.

Development of sustainable waste management facilities in appropriate rural locations, including composting and anaerobic digestion, may also be supported subject to the above criteria.

<b>LDP Objectives</b>	SOBJ: 3, 4 OBJ: 3K, 3I, 3M, 4B, 4C
<b>Future Wales</b>	Strategic Policies for Regional Planning
<b>PPW</b>	Making Best Use of Material Resources and Promoting the Circular Economy Design Choices to prevent Waste Sustainable Waste Management Facilities
<b>WCFG Act</b>	A globally responsible Wales
<b>LWBP</b>	Healthy choices in a healthy environment
<b>Key Evidence</b>	TAN 21 – Waste Collections, Infrastructure and Markets Sector Plan South West Wales Regional Waste Plan

5.4.117 Waste reduction is a cross cutting issue and opportunities to prevent or reduce the generation of waste should be made in all development, in line with PPW.

5.4.118 When assessing proposals for all types of waste management facilities, the extent to which the development contributes to the objectives and principles set out in the National Waste Strategy (Towards Zero Waste (2010)) and the relevant Sector Plans, in environmental, economic, and social terms, will be a material planning consideration. Planning issues which must be taken into account when preparing applications are set out within Annex C of TAN21. Developers must clearly justify why a proposal is necessary and that it meets a regional or locally identified need. A Waste Planning Assessment (WPA) will be required to support all applications for a waste facility classified as a disposal, recovery or recycling facility. The WPA must contain sufficient information to enable an assessment of the application and its contribution to meeting the requirements set out in the Collections, Infrastructure and Markets Sector Plans.

Advice regarding the information to be included within a WPA can be found in Annex B of TAN21.



Community Recycling

- 5.4.119 The waste hierarchy is used to advise on waste management options. Development proposals must demonstrate that the treatment process reflects the priority order of the waste hierarchy as far as possible, notably how the management of waste is being driven up the hierarchy. Proposals must have regard to the nearest appropriate installation concept and self-sufficiency principles where necessary. Departure from the hierarchy should be justified through the use of a Life Cycle Assessment and be contained within the WPA. In accordance with national policy, particular regard will be given to how proposals for waste covered by Article 16 of the revised Waste Framework Directive fit with the Nearest Appropriate Installation concept and Self-Sufficiency Principles.
- 5.4.120 Proposals for in-building waste management facilities will be directed to the employment sites identified in SP15. . The co-location of waste management facilities to enable the development of heat networks will be supported, subject to the criteria detailed within SP15. Other areas having the benefit of lawful B2 use (as classified under the Town and Country Planning (Use Classes) Order) may also be considered, subject to meeting the criteria set out above in SP15. Some waste operations such as windrow composting and anaerobic digestion may, however, need to be located outside of settlement boundaries where emissions such as bioaerosols will not harm the public. Each application will therefore need to be determined on its merits in accordance with normal development control criteria and other relevant countryside policies, guided by the areas of search maps produced as part of the Regional Waste Plan evidence base.
- 5.4.121 Commercial and industrial waste comprises approximately 60% of the total waste generated in any given area. Such waste takes a number of different forms such as

business food waste, green horticultural waste, plastics, wood, glass, paper, metal and construction and demolition waste such as soil, bricks, concrete and stone etc.

5.4.122 The number of facilities to deal with the recycling of such waste has grown dramatically in recent years as a result of national and regional targets to reduce disposal to landfill. This trend is likely to continue throughout the plan period and as most waste processing has elements of B1/B2/B8 use, capacity on existing industrial estates has been assessed to accommodate demand for such facilities in line with TAN 21 and the Regional Waste Plan. Hence, such facilities are encouraged to locate on existing sites which generally have suitable infrastructure to support facilities of this nature. This also enables, where appropriate, the sharing of energy produced from waste management processes to adjoining industrial users or to appropriate receptors within the wider urban area.

#### **ENT15: Inert Waste**

Proposals for the deposit of locally generated inert waste on sites in the countryside will only be permitted where it is necessary for the facilitation of acceptable development as defined in Policy SP15 and where all of the following criteria are satisfied:

- 1) The waste satisfies the definition of inert waste as defined by current legislation;
- 2) The nature of the waste is such that it cannot be reused or recycled other than for basic fill use;
- 3) The proposed final landform is compatible with the existing surrounding ground levels;
- 4) The natural drainage of the site or adjoining land would not be impeded;
- 5) Arrangements can be made to prevent the pollution of surface or underground water;
- 6) The landform is appropriately landscaped unless compacted areas are required for built development; and
- 7) There are no significant adverse impacts on natural heritage.

5.4.123 A significant number of proposals for the tipping of inert waste (soils, bricks, concrete, stone etc) are received on land which forms part of farms for the purposes of land reclamation and/or to facilitate a base for built development. In many cases, the proposals include material which can be segregated and recycled and used for beneficial use rather than a basic fill material. ENT15 seeks to set out a sustainable approach to the proper control of such activities to ensure the protection of the countryside and the re-use of waste materials other than for tipping. Such use of material reduces the demand for primary aggregate and makes the best use of limited resources.

#### **ENT16: 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.

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.

5.4.124 ENT16 sets out the need for an integrated approach to providing waste facilities for all built development. Such provision covers residential, industrial, commercial, retail and other development. Early consideration of waste management needs for flats, terraced housing etc. is essential to ensure planning for waste is not an afterthought. This includes considerations such as bin/bag enclosures, design layouts for easy waste handling, segregated stores and path gradients. Larger sites may be required to produce an environment management plan, which would state how waste arising and other environmental control measures would reduce the impact of construction.

5.4.125 The following information must be provided in support of developments, as appropriate, to demonstrate how sustainable waste management will be provided for:

- Plans demonstrating an adequate footprint for the internal and external on-site waste, recycling, composting, separation and storage facilities. Communal facilities are unfavourable however these may be appropriate for larger developments should sufficient consideration be afforded to recycle separation and residual waste minimisation/restriction; and
- Details of proposed access routes for 26 tonne recycling and refuse collection vehicles, including adequately sized access pathways and service roads with suitable dropped kerbs and crossovers. These requirements will need to be considered in accordance with the User Hierarchy as featured in Manual for Streets.

5.4.126 The views of the Council's Waste Management Section will be taken into account on all types of development to ascertain the extent and nature of facilities needed to deal with any potential municipal waste arising associated with the proposed development.

#### **Tourism**

5.4.127 Future Wales emphasises the importance of tourism as part of the foundational economy, which is considered 'integral to the well-being of places, communities and people and which deliver people's everyday needs'. Whilst making an important contribution to the economy, there is a positive link between tourism and the physical and mental well-being of communities. This is especially enabled through active, green and cultural forms of



tourism. The Replacement LDP recognises the significance of tourism in these multi-faceted respects, whilst appreciating how central the tourist industry is to the economy of the County Borough. This has been confirmed in regional strategies, which identify the key market propositions where the County Borough has a crucial facilitating role to play, especially through the promotion of the strategically important tourist resort of Porthcawl. A key objective of the Welsh National Marine Plan is to 'recognise the significant value of coastal tourism and recreation to the Welsh economy and well-being and ensure such activity and potential for future growth are appropriately safeguarded'.

5.4.128 Tourism has the potential to increase economic activity, assist regeneration and conservation, and raise general health and well-being. There can also be some negative impacts of tourism, as a result of visitor pressure, in terms of traffic congestion, harm to sensitive natural environments (for example in undeveloped coastal areas and protected areas), and to local communities. Policies in the Replacement LDP aim to direct tourism development to locations to avoid such impacts or seek to control development to reduce negative impacts.

5.4.129 The LDP will provide the framework for the provision and protection of well-located, good quality, tourism, sport, recreation and leisure facilities and to diversify tourism in the County, thereby contributing to the Aims and Priorities of the Bridgend County Destination Management Plan (2018-22). The LDP will seek to ensure that proposals for new tourism related development are located in sustainable and accessible locations and that local communities are not adversely affected.



Porthcawl Sea Front

5.4.130 Any proposed development for tourism, sport and recreation uses located on previously used land will be encouraged where appropriate. All proposed development must be appropriate to its location and surrounding environment and not have negative landscape or environmental impact. Development which is likely to generate high levels of traffic and which is more akin to retail development, should be located within town centres where possible. Unlike housing or employment uses, it is more difficult to allocate land for specific tourism /leisure uses as the industry is more trend based and footloose. The Plan adopts a flexible policy based approach, which supports the strategic framework set out in SP16 with more detailed criteria based policies.

<b>SP16: Tourism</b>	
<p>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.</p> <p>Tourism development linked to regeneration initiatives will be promoted at:</p> <ol style="list-style-type: none"> <li>1) The strategically important resort of Porthcawl;</li> <li>2) Maesteg and the Llynfi Valley by means of maximised opportunities linked to Afan Parc and Maesteg Town Hall;</li> <li>3) Local Nature Reserves (where this doesn't conflict with Conservation Objectives of related designations), Country parks and the Coast Path; and,</li> <li>4) Other local hubs.</li> </ol> <p>In order to support planning applications for new, or the extension of existing, tourism facilities or accommodation, developers must submit a Tourism Needs and Development Impact Assessment (TNDIA) alongside their planning application. The information required within a TNDIA will be proportionate to the nature of the proposal, its scale and location.</p>	
<b>LDP Objectives</b>	SOBJ: 1, OBJ: 1b, 1d, 2d, 3h, 4a
<b>Future Wales</b>	Resilient Ecological Networks and Green Infrastructure National Forest Supporting the Rural Economy
<b>PPW</b>	Economic Development Tourism The Rural Economy Distinctive and Natural Places Historic Environment and Coastal Areas
<b>WBFGB Act</b>	A Prosperous Wales A More Equal Wales

	A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh Language
<b>LWBP</b>	Healthy choices in a healthy environment
<b>Key Evidence</b>	TAN 5 Nature Conservation and Planning TAN 6 Planning for Sustainable Rural Communities TAN 13 Tourism Bridgend County Destination Management Plan (2018-22)

5.4.131 The land-use planning system has a key role in ensuring that tourism related development maximises the economic and employment benefits that tourism can bring in a sustainable manner and protects those qualities in the natural and built environment upon which tourism depends. The Replacement LDP seeks to encourage high quality sustainable tourism based on the County Borough's distinctive and valued natural environment, its historic features, the individual identity of its settlements and its cultural heritage, including the Welsh language. This includes enhancing biodiversity and protecting and enhancing ecological connectivity, where appropriate.

5.4.132 It also seeks to protect and enhance existing tourist facilities and support proposals for new tourism-related development that widens the range of attractions and facilities to attract more visitors to the County Borough. SP16 encourages sustainable tourism initiatives which support and promote high quality activity based tourism, business, events and cultural tourism. In particular, the expansion of sustainable tourism in the Llynfi Valley will build on the links to the Valleys Regional Park and the Afan Parc development in Neath & Port Talbot, by promoting complementary infrastructure and facilities which can benefit the Llynfi Valley as a whole. Also the strategically important resort of Porthcawl.

5.4.133 The information required within a TNDIA will be proportionate to the nature of the proposal, its scale and location. The types of information required as part of a TNDIA include:

- Evidence to support why a development of this type is needed, referencing whether any existing facilities or sites exist within the locality, and/or if there is a list of people waiting to use any existing facilities or sites;
- Evidence to show that the proposal is viable and sustainable as a tourism business;
- Evidence to illustrate the impact on the local community. For example, how the development will support the economy, the number of jobs that would be created, the increased revenue/visitor spend in local economy;
- If appropriate, evidence to document how the impact on the agricultural business will be mitigated, for example, loss of grazing;
- Evidence of vacancy rates within a reasonable geographical area, as agreed with the Council, in order to demonstrate any significant unmet need;
- Any other evidence of demand;
- Assessment of the anticipated levels of vehicular traffic, parking space demand and highway safety impact;



- Demonstration that the development is of high quality, including sustainable buildings which extend the existing tourism offer; and
- Where appropriate, all types of development will require a Landscape and Visual Impact Assessment, including details of appropriate mitigation.

#### **ENT17: New or Extended Tourist Facilities, Accommodation and Attractions**

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.

5.4.134 Opportunities exist for further improving and co-ordinating the range of tourist accommodation, facilities and attractions. The purpose of Policy ENT17 is to encourage tourism development which increases the range of activities available to visitors in appropriate locations.

5.4.135 Tourism development projects are an important part of regeneration. In the case of major new tourism developments it is acknowledged that they can make a very significant contribution to urban regeneration. Such attractions will be expected, wherever possible to be located in sustainable locations within, or adjacent to urban areas.

5.4.136 ENT17 ensures that those proposals for tourist facilities and attractions, which seek appropriate countryside locations will be related to and in keeping with the surrounding countryside. The kind of tourism proposals which may be acceptable in the countryside relates to those activities which by their very nature require a countryside location such as golf, walking, cycling, fishing, appropriate equestrian activities, appropriate extreme activities whose environmental impact is usually minimal. However, increased visitors numbers can sometimes result in erosion, damage, litter, the spread of disease and other management issues. Proposals should therefore contain appropriate measures to mitigate such impacts.

5.4.137 The LDP has the opportunity to shape tourism development around existing leisure and recreation facilities such as areas with good opportunities for walking, cycling, horse riding, nature watching or passive enjoyment of the Countryside. Developments which demonstrate an improved linkage to sport and leisure opportunities (e.g. walking and

cycling trails, fishing lakes, golf courses) should be viewed as an opportunity to improve resources for tourists in the County Borough.

#### **ENT18: Protection of Existing Tourist Accommodation**

The loss of serviced and self-catering tourist accommodation will be permitted only if:

1. Its loss would not adversely affect the range and quality of tourist accommodation available within the locality and/or the County Borough;
2. It can be demonstrated that there is no long term demand for the property to be used for tourist accommodation;
3. It can be demonstrated that the building is no longer suitable or viable for tourist accommodation.

5.4.138 The Council's concern is to ensure that any decline in the level of tourist accommodation, by changes to alternative uses, is properly controlled. Therefore, the purpose of ENT18 is to resist the loss of tourist accommodation to other uses, as this can seriously weaken the County Borough's tourism offer. This is supported by advice contained in TAN13 Tourism which acknowledges that the availability of a wide range of tourist accommodation benefits the economy in general and gives choice to visitors.

5.4.139 TAN13, however, advises that the planning system should not be used to perpetuate outdated accommodation for which there is no demand. The Council therefore accepts that instances may arise where conversion may be justified for one of the reasons stated under ENT18. In assessing applications for conversion to alternative uses, the LPA will take into account the length of time a property has been vacant for and on the market, trends in occupancy rates and customer preferences, and the suitability of the building in terms of size and floor layout for the provision of modern serviced accommodation.

## 5.5 To Protect and Enhance Distinctive and Natural Places

5.5.1 The County Borough's natural and built environment is of high quality and represents one of its primary assets. The diversity of landscapes, habitats, species and geology, and their relationship with the urban area, contribute enormously to the County Borough's distinctive and attractive character. The special and unique characteristics of the natural and built environment help attract investment, promote the County Borough as a tourist location and provide cultural experiences and healthy lifestyles for its communities. Conserving and enhancing the natural and historic environment is therefore a key function of the LDP, although this needs to be balanced with the facilitation of sustainable economic growth in order to contribute to the national placemaking objectives of PPW.

5.5.2 Future Wales' strategic focus on urban growth requires an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable. The County Borough contains significant areas of international and national statutory environmental designations, as well as many sites of local wildlife importance, which the plan will identify to ensure their protection, and, where possible, enhancement. As well as making the locality a special place to live and visit, the natural environment adds to regional and local distinctiveness and is an important economic and social asset. Appropriate development will need to conserve and enhance valued countryside, landscapes, seascapes and significant geological sites, minimise impacts on biodiversity and provide biodiversity enhancement (net benefit), where possible, whilst protecting or enhancing green infrastructure provision in recognition of its wide ranging benefits.



New Bridge, Merthyr Mawr, Bridgend

5.5.3 The historic environment is an important cultural asset and a finite, irreplaceable source of information about the past. It forms a central part of the national and local character, contributes to a sense of place and identity and plays a key role in education, leisure and tourism. The term 'historic environment' includes those parts of the environment where the interaction of people and places over time has left traceable evidence in the modern landscape. This includes not only archaeological sites and historic buildings



Coity Castle

with statutory designations, but also the wider historic landscape and locally distinctive, valued and important buildings and features.

### **Conservation and Enhancement of the Natural Environment**

5.5.4 The County Borough has a rich and varied biodiversity, in terms of species and habitats, which the Replacement LDP seeks to maintain and enhance (to provide a net benefit). . For development to be sustainable, it needs to be soundly based on good environmental assessments, and to be well planned and controlled with regard to its environmental impact. In accordance with Future Wales Policy 9, the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.

5.5.5 There is clear national guidance and legislation with regard to maintaining and enhancing biodiversity and taking account of ecosystem resilience . The most relevant statutory requirements are set out in Section 61 of the Planning and Compulsory Purchase Act 2004, the Conservation of Habitats and Species Regulations 2017, Environment (Wales) Act 2016 Section 6 Biodiversity and Resilience of Ecosystems Duty and Section 7 Priority Habitats and Species, Section 11 of the Countryside Act 1981 and Section 28G of the Wildlife and Countryside Act 1981. Annex 1 of TAN5 lists all the other relevant legislation. PPW11 responds to the Section 6 Duty of the Environment Act by setting a framework to maintain and enhance biodiversity (providing a net benefit), whilst calling for a proactive approach towards facilitating the delivery of biodiversity and resilience outcomes.

5.5.6 To comply with the Environment (Wales) Act 2016 (Section 6 Duty) the LDP Strategy will seek to maintain and enhance the biodiversity and resilience of the County Borough's ecosystems to provide a net benefit for biodiversity through a proactive and resilient approach. This includes native species landscaping, careful location of development, the creation of green corridors, open space management and adopting best practice



Kenfig National Nature Reserve

site design and green infrastructure principles. Only in exceptional circumstances, where it is in the public interest, will new development be located where it may have an adverse impact on sites designated for their importance for nature conservation. Robust mitigation and compensation will be provided wherever this situation is unavoidable, in line with considered advice from statutory and advisory organisations.

## 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. In particular, these include the nationally important Glamorgan Heritage Coast, the outstanding historic landscapes of Kenfig and Merthyr Mawr Warren, and other regionally and locally important areas. 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.

Areas having a high and/or unique environmental quality will be protected and the following strategically important areas within the County Borough will specifically be protected from inappropriate development which directly or indirectly impacts upon them:

SP17(1) Natura 2000 Network Sites (including Special Areas of Conservation (SACs);  
SP17(2) Sites of Special Scientific Interest (SSSIs);  
SP17(3) Kenfig and Merthyr Mawr National Nature Reserves (NNRs);  
SP17(4) The Glamorgan Heritage Coast.  
SP17(5) Mynydd Margam Registered Historic Landscape.

The weight to be afforded to environmental designations in the determination of relevant planning applications will be based on their statutory or non-statutory status and geographical scale of designation.

Proposals likely to have direct or indirect adverse effects on Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites, must be subject to Habitats Regulations Assessment (HRA). This includes development proposals on allocated sites where this plan indicates a project level HRA is required and any other development proposals likely to have adverse effects on SACs/SPAs/Ramsar sites. In addition, any proposals that could affect the habitat of marsh fritillary butterfly within 2km of Cefn Cribwr Grasslands SAC, as illustrated on the Policies Map, must be subject to HRA.

Development requiring HRA will only be allowed where it can be determined through HRA that:

- a) taking into account mitigation, the proposal would not result in adverse effects on the integrity of the SACs/SPAs/Ramsar sites, either alone or in combination with other plans or projects; or



b) HRA proves there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided

Proposals within or affecting a SSSI must demonstrate how they safeguard, support or where possible enhance identified special features of the designation.

The importance and features of Sites of Importance for Nature Conservation (SINCs) and local wildlife sites must also be considered as appropriate in the determination of relevant planning applications (refer to DNP5).

<b>LDP Objectives</b>	SOBJ: 4 OBJ: 4a, 4b, 4c, 4d, 4e
<b>Future Wales</b>	Resilient Ecological Networks and Green Infrastructure National Forest Supporting the Rural Economy
<b>PPW</b>	Distinctive and Natural Places Biodiversity and Ecological Networks Landscape
<b>WBFG Act</b>	A healthier Wales A Wales of vibrant culture and thriving Welsh Language A globally responsible Wales
<b>LWBP</b>	Best start in life Healthy choices in a healthy environment
<b>Key Evidence</b>	Water Framework Directive (WFD) Bridgend Local Biodiversity Action Plan (2014) Landscape Character Assessment Carmarthen Bay, Gower and Swansea Bay Local Seascape Character Assessment Study (2019) LANDMAP Marine National Plan

5.5.7 SP17 seeks to maintain, and, wherever possible, enhance the landscape quality as part of the natural environment within the County Borough. A high level of protection is afforded to all areas identified as having high and/or unique landscape importance, particularly the nationally important Glamorgan Heritage Coast and the outstanding historic landscapes of Kenfig and Merthyr Mawr Warren, and other regionally and locally important areas designated as 'Special Landscape Areas' (refer to DNP4). Major development proposals within a Special Landscape Areas should be accompanied by a Landscape Impact Assessment (LIA) which takes into account the effect of the development, including the cumulative impact where appropriate, on the key landscape features, landscape character and qualities and set out proposals to mitigate any adverse effects and enhance positive attributes. The LIA must follow the LANDMAP approach and include the landscape baseline information from all five LANDMAP layers. It should focus on the relevant aspect areas, their descriptions and evaluations. Where landscaping schemes are required they should generally be implemented prior to part or the entire site coming into beneficial use. Other features in the landscape which

contribute to its distinctive local character, such as agricultural land quality and Common Land, will also be taken into account and afforded the appropriate level of protection.

- 5.5.8 SP17 seeks specifically to protect statutorily designated sites of international or national importance. Sites of international importance are Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and Ramsar sites. Only development which demonstrates compliance with the Conservation of Habitats and Species Regulations 2017 (and subsequent amendments) will be permitted.
- 5.5.9 Sites of national importance are National Nature Reserves (NNRs) and Sites of Special Scientific Interest (SSSIs). These are protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000, the Natural Environment and Rural Communities (NERC) Act 2006 and the Environment (Wales) Act 2016.
- 5.5.10 Future development management decisions must therefore reflect the relative significance of the proposal for nature conservation, placing particular emphasis on the protection of internationally important sites. SAC designations are shown on the Proposals Map, and represent the 'highest tier' of Sites of Importance for Nature Conservation in the County Borough. Development proposals will be rigorously examined to assess their potential impact (directly and indirectly) on SACs, SPAs and Ramsar sites. Assessment must take into account the effects on water quality, water quantity, air quality, coastal change and human impact amongst other factors. HRAs will be required by the LPA to determine whether a proposal is likely to have a significant direct or indirect impact (on its own or cumulatively with other proposals) on internationally important sites, and the comments of NRW, as the statutory advisor on nature conservation matters, will be material to its consideration. Legislation provides that where it appears that development would have an adverse effect upon those sites, the Council is not able to grant planning consent for such a proposal, but must either refer it to the Welsh Government, or refuse it.
- 5.5.11 Development which affects a site of national importance for nature conservation, (a Site of Special Scientific Interest or a National Nature Reserve), will be subject to special scrutiny to establish any potential or indirect effects upon those sites. Where potential impacts remain unknown, a 'precautionary approach' will be followed by the Council weighted in favour of the preservation of those sites. Full regard will be given to Government advice and policies relevant to a site's status, its intrinsic value, and its value to the national network of such sites. Where an overriding need for a proposed development is claimed, the onus is firmly placed on any potential developer and/or owner to clearly demonstrate the case for the site's development, and why development should not be located elsewhere on a site of less significance to nature conservation. Sensitive design in conjunction with appropriate planning conditions and/or planning obligations/agreements will be pursued by the LPA with a view to overcoming potential adverse impacts on the environmental resource, and to ensure protection and enhancement of a site's nature conservation interest.



5.5.12 The Carmarthen Bay, Gower and Swansea Bay Local Seascape Character Assessment Study (2019) identifies that The Glamorgan Heritage Coast covers one of the finest stretches of undeveloped coast in England and Wales and its landscape is important within the national context. As such, it occupies the highest tier of landscapes of importance in the County Borough. It merits a very high degree of



Rest Bay, Porthcawl

protection in planning policy. Development which is likely to have a detrimental impact on the landscape of the area will only be permissible under the most exceptional of planning circumstances, and then only if it is of such importance to the national interest that the preservation of the undeveloped natural beauty of these areas are outweighed. There must also be indisputable evidence that there are no alternative sites elsewhere which can accommodate the proposal.

### **The Countryside and Landscape**

#### **DNP1: Development in the Countryside**

All development outside defined settlement boundaries must ensure that the integrity of the countryside is conserved and enhanced. There is 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.

- 5.5.13 The Plan will ensure protection of the countryside for the economic, social and environmental benefits provided. This is in-line with National Planning Policy and Guidance and will be achieved through the promotion of sustainable development within environmental limits. This means supporting development that does not conflict with the need to maintain and where possible, enhance the countryside for future generations.
- 5.5.14 Policy DNP1 therefore represents the starting point for the assessment of all future development proposals for development in 'the countryside' of the County Borough. The policy will not be set aside lightly, in the interests of maintaining the integrity of the countryside. DNP1 will protect the countryside from inappropriate development and ensure that only in exceptional circumstances will development be acceptable. The acceptable exceptions are listed in the policy and must be implemented in strict accordance with SP3 and the overarching principle of creating more sustainable rural communities.
- 5.5.15 The countryside, for the purposes of the LDP, is defined as land lying outside of the designated settlement boundaries. A number of site specific proposals in the LDP are located outside of these boundaries. Although these allocations are located in the countryside, there would be a general presumption in favour of their development for the specific purposes of their designation, subject to satisfying other policies in the plan.
- 5.5.16 The countryside must be protected for its own sake (i.e. for its beauty, landscape quality, natural resources, and its agricultural, ecological, geological, physiographic, historical, archaeological and recreational value). Development in the countryside should benefit the rural economy, whilst maintaining or enhancing the environment. Therefore, new building in the countryside outside defined settlements or areas allocated for development in the LDP will be strictly managed.
- 5.5.17 The Council recognises the value that people place on the countryside of the County Borough. Due to the increasing pressures for rural development, a robust planning policy framework is essential to reconcile such development with the need to protect the countryside. It is accepted that certain developments may be appropriate in the countryside, provided that they will encourage rural enterprise and bring wider

community benefits to the County Borough or region. However, these developments will still need to meet other policies in the Plan, particularly those in relation to nature and environmental protection.

- 5.5.18 Rural enterprises comprise land related businesses, including agriculture, forestry and other activities that obtain their primary inputs from the site. Examples are the processing of agricultural, forestry and mineral products, together with land management activities and support services including agricultural contracting, tourism and leisure enterprises. They do not include renewable energy schemes that are covered by separate National Planning Policy and Guidance. In addition, development for the purposes of a rural enterprise includes provision of essential residential accommodation, referred to as a rural enterprise dwelling. Extensive guidance on this form of development is provided in TAN 6: Planning for Sustainable Rural Communities (2010). DNP1 seeks to achieve an important balance between the need to support rural enterprise and the need to promote sustainable development whilst protecting the local distinctiveness and character of the countryside. In order to achieve this, sustainable rural enterprises must demonstrate minimum impact on the local environment and community and a positive impact on the local economy to be acceptable.
- 5.5.19 DNP1 allows existing rural businesses to expand, providing the new development is in accordance with the policy requirements to conserve and enhance the quality of the countryside setting. Employment uses in and adjoining an existing settlement boundary will need to be compatible to the location and neighbouring uses. Employment uses beyond the existing settlement will need to demonstrate that the nature of the business necessitates a rural location and mitigates against any harmful impacts on local amenity.
- 5.5.20 Where development is permitted in accordance with DNP1, every effort should be made to reuse existing buildings in order to limit the amount of new development in the countryside and to maximise the use of existing under-utilised or vacant buildings. National Planning Policy advises that the re-use and adaption of such buildings can play an important role in meeting the needs of the rural area.

#### **DNP2: Conversion of Rural Buildings**

Proposals for the conversion or renovation of existing rural buildings for rural enterprise, commercial, tourism, community or residential use will be acceptable where:

- 1) The building is largely intact, has a form, bulk and general design in keeping with its surroundings, and is capable of conversion (or extension) without prejudicing the original character of the building or the rural character of the locality;
- 2) The design and scale of the proposal, including new window and door openings, extensions, means of access, service provision and curtilage, respects the rural character and design of the building and integrates with the surrounding landscape. In protected landscapes, the design and scale of the proposal must also conserve and enhance the quality of the landscape;

- 3) Any ancillary works associated with the conversion (or extension) do not unacceptably adversely affect the rural character of the locality;
- 4) The building is structurally suitable for conversion (or extension) without a major or complete reconstruction, as verified by a structural stability report;
- 5) Safe access for pedestrians and vehicles can be provided without prejudicing the character and appearance of the area;
- 6) In the case of buildings extended or constructed with the benefit of agricultural permitted development rights, these buildings have genuinely been used for the agricultural purposes they were constructed; and
- 7) There would be no significant adverse effect on natural heritage.

Proposals for conversions to residential use will only be permitted where it is demonstrated that:

- a) The building has been appropriately marketed for other alternative uses such as farm diversification, business, community, tourism, or recreational uses and it has been demonstrated that such alternative uses are not viable; and
- b) The location of the building is sustainable in terms of access to local services, public transport and community facilities.

5.5.21 With changes in farming practice, many rural buildings are no longer needed. In the rural parts of the County Borough, some of these buildings add greatly to the character of the countryside and to local distinctiveness. Where possible, the Council wishes to see rural buildings, particularly those of architectural or historic interest, retained. The Council's preference is for these buildings to be developed for alternative uses that contribute positively to the County Borough's rural economy.

5.5.22 Many of the County Borough's rural buildings are either traditional stone or brick built barns of architectural merit. However, there are also a number of modern rural buildings which are often prefabricated and utilitarian in style. For both traditional and modern rural buildings, the Council will favour re-use which can make a positive contribution to the rural economy, such as rural enterprises, small scale commercial and light industrial enterprises, or tourism and recreation facilities. In order to ensure that conversions make a positive contribution to the rural economy, DNP2 a) requires proposals for residential use to be supported by appropriate marketing evidence to demonstrate that the building has been appropriately marketed for other alternative uses. An appropriate marketing period is considered to a minimum of 12 months. Information from the agent or applicant regarding demand for alternative uses could take the form of a marketing report or correspondence from the relevant property agent. The type of information could include the following:

- The length of time the rural building has not been used for agricultural purposes;
- The types of uses which the rural building has been marketed for, what the marketing strategy involved and its duration; and
- The amount of interest in the rural building during the marketing period. This should detail the number of queries, the type of uses sought and the reason(s) for non-pursuit of any initial enquiries, if known.

5.5.23 Notwithstanding this strategic direction, the most common proposals in the County Borough are for the conversion of traditional rural buildings to residential use. Such proposals can lead to a dispersed pattern of dwellings, which generates new and longer trips to settlements and services and also places additional pressure on the Council to provide essential services and facilities in (often) isolated locations. DNP 2b) therefore states that residential use will only be acceptable in locations which are sustainable, thereby, minimising occupier reliance on the private motor vehicle. In more isolated rural locations, where residential development would otherwise not be acceptable, proposals for residential conversions will be limited to tourist accommodation and occupancy conditions will be imposed to prevent long term residential occupation.

5.5.24 The conversion of both traditional and modern rural buildings must be sympathetic to their location and not require any extensions or alterations which would materially alter the character of the building, including its setting in the rural landscape. Any proposed major remodelling of a building or its setting in a manner that would not maintain or enhance its existing rural character is unlikely to be considered favourably in planning terms.

5.5.25 Traditional rural buildings can provide important habitats for valuable species including bats and barn owls. Proposals for the conversion of such buildings must ensure there would be no significant adverse effects on protected species, the ecological network and features of biological importance, in accordance with DNP6.

5.5.26 Development proposals that fail to satisfy the policy criteria of DNP2 will be judged as development in the countryside and therefore considered against Policy DNP1 and national planning guidance. Only very modest extensions will be allowed and normal permitted development rights to extend further or to construct ancillary buildings may be withdrawn.

### **DNP3: Replacement Dwellings in the Countryside**

The direct replacement of an existing dwelling in the countryside will be permitted only where all of the following criteria are satisfied:

- 1) It can be proved that the residential use of the dwelling has not been abandoned;
- 2) The existing dwellings has no archaeological, architectural or historic merit;
- 3) The proposal satisfies the sustainable placemaking criteria set out in SP3;

- 4) The siting, scale, form, materials and details of the proposed dwelling would preserve or enhance the landscape setting and rural character of the area;
- 5) The replacement dwelling is designed to be resource efficient and climate responsive;
- 6) Any features of archaeological interest are properly safeguarded; and
- 7) Habitats and species of importance to biodiversity are safeguarded.

5.5.27 Policy DNP3 seeks to retain rural dwellings that make a positive contribution to the County Borough's rural character and allows for the replacement of nondescript or poorly designed rural dwellings with better designed dwellings that enhance the appearance and character of the countryside. In order for a replacement dwelling proposal to be acceptable it must satisfy the placemaking criteria as set out in SP3, in particular be of high quality in terms of sustainability principles and good design, and respect and/or enhance its countryside location.

5.5.28 Replacement dwellings must be of high quality design that may be traditional or contemporary and innovative. Larger replacement dwellings may be considered favourably only where the new building fully respects or enhances the landscape quality. In all cases the siting of the replacement dwelling must be similar to the existing house in order to maintain the overall landscape character. Replacement dwellings should strive to be exemplars of sustainability, exceeding building regulations requirements wherever feasible, whilst also respecting the qualities of the surrounding countryside.

5.5.29 Proposals for the replacement of dwellings that have been demolished or abandoned will be treated as new development in the countryside. Whilst there is no statutory definition of abandonment of a dwelling, the courts have held that four criteria should be examined in determining whether the use of a building has been abandoned:

1. The physical condition of the building;
2. The period of non-use;
3. Whether there has been any other use;
4. Evidence regarding the owner's intentions.

5.5.30 Questions of abandonment in any particular instance will be determined on the basis of a balanced consideration of the facts against these criteria. It may be necessary to submit an application for a Certificate of Existing Lawful Use in order to establish certainty.



#### DNP4: Special Landscape Areas

The following areas are designated as Special Landscape Areas (SLAs):

- DNP4(1) Foel y Dyffryn
- DNP4(2) Northern Uplands
- DNP4(3) Western Uplands
- DNP4(4) Bryngarw Country Park
- DNP4(5) Mynydd y Gaer
- DNP4(6) Kenfig Burrows
- DNP4(7) Laleston
- DNP4(8) Porthcawl Coast
- DNP4(9) Merthyr Mawr Warren

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.

Where development is necessary, and could result in a significant landscape impact, a landscaping scheme will also be required and appropriate mitigation and enhancement measures must be provided.

The settings of SLAs will be protected with consideration of the views from those areas to the settlements of the County Borough. New development within settlements must be designed to provide an attractive transition between the urban area and the countryside.

- 5.5.31 DNP4 seeks to ensure that the character and quality of the County's landscape is protected from inappropriate development. Landscape management, enhancement and the creation of key landscape features is encouraged wherever possible, and may be required. The Policy is not intended to unduly restrict acceptable development in the countryside, rather ensure that such development is compatible with the surrounding landscape.



- 5.5.32 The SLAs were identified following a formal assessment in 2010 utilising the NRW “Landmap” methodology to classify landscapes of significant local importance. The Bridgend SLA Assessment (2010) establishes the key features for each SLA, referred to in DNP4. This work has been reviewed against NRW’s current LANDMAP Guidance Note (2017) for consistency purposes. The existing SLA designations identified are still considered sound and have therefore been carried forward in this plan.
- 5.5.33 In order to be acceptable, wherever possible, development within a SLA should retain and enhance the positive attributes of its landscape and seek to remove or mitigate any negative influences. In order to achieve this, the design, scale and location of development should respect the special landscape context. In particular, design should reflect the building traditions of the locality in its form, materials and details and aim to assimilate the development into the wider landscape.
- 5.5.34 For most development to integrate successfully into its surroundings, implementation of a landscaping scheme will be required. In exceptional circumstances, where development of an incompatible design or scale, or in a location not respecting of the landscape context, is necessary and acceptable, suitable mitigation measures will be required.
- 5.5.35 In order to fully assess the impact on the landscape, major development proposals within a SLA must be accompanied by a LIA. This must take into account the effect of the development on key landscape features, landscape character and qualities, including the cumulative impact, where appropriate, and set out proposals to mitigate any adverse effects, while enhancing positive attributes. The LIA must follow the LANDMAP approach and include the landscape baseline information from all LANDMAP layers. It should focus on the relevant aspect areas, their descriptions and evaluations (refer to LANDMAP Guidance Note 1: LANDMAP and Special Areas 2017 and earlier versions).

### **Biodiversity and Nature Conservation**

#### **DNP5: Local And Regional Nature Conservation Sites**

Development within or adjacent to a:

DNP5(1) Local Nature Reserve (LNR);  
DNP5(2) Site of Importance for Nature Conservation (SINC); or  
DNP5(3) Regionally Important Geodiversity Site (RIGS);

must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role.

Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.

- 5.5.36 In order for a holistic approach to be taken towards nature conservation and/or areas of scientific interest in the County Borough, DNP5 builds on SP17 and provides a second tier of protection above that afforded by national policy. This is necessary to protect those sites defined in the LDP as being of regional or local importance. The regionally and locally important sites identified in DNP5 (which include all designated Local Nature Reserves, Sites of Importance for Nature Conservation, and identified Regionally Important Geodiversity Sites) are important to biodiversity and the conservation of scientific interest in the County Borough.
- 5.5.37 Where development is considered to outweigh protection of these regionally and locally important sites, developers must demonstrate that every attempt has been made to minimise impact on the site and/or provide compensatory or mitigation measures for any loss of the site, its biodiversity or its scientific interest. Proposals must also include measures for the longer term maintenance of the site (including any habitats) to ensure that they remain sustainable. In respect of biodiversity, the Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) will be considered in determining the propriety of impact mitigation or replacement of any site. All existing LNRs and RIGS are shown on the Proposals Map of the LDP, however, in the interests of clarity, and in view of their number and variety in terms of scale, SINCs are excluded from the Proposals Map.
- 5.5.38 'Biodiversity, Geodiversity and Soil' is a Key Objective within the SA Framework, aiming to conserve, protect and enhance all biodiversity and geodiversity interests, including through safeguarding important sites, species and important soil resources, whilst improving green infrastructure provision. Full SA site assessments were undertaken to identify the potential effects on sites designated at international, national and local levels for reasons of biodiversity conservation, ecological importance or geological importance. This included assessing each site in terms of its proximity to designated woodlands and important trees or hedgerows, evidence of valued habitats or species and the potential impacts on habitat fragmentation and connectivity. DNP6 and DNP7 set out criteria which directly support the protection of habitats and species, including woodland and hedgerows, which will have positive effects on biodiversity. Acting together, these policies are therefore expected to result in a Major Positive effect on this SA Objective, whilst providing a net benefit for biodiversity and improved ecosystem resilience. A Green Infrastructure Assessment has also been prepared to guide and shape the planning and delivery of green infrastructure in the County Borough. It forms the baseline for a holistic, positive and proactive approach to the management and enhancement of Bridgend's natural assets, in tandem with LDP's Growth and Spatial Strategy. The Assessment will also provide a mechanism to support the implementation of local planning policies on green infrastructure, with the aim of promoting a green infrastructure approach to land-use planning, design and management. This will help ensure green infrastructure forms an integral and significant part of development and wider infrastructure proposals.

## 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 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. Development proposals that result in an adverse effect on the connectivity of biodiversity and ecological networks and/or have a significant adverse effect on the resilience of protected habitats and species will only be permitted where:

- 1) The need for development outweighs the nature conservation importance of the site;
- 2) It can be demonstrated that there is no satisfactory alternative location for the development which avoids damage to biodiversity and ecosystem functioning;
- 3) A functional connected element of the natural resource is retained as part of the design of the development to maintain and enhance biodiversity and build resilient ecological networks; and
- 4) Any unavoidable harm is minimised by effective mitigation to ensure that there is no reduction in the overall biodiversity value of the area. Where this is not feasible, compensation measures must be provided to enable habitat creation, or the provision of long-term management arrangements to enhance existing habitats and deliver a net benefit for biodiversity. Compensatory provision must be of comparable or greater ecological value to that lost as a result of the development.

A Project Level Ecological Impact Assessment (EclA) must accompany development proposals on allocated sites with any identified likely significant adverse effects (pre-mitigation) in relation to SA Objective 9 (Biodiversity, Geodiversity and Soil).

5.5.39 Under the Environment (Wales) Act 2016, the Council is required to maintain and enhance biodiversity and promote the resilience of ecosystems to provide a net benefit for biodiversity. It is therefore essential that a balance is achieved between the need for development and the need to protect existing habitats and species which contribute to the general biodiversity of the County Borough. It is the aim of Policy DNP6 to achieve that balance between the location, design, and layout of development or redevelopment, and the need to conserve that site's biodiversity interest, whilst also taking into account the interests of any adjacent nature conservation resources.

5.5.40 The Bridgend County Borough Local Biodiversity Action Plan (Biodiversity and Ecosystem Services Assessment and Revision 2014) maps the existing ecological network and also identifies locations where ecological connectivity has the potential to be enhanced. Development proposals must provide a net benefit for biodiversity and

promote the resilience of ecosystems through implementing a range of opportunities as identified within the Action Plan, including:

- Increasing and maintaining habitat connectivity to maintain flows and mobility of species;
- Improving networks of hedgerows and field margins, whilst supporting flowering plants and therefore pollinators;
- Promoting recreation linkages, allowing interactions between the population and the open areas;
- Planting native species of flowers and trees to increase the pollination resource, promote wildlife diversity, increase vegetation carbon storage and cool and purify the air;
- Maintaining gardens with natural soil and vegetation and incorporating green space to help maintain water infiltration and reduce flood risks; and
- Promoting recreation and enjoyment of nature through green infrastructure networks, active travel, signage and raising awareness of local biodiversity.

5.5.41 A full ecological assessment must be taken to record important biodiversity features within a site prior to their displacement and ongoing management, or in the worst case scenarios, before such features may be permanently lost. The latter situation will, however, be avoided wherever possible by the Council adopting a step-wise approach to maintain and enhance biodiversity and build resilient ecological networks. DNP6 seeks to ensure any adverse environmental effects are firstly avoided, then minimised, mitigated, and as a last resort compensated for. Appropriate mitigation, compensatory and enhancement measures will be secured by means of planning conditions and/or planning obligations or agreements with developers to deliver a net benefit for biodiversity. Any proposed compensation should take account of the Section 6 Duty (Biodiversity and Resilience of Ecosystems Duty), and the five key ecosystem resilience attributes that it outlines. It should also be accompanied by a long term management plan of agreed and appropriate mitigation and compensation measures.

5.5.42 The protection and enhancement of wildlife corridors and networks is considered to be essential to secure the longer-term protection of biodiversity in the County Borough. Development proposals must therefore take into account, and should not adversely affect (but seek to restore and enhance), the integrity or continuity of existing landscape features, landforms and habitats of importance to local fauna and flora. The Council will therefore expect potential developers to provide for the necessary ongoing conservation and management of wildlife corridors in their development proposals, and, as a last resort, provide for the local replacement of those features which support and provide corridors for wildlife.

5.5.43 Development proposals must aim to minimise detrimental impacts on protected habitats and species and ecosystem resilience. This policy should be implemented in conjunction with other policies in this plan to ensure development does not cause any significant loss of habitats or populations of species and must provide a net benefit for biodiversity.

- 5.5.44 The list of habitats and species of principal importance for Wales is published under Section 7 of the Environmental (Wales) Act 2016. Factors to be taken into consideration in assessing the significant adverse effect development proposals are likely to have on habitats and species are:
- The current distribution and status of the protected habitat or species within the County;
  - All likely effects, including cumulative effects and impacts during construction;
  - The role of the habitats as connectivity pathways; and
  - Whether effective mitigation and/or compensatory measures have been provided; and
  - Maintaining and enhancing ecosystem resilience.
- 5.5.45 Where habitats and species are likely to be disturbed or harmed, development proposals will be assessed in accordance with National Planning Policy and Guidance. Developers will be expected to provide: an ecological survey; an assessment of the likely impact of the proposal on the protected species/ habitats; and, where necessary, make appropriate provision for their safeguarding, mitigation and/or compensatory measures. In addition, measures to enhance biodiversity, such as through habitat creation, will be expected.
- 5.5.46 Invasive Non-Native Species are alien animals, plants or other organisms that have the ability to spread, causing damage to the environment, the economy, our health and the way we live. They are addressed by existing legislation. If invasive non-native species are present in and around a development site appropriate action should be taken to control or remove them prior to the commencement of any approved development. Where planning permission is granted it will be subject to appropriate planning conditions and obligations to secure control, monitoring, mitigation, compensation and management.

#### **DNP7: Trees, Hedgerows and Development**

Development that would adversely affect trees, 'special trees', woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted.

Development proposals on sites containing or adjacent to, trees will be required to assess the trees in line with BS 5837:2012 Trees in relation to design, demolition and construction. The assessment must include:

- 1) a tree survey;
- 2) an arboriculture impact assessment;
- 3) an arboriculture method statement;
- 4) and/or a tree protection plan.

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.

If tree works are recommended, the works must comply with BS 2998:2010 Tree Works. Recommendations.

- 5.5.47 National Planning Policy provides for the protection of trees and woodlands. PPW and TAN 5 specifically reference how important trees and woodlands are to biodiversity and their significance in connecting habitats for resilient ecological networks. This is in addition to the wider contribution they make to landscape character, sense of place, air quality, recreation and local climate moderation.
- 5.5.48 NRW i-tree Eco assessment provides useful information on the ecosystem services provided by trees and an i-Tree Eco study was carried out by Bridgend County Borough Council in 2015 to value their worth. This research was conducted in partnership with Forest Research and covered the urban areas of Bridgend, Maesteg, Porthcawl, Pencoed and Pyle. This study highlighted how valuable an asset Bridgend's Urban Trees are to society, and their role in helping to alleviate flooding, providing health benefits (by absorbing pollutants), supporting wildlife and providing aesthetic value by making the County Borough's settlements more attractive. In recognition of the importance of trees to the County Borough, DNP7 seeks to ensure that suitable trees, whether they are protected by legislation or not, are retained and protected on any development site.
- 5.5.49 The i-Tree Eco study, 'Valuing the Urban Trees in Bridgend County Borough' identified that the County Borough's urban forest:
- had over 439,000 trees, resulting in an average urban tree density of 99 trees per hectare (ha); this is above existing estimates for other areas in the UK
  - had a 12% urban tree cover, equal to an area of 533 ha. The trees were primarily found in parks, on residential land and on vacant land had a low proportion of large trees compared to previous i-Tree Eco studies conducted in the UK, and would benefit from more medium and large sized trees
  - had up to 27% of urban space available to plant trees or shrubs
  - included 60 tree and shrub species, recorded across 12 land use categories had ash, hawthorn and goat willow as the most commonly encountered species
- 5.5.50 The report concluded that urban trees alone in Bridgend County Borough could:
- intercept an estimated 124 million litres of water every year, equivalent to an estimated £163,790 in sewerage charges avoided
  - remove an estimated 61 tons of airborne pollutants each year, worth more than £326,000 in damage costs
  - remove an estimated 2,080 tons of carbon from the atmosphere each year, this amount of carbon is estimated to be worth £461,400
  - store an estimated 53,500 tons of carbon, this amount of carbon is estimated to be worth £12.1 million
  - have a replacement value of £142 million
  - have an asset value of £686 million, an evaluation based on visual amenity.

## Special Trees

- 5.5.51 Across Bridgend there are many special trees. They may be outstanding because they are old, provide important habitat, are the biggest of their species, are linked with an important historic event or have some exceptional cultural significance. Special trees include:
- Ancient or aged;
  - Veteran;
  - Heritage;
  - Champion; and
  - Notable
- 5.5.52 An ancient tree is one that has passed beyond maturity and is old, or aged, in comparison with other trees of the same species. Its canopy may be small. It will probably have a very wide trunk relative to other trees of the same species and it is very likely that it will be hollow.
- 5.5.53 Veteran is a term describing a tree with habitat features such as wounds or decay. The terms ancient and veteran have been used interchangeably in the past, however, it is important to know what the differences between them. A veteran tree is a survivor that has developed some of the features found on an ancient tree, not necessarily as a consequence of time, but of its life or environment. Ancient veterans are ancient trees, not all veterans are old enough to be ancient. A veteran may be a young tree with a relatively small girth in contrast to an ancient tree, but bearing the 'scars' of age such as decay in the trunk, branches or roots, fungal fruiting bodies, or dead wood. These veteran features will still provide wildlife habitat.
- 5.5.54 A champion tree is one that is the tallest or has the largest trunk girth of its kind in the UK (or a given region). Champions that have a very large girth will usually be ancient trees. However, champions because of their height are unlikely to be ancient. The tallest champion trees can be mature trees, at the peak of their growth. However, they may also be quite young trees: a rare or introduced species of tree may be quite young for its species but can be the tallest or have the widest trunk when compared with others of the same species growing here in the UK. The Tree Register of the British Isles holds the details of all the largest trees of each species – the definitive record of Britain and Ireland's champion trees.
- 5.5.55 A heritage tree is one that has contributed to or is connected to our history and culture. Relevant attributes include:
- Historical, archaeological or cultural associations especially with important or colourful events or famous people (eg the Major Oak in Sherwood Forest). Alternatively they may be trees planted to commemorate a particular occasion or old pollards demonstrating the importance of this system of tree management down the centuries.



- Aesthetic appearance, landscape character or architectural setting. They might have strange shapes from natural growth or human intervention (eg great layering trees or the Cage Pollard at Burnham Beeches). The trees may also be of exceptional importance because they make a particular design statement (eg the Albert and Victoria cedars at Stowe Park). They may be groups of trees such as found in avenues, orchards, groves of particular exceptional importance (eg the lime avenues at Hampton Court or the Meikleour beech hedge in Perthshire). They can be well loved landmarks in local communities.
- Rare or having great botanical interest. They could be rare native trees (eg whitty pear), or first trees from seed planted by a tree collector (eg the first Douglas firs planted), or special cultivars of historic interest (eg the first Bramley apple tree). Heritage trees are often ancient but not necessarily so. A tree that has been planted by some notable person, such as Queen Elizabeth II, or to commemorate an event will have historic value but is unlikely to be ancient. However, all ancient trees are heritage trees.

5.5.56 Notable trees are usually magnificent mature trees which stand out in their local environment because they are large by comparison with other trees around them. They are often taller than ancient trees and they may be fatter than many veteran trees but do not have any obvious veteran characteristics.

#### Bridgend's Urban Forest

5.5.57 Urban trees can help to mitigate some of the negative impacts and social consequences of urbanisation, and thus make urban areas more resilient to these changes. Urban trees and forests contribute to making cities socio-economically and environmentally more sustainable through a number of ways:

1. Trees can contribute to the increase of local food and nutrition security, providing food such as fruits, nuts and leaves for both human consumption and fodder. Their wood, in turn, can be used for cooking and heating.
2. Trees play an important role in increasing urban biodiversity, providing plants and animals with a favourable habitat, food and protection.
3. A mature tree can absorb up to 150 kg of CO<sub>2</sub> per year. As a result, trees play an important role in climate change mitigation. Especially in cities with high levels of pollution, trees can improve air quality, making cities healthier places to live in.
4. Strategic placement of trees in cities can help to cool the air between 2 and 8 degrees Celsius, thus reducing the urban "heat island" effect, and helping urban communities to adapt to the effects of climate change.
5. Large trees are excellent filters for urban pollutants and fine particulates. They absorb pollutant gases (such as carbon monoxide, nitrogen oxides, ozone and sulfur oxides) and filter fine particulates such as dust, dirt or smoke out of the air by trapping them on leaves and bark.

6. Research shows that living in close proximity of urban green spaces and having access to them, can improve physical and mental health, for example by decreasing high blood pressure and stress. This, in turn, contributes to the well-being of urban communities.
7. Mature trees regulate water flow and play a key role in preventing floods and reducing the risk of natural disasters. A mature evergreen tree, for instance, can intercept more than 15 000 litres of water per year.
8. Trees also help to reduce carbon emissions by helping to conserve energy. For example, the correct placement of trees around buildings can reduce the need for air conditioning by 30 percent, and reduce winter heating bills by 20-50 percent.
9. Planning urban landscapes with trees can increase property value, by up to 20 percent, and attract tourism and business.

### Woodland Types

5.5.58 There are a number of definitions relating to British woodlands, a number of which overlap. On initial assessment it would appear that these overlapping definitions confuse the classification of woodland types. However it must be stressed that at least from an ecological perspective, the older the woodland has been in existence, the greater its wildlife value. These woodland types are outlined in Table 12.

<b>Table 12: Woodland Types</b>	
<b>Primary woodland</b>	This refers to a site that has been wooded since the last ice age. However, it also refers to sites that have been wooded since the 1600s, even if managed. Primary woodlands tend to have uneven aged trees including a mature stand.
<b>Secondary woodland</b>	This refers to a site that has not been continually wooded since 1600s and can therefore be old or relatively new.
<b>Ancient woodland</b>	This denotes a woodland that has been in existence before the 1600s and are therefore similar to primary woodlands.
<b>Ancient secondary woodland</b>	These are old secondary woodlands, that is they have been cut down since the 1600s, but this has been so long ago that they have similar characteristics to primary/ancient woodland.
<b>Ancient semi-natural woodland</b>	Once again this refers to an old woodland that could have been in existence prior to the 1600s, but the inclusion of the word semi indicates that it has been managed at some time.
<b>Semi-natural woodland</b>	This refers to a woodland that has been developed from open ground in the 100 years or so.
<b>Coppice/Pasture woodlands</b>	

Can have their origins based as far back as Neolithic time, but particularly in the case of coppice which is still employed as a management practice in many woodlands, this can refer to woodland more recently established.

**New native woodlands**

These are recently planted woodlands that are planted to encourage wildlife. They are planted in such a way that they have a structural diversity.

**Plantations**

Such woodlands refer to timber crops, comprising regimented planting of species. Plantations are normally made up of non-native conifer species for the timber industry.

**High forest**

Unlike planted woods above, this refers to trees planted from seed. This can include native and non-native species.

Protecting our Trees

- 5.5.59 Where appropriate, planning conditions or Tree Preservation Orders (TPOs) will be used to protect important trees and woodlands. The LPA will pursue appropriate enforcement action against unauthorised works to protected trees.
- 5.5.60 The circumstances in which further information in support of a planning application will be required are outlined in DNP7. This information must be in accordance with the current British Standard BS5837 and have regard to the long term impact of the proposed development on the trees as they grow and wherever possible seek to avoid future conflict, such as that caused by over-hanging branches, shading and dominance.
- 5.5.61 Planning Permission will normally only be granted where the trees on the site are fully protected in the long term, or appropriate replacement trees will be planted when the removal of a tree or trees is unavoidable. The removal of trees would only be acceptable where there is no other alternative location for the development; and the need for and benefits from the development outweighs the importance of the tree or trees. Replacement must will be planted in accordance with British Standard BS8545 and TPOs will normally be placed on the replacement trees.
- 5.5.62 Planning Conditions, Article 4 Directions and/or Planning Obligations will be used to secure any necessary mitigation/ compensation/enhancement measures in relation to trees and development proposals. New tree or mitigation planting should be designed to achieve maturity and to ensure that there is an ongoing contribution to amenity with negligible negative impacts.

**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.

All major developments will be required to submit a Green Infrastructure Assessment.

- 5.5.63 Green Infrastructure is a network of multifunctional green spaces, natural features and environmental management systems which help to provide a natural life support system for people and wildlife. They can provide opportunities for recreation and tourism, public access, education, biodiversity and ecosystem resilience, water management, the protection and enhancement of the local landscape and mitigation of and adaption to climate change.
- 5.5.64 Policy DNP8 seeks to ensure that Bridgend's green infrastructure assets are valued, protected, enhanced and managed through a green infrastructure network. At the landscape scale green infrastructure assets can comprise entire ecosystems such as wetlands, woodlands, heathlands and waterways. At a local scale, it might comprise of parks, fields, footpaths, Public Rights of Way, cycle ways, common land, open access land, allotments, cemeteries, landscaped areas and gardens. At smaller scales, individual urban interventions such as street trees, roadside verges, and green roofs can all contribute to green infrastructure networks. The County supports a wealth of Green Infrastructure assets that together comprise the strategic network, which is set out in the Green Infrastructure Assessment (2021).
- 5.5.65 When appropriately planned, designed and managed, green infrastructure has the potential to deliver a wider range of benefits for people and wildlife. By considering the multiple functions that a Green Infrastructure asset can provide simultaneously, it can significantly reduce costs for individuals, businesses and public bodies, whilst enhancing the quality of life and health of residents, workers and visitors to Bridgend.
- 5.5.66 Development proposals will be expected to enhance existing Green Infrastructure assets. Such schemes will be designed to take into account the existing green infrastructure assets to ensure no fragmentation or loss of connectivity whilst maximising ecosystem resilience and ecosystem services. In some instances it may be necessary to create new Green Infrastructure and create connections to the existing Green Infrastructure network: improved connectivity through footpaths and cycle routes; space for nature that contributes to the local or sub-regional pattern of connected habitat, and imaginative recreational facilities that give educational and physical health benefits to local people. The Regeneration and Sustainable Growth Areas described in Policy SP1 and Strategic sites set out in Policy SP2 provide significant opportunities in this regard given their strategic nature and scale. In addition, all major developments will be required to submit a Green Infrastructure Assessment that demonstrates:

1. the location, quality and condition of all existing Green Infrastructure assets and landscape and ecological elements and features on, and adjacent to the site, and those subject to:
  - i) potential impacts from the development, and details of how the impacts have been avoided and minimised through specific design and protection measures;
  - ii) unavoidable impacts from the development, and details of how the impacts have been mitigated, or compensated for within the proposed development layout and landscape design scheme;
2. effective design solutions which maximise opportunities to: enhance the quality and extent of existing; and enable the creation of new Green Infrastructure assets and landscape and ecological elements and features, to enhance the connectivity and multi-functionality of the Green Infrastructure Network.

5.5.67 Further guidance on Green Infrastructure as part of development will be prepared as SPG in support of the placemaking agenda and the creation of high quality and biodiverse living environments.

**DNP9: Natural Resource Protection and Public Health**

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:

- 1) Air pollution;
- 2) Noise pollution;
- 3) Light pollution;
- 4) Water pollution;
- 5) Contamination (including invasive species);
- 6) Land instability;
- 7) Sustainable development of mineral resources;
- 8) Sustainable waste management;
- 9) Any other identified risk to public health or safety.

Development in areas currently subject to the above will need to demonstrate mitigation measures to reduce the risk of harm to public health, biodiversity and/or local amenity to an acceptable level. The use of construction phase Pollution Provision Plans are encouraged, where appropriate, to demonstrate how proposals can prevent development water run-off from causing pollution of the water environment. All proposals within HSE consultation zones must also demonstrate the acceptability and need for development.

All development in flood risk areas must be supported by a Flood Consequences/Risk Assessment and incorporate any mitigation measures required to avoid or manage increased flood risk.

5.5.68 DNP9 seeks to ensure that the County's natural environment is protected from materially harmful development. This relates particularly to the effect of development on air, noise,

light and water quality. DNP9 also seeks to ensure that potential risks to human health are fully identified and assessed. This principle extends to development in flood risk areas and the redevelopment or remediation of contaminated/unstable land, or development within the statutory consultation zones stipulated by HSE for hazardous installations. The acceptability of adverse effects will depend on the nature of the development and the location, with the most sensitive sites, such as residential areas, being more vulnerable. In some circumstances, adverse effects can be mitigated to make the development acceptable. However, in the case of flood risk, the Council will adopt a sustainable approach to flooding by seeking to avoid development within flood risk areas in-line with National Planning Policy and Guidance.

5.5.69 The improvement of environmental quality as a result of development is positively encouraged. This can be achieved, for example, through: the remediation of contaminated land as part of redevelopment; the use of SuDS which can achieve betterment in the reduction of surface water run-off and ultimately reduce flood risk; or replacing existing obtrusive lighting with a low level scheme.

5.5.70 The following environmental constraints are identified on the Constraints and Issues Map and will be regularly updated:

- Flood Risk;
- Air Quality Management Areas (AQMAs); and
- Noise Action Planning Priority Areas (NAPPAs)

5.5.71 Pollution may cause significant risk to human health, quality of life, residential amenity, and the natural and historic environment. The Plan seeks to ensure that development that would result in significantly high levels of air, noise or light pollution are appropriately located away from residential areas, other sensitive developments and areas of landscape, natural environment and heritage importance. The Plan also seeks to ensure that incompatible development and land uses are not located close to existing sources of potential pollution. Where air and noise pollution are generated from the same source they should be considered and addressed together and appropriate regard should also be had to the Plan's transport and Active Travel policies and other relevant Council strategies for reducing vehicular use. The Plan's Green Infrastructure policies will also ensure that appropriate provision is made in new developments for addressing the cumulative impacts of air and noise pollution.

5.5.72 Where possible, planning conditions will be used to minimise environmental harm and achieve environmental enhancement. The Council will look to the statutory environmental agencies to use their anti-pollution legislative powers to monitor and enforce against discharges, noise and other nuisances.

#### Noise Pollution

5.5.73 Where development could lead to exposure to a source of noise pollution it must be demonstrated that appropriate mitigation measures will be implemented, and incorporated into the design of the development to minimise the effects on existing and

future occupants. Noise sensitive developments will not be permitted unless effective and appropriate mitigation is carried out to prevent exposure to existing noise generating uses.

- 5.5.74 A Noise and Soundscape Action Plan (2018-2033) has been prepared for the whole of Wales that identifies Noise Action Planning Priority Areas (NAPPAs) where residential properties are experiencing high levels of *environmental noise*. Within these areas developers will be required to demonstrate that appropriate traffic management and mitigation measures are in place. Bridgend County Borough Council will seek to maximise the noise benefits to be gained from highway improvement works and local air quality management; and take noise maps, priority areas and tranquil urban green space into consideration when a noise-sensitive or noise-generating development is proposed.
- 5.5.75 Where proposed development is to be located in close proximity to a source of noise pollution, or includes possible noise conflicts within the proposed site, proposals will be required to incorporate design, landscaping and other measures to minimise the effects on future occupants. The layout of buildings can often be designed or modified to reduce the effects of noise disturbance and create appropriate soundscapes. Similarly schemes can be designed to incorporate materials, features and landscaping which reduce the impact of noise on the surrounding buildings. In accordance with the ‘agent of change’ principle the business or person responsible for introducing a change is responsible for managing that change. Consideration of proposals should therefore take into account the nature of the soundscape which exists in an area and the characteristics of the place, or specific activities which have shaped it. Where there are potential noise implications, developers may be required to provide an assessment of noise impact, together with proposals for mitigation in support of planning applications. If the results of the assessment and proposed mitigation measures are not satisfactory there could be grounds to refuse planning permission. Notwithstanding the use of good design and materials, there will be some instances where new residential and other noise sensitive uses, such as hospitals and schools, will not be acceptable in close proximity to existing noise generating uses or activities.

#### Air Pollution

- 5.5.76 The Bridgend Air Quality Management Area (AQMA) is currently the only AQMA within the County boundary and is shown on the Constraints Map. Developers are advised to engage in early consultation with the Council’s Pollution Control Team to confirm where an Air Quality Assessment (AQA) is required to support an application. This will be considered on a case by case basis having regard to the scale and type of the development. For example, residential development is likely to trigger the need for an AQA, as the issue of primary interest in relation to air quality in the AQMA’s relates to residential exposure along the roadside. Mitigation may therefore be required to be demonstrated through an AQA to ensure that the design avoids kerbside development. The scale of development which will trigger the need for an AQA will also be considered on a case by case basis having regard to the location of the development and how it interacts with its neighbouring environments. Where the need for mitigation is identified,



the AQA is to demonstrate that appropriate mitigation measures will be implemented to ensure that the development does not cause significant risk to air quality by virtue of emissions from the development itself of the additional new traffic movements it would generate. The AQA will provide further information on the extent to which the development proposed would increase the number of exposed individuals in an area likely to fail UK air quality objectives (proposed or in regulations), either within an AQMA or an area that might become an AQMA if the application were to be granted.

#### Light Pollution

- 5.5.77 Light pollution can have a harmful effect on the amenity of neighbouring land uses, traffic safety and the natural environment. However, lighting can also help prevent crime and the fear of crime and facilitate greater use of sport and recreational areas. A balance therefore needs to be struck, and, where necessary, conditions will be attached to planning permissions to ensure that the design and operation of lighting systems are satisfactory and/or to prevent light pollution. This may include measures to prevent glare, ensure amenity of neighbouring land uses, protection of the natural and historic environment and the reduction of carbon emissions associated with lighting.

#### Water Pollution and the Protection of Water Resources

- 5.5.78 Development that compromises the quality of the water environment, or does not comply with good water resource management, will not be permitted. Development proposals must make efficient use of water resources and, where appropriate, contribute towards improvements to water quality. SuDS must be implemented wherever they would be effective and practicable.
- 5.5.79 Watercourses will be safeguarded through green corridors/ riparian buffers: to protect water quality and water habitats and species; and to provide for flood plain capacity. Development proposals that would have a significant adverse impact on biodiversity, fisheries, public access or water related recreation use of water resources, will not be permitted.
- 5.5.80 The LDP seeks to protect and restore clean water to ensure its long term sustainable use. Issues such as water pollution, flood risk and the protection and enhancement of aquatic ecosystems are major considerations for development. Full regard must be had to the Water Framework Directive (WFD) 2000/60/EC which sets out the requirements in relation to the water environment and requires good water quality status for all water bodies and the Urban Waste Water Treatment Regulation 91/271/EEC that protects the environment from the adverse effects of urban waste water discharges and Ground Water Protection Zones (SPZ) that provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction.
- 5.5.81 Water pollution and the consequent poor water quality can be from a range of sources. The WFD has provided the opportunity to work with partner organisations, particularly NRW, to recognise the need to improve the whole water environment and promote the sustainable use of water for the benefit of both people and wildlife.

- 5.5.82 The Western Wales River Basin Management Plan (RBMP) sets out environmental objectives, standards and a programme of measures by which they can be achieved in the area. Where development proposals relate to a main river or ordinary watercourse, opportunities should be taken to incorporate in the development a riparian buffer of up to 7 metres adjoining both banks. This will allow for necessary maintenance by NRW and will protect and encourage local biodiversity. Development proposals that do not comply with the objectives and standards of the RBMP will be considered to have a compromising effect on water resources and will be refused.
- 5.5.83 Water abstraction can have a detrimental impact on water quality and development will need to be limited to areas where adequate water resources exist or can be reasonably provided without adversely affecting existing water quality. Existing ground water and river levels must be maintained. Water quality can be improved through effective waste water infrastructure provision. Dwr Cymru Welsh Water (DCWW) is the sewerage undertaker for the County Borough and has a general duty to provide the sewerage system. On this basis DCWW is currently committed to undertake improvements in Waste Water Treatment Works' (WwTW) capacities, treatment levels and discharge quality through actions programmed within the Western Wales RBMP and through funding allocations and priorities secured through their Asset Management Programme (AMP) process.
- 5.5.84 Surface water does not need to be treated and no surface water drainage should connect to a foul drain. Building Regulations provides for a hierarchical approach to surface water drainage in the order of soakaway/ SuDS, then watercourse, and then if neither are reasonably practical the use of a sewer. Development will only be allowed where provision is made for the necessary waste water infrastructure to protect water quality.
- 5.5.85 The Council is committed to implementing sustainable approaches to surface water drainage and expects development to incorporate SuDS wherever possible. SuDS mimic natural drainage to improve rainwater infiltration to soil and ground and can be implemented at all scales of development. They may include: green roofs; rainwater harvesting systems; soakaways/infiltration systems; permeable surfaces; rain gardens; detention basins and swales. SuDS can improve a development by creating habitats that enhance biodiversity as well as providing potential amenity and recreational benefits.
- 5.5.86 Where SuDS cannot be implemented developers are required to demonstrate that they have examined SuDS options and provide specific details to explain why SuDS would not be effective as part of their particular development proposals. Where SuDS can be implemented their design must accord with Welsh Government's Statutory Standards for Sustainable Drainage SuDS in Wales – Designing, Constructing and Maintaining Water Drainage Systems (2019) and be fully endorsed by the Council, as the SuDS Approval Body (SAB).

- 5.5.87 Planning conditions and obligations will be used to ensure SuDS implementation, including phasing requirements, long term maintenance and the provision of off-site drainage. Integrating watercourses and ponds provides an opportunity for SuDS to be incorporated into larger scale schemes as landscape features. The use of above ground SuDS features will be expected in such developments, for both conveyance and attenuation in preference to any other proprietary system, and should be designed into the development landscape. The provision of Green Infrastructure, including woodland planting, should be considered as a measure to reduce surface water run-off. Any opportunities to reinstate, or create additional, natural functional floodplain through the development process will also be encouraged.
- 5.5.88 In order to provide effective drainage in the long term, developers will need to make arrangements for the future maintenance of SuDS and water courses associated with the development. This will be secured through Section 106 Agreements. Proposals should seek wherever possible to incorporate water conservation techniques including rain harvesting and grey water recycling. Water quality can be affected by development on contaminated land. In order to prevent this, contaminated sites should be adequately sealed against the leakage of polluted matter and surface drainage should be directed away from the source of contamination and any contaminated water (ground or surface) must be adequately treated prior to discharge. Planning permission will not be granted where in the opinion of the Council, following consultation with NRW, the disturbance of contaminated land will significantly adversely affect the quality of surface and groundwaters.

### **Conservation of the Historic Environment**

- 5.5.89 The Historic Environment and its Landscapes play a fundamental role in distinctive and natural placemaking through the planning system. This enables local authorities to meet Welsh Government objectives to protect, conserve, and, where appropriate, promote and enhance the historic environment as a finite and irreplaceable resource for the general well-being of present and future generations.



Jennings Building, Porthcawl

The impact of any development proposal on the significance and heritage values of individual historic assets, their setting and their contribution to local distinctiveness and character must be fully considered by applicants through the preparation of a heritage impact assessment and statement at the earliest opportunity as part of the planning process.

## 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, promote or enhance the significance of historic assets, including their settings. In particular, there is a general presumption in favour of the preservation or enhancement of the significance of historic assets and their settings including:

- 1) World Heritage Sites
- 2) Scheduled Monuments
- 3) Archaeologically Sensitive Areas and Archaeological Remains
- 4) Listed Buildings
- 5) Conservation Areas
- 6) Historic Parks and Gardens
- 7) Historic Landscapes
- 8) Historic assets of special local Interest

Any application for listed building or conservation area consent will need to be accompanied by a Heritage Impact Statement in accordance with the Historic Environment (Wales) Act 2016.

<b>LDP Objectives</b>	SOBJ: 4 OBJ: 4a, 4b, 4c, 4d, 4e
<b>Future Wales</b>	Our Heritage, Cultural Heritage
<b>PPW</b>	Distinctive and Natural Places Recognising the Special Characteristics of Places Historic Environment
<b>WBFG Act</b>	A healthier Wales A Wales of vibrant culture and thriving Welsh Language A globally responsible Wales
<b>LWBP</b>	Support communities in Bridgend County to be safe and cohesive Healthy choices in a healthy environment
<b>Key Evidence</b>	List of Buildings with Special Architectural or Historic Interest Conservation Area Appraisals Local List of historic assets of special local interest

5.5.90 The historic environment comprises all surviving physical elements of previous human activity and illustrates how past generations have shaped the world around us. The most important historic assets often have statutory protection or are included in formal registers which identify them as being of special historic interest. A number of statutorily and non-statutorily recorded heritage assets are located within the County Borough as outlined in SP18.

5.5.91 The above components of the built heritage are protected by other Acts of Parliament separate from the Planning Acts, most recently The Historic Environment Wales Act

2016 which is accompanied by a suite of national and best practice guidance. Bridgend County Borough Council strongly value these heritage assets, and any development proposals which affect any of the above historic assets, or the settings of any of these, must take full account of the relevant but separate legislation and national best practice guidance. Conservation areas are defined at a local level and, therefore, an additional Development Management Policy (DNP11) is included to support SP18. SP18 has also been prepared in accordance with TAN 24, which provides specific guidance on how the historic environment should be considered during plan preparation and decision making on planning and listed building applications, including locally specific policies for the conservation and enhancement of historic assets. The design and access statement and / or heritage impact assessment and statement accompanying any application for planning permission must, where relevant, clearly set out how the development is compatible with the preservation, conservation, or enhancement of heritage assets.

- 5.5.92 The special and unique characteristics and intrinsic qualities of the natural and built environment must be protected in their own right for historic, scenic, aesthetic and nature conservation reasons. These features give places their unique identity and distinctiveness, whilst providing for cultural experiences and healthy lifestyles. Care for the Built and Historic Environment is fundamental to the LDP Strategy and to achieving sustainable development. Development proposals must take account of heritage assets where these are directly or indirectly affected. Occasionally, historic assets will be a constraint, the need for preservation outweighing the benefit of development. More often a heritage asset will be an opportunity for the restoration and sustainable reuse of historic buildings using embedded and embodied energy, for the strengthening of local identity (respecting local design characteristics) and for the interpretation of hidden heritage assets to the benefit of local communities. A strategy requiring high quality design and carefully sited development that is both in keeping and scale with its location, and which is sensitive to the character of the historic built and natural environment is required.

#### **DNP10: Built Historic Environment and Listed Buildings**

The character of historic buildings and structures will be safeguarded and conserved and change managed so that their special architectural and historic or archaeological interest and their settings are preserved.

- 1) Development proposals affecting listed buildings and their settings will only be permitted where:
  - a) the sensitive alteration and/or extension to a listed building or its curtilage can be justified as being desirable or necessary and ensures that the special architectural character or historic interest is preserved;
  - b) the change of use of a listed building or its curtilage involves its sensitive repair conversion and sustainable re-use without causing harm to its character, special architectural or historic interest or structural integrity;

- c) the total or substantial demolition of a listed building, is accompanied by the strongest justification and convincing evidence that the proposal is necessary and unavoidable.
- 2) Development must protect or enhance Historic Assets of Special Local Interest;
- 3) Development must preserve Scheduled Ancient Monuments and their settings and where appropriate the conservation of other archaeological remains, having regard to the intrinsic importance of the remains and the need for the proposed development; and
- 4) Development must protect and conserve historic landscapes, parks and gardens.

#### Listed Buildings

- 5.5.93 There are 373 listed buildings and structures in the County Borough. Listed buildings are designated by Cadw who maintain the statutory 'List of Buildings with Special Architectural or Historic Interest'. National Planning Policy and Guidance contains a general presumption in favour of the preservation of listed buildings. Works (internal and external) that would affect the character or historic fabric of a listed building and its curtilage must not be implemented without authorisation of a listed building consent.
- 5.5.94 DNP10 seeks to ensure that, where a development proposal affects a listed building or its setting, special regard must be had to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses. This is a primary material consideration and statutory requirement. Applications must be fully justified by means of a Heritage Impact Assessment and Statement in accordance with National Planning Policy and Guidance. An application for the total or substantial demolition of a listed building should be made in exceptional circumstances and only as an option of last resort and must be accompanied by the strongest justification and convincing evidence that the proposal is necessary and unavoidable.

#### Historic Assets of Special Local Interest

- 5.5.95 DNP10 seeks to protect historic assets of special local interest. Heritage buildings and structures have a particular architectural or historic interest in the local context. While such assets do not meet the strict quality standard for inclusion on the statutory list, they still contribute to the conservation or enhancement of local character. Local planning authorities may choose to identify historic assets of special local interest and maintain a list of them and add them to the local historic environment record. Consideration will be given to drawing up such a list during the lifetime of the plan in conjunction with local communities with a view to helping to reinforce local character and promote high design standards.

- 5.5.96 DNP 10 also seeks to protect all the other modest background buildings that reflect the continuity of local history, contribute to local identity and act as a collective community. This includes the history embodied in the unscheduled archaeological record.

#### Scheduled Monuments & Archaeological Remains

- 5.5.97 There are 60 Scheduled Ancient Monuments located within the County Borough of Bridgend. When considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ i.e. a presumption against proposals which would involve significant alteration or cause damage, or would have a significant adverse impact causing harm within the setting of the remains.
- 5.5.98 DNP10 highlights the desirability of preserving a Scheduled Ancient Monument (SAM) and its setting. It also sets out the approach to considering development proposals which potentially affect other 'lesser' archaeological remains. Scheduled Monuments consent is required for all proposals that would potentially damage, demolish, remove, repair, alter, add to, flood or cover up a SAM. Applicants are encouraged to consult with The Historic Environment Record and Glamorgan Gwent Archaeological Trust at an early stage in considering their development proposal.

#### Historic Parks and Gardens

- 5.5.99 There are 6 Historic Parks and Gardens in Bridgend County Borough which have been included on the Statutory register of Historic Parks and Gardens in Wales:
- Bryngarw
  - Court Coleman
  - Coytrahen
  - Glanrhyd Hospital
  - Merthyr Mawr
  - Tythegston Court

- 5.5.100 The register of Historic Parks and Gardens in Wales identifies parks and gardens and their settings which make an important contribution to the character of the county and which are deemed important to preserve or enhance. DNP10 seeks to ensure that they are given appropriate consideration when development is proposed which affects these assets. It is for the applicant to show that they understand the significance of the registered park or garden at the earliest stage from the details included in the register and the impact that any development proposals will have on that significance by utilising current guidance, whilst also considering any other statutory designations relevant to the site.

#### Historic Landscapes

- 5.5.101 The Register of Historic Landscapes in Wales is a non-statutory advisory register intended to inform policy making and decision making at a strategic level about historic importance of the areas identified and should be taken into account in considering the implications of developments, which meet the criteria for Environmental Impact Assessment, or are of a sufficient scale to have more than a local impact on the historic



landscape. The register was published in two parts and the following areas are located /partly located within Bridgend County Borough;

- Part 2.1 Landscapes of Outstanding Historic Interest – Merthyr Mawr Kenfig and Margam Burrows
- Part 2.2 Landscapes of Special Historic Interest – Margam Mountain

Best Practice guidance has been developed to assist local planning authorities in considering planning proposals affecting areas on the Register and this and Landscape Characterisation studies undertaken by the Welsh Archaeological Trusts assist both developers and decision makers to assess development proposals.

#### Landscape Character Areas

5.5.102 The natural and built landscape of Bridgend County Borough has been assessed as having eighteen distinct character areas which are non - statutory designations. Using the designations and detailed assessments applicants can ensure development proposals conserve and enhance the local distinctiveness and heritage of the diverse landscapes and contribute to sustainable place making principles. Supplementary Planning guidance will be made available during the plan period to advise developers of the landscape considerations that need to be reflected in any proposals.

#### **DNP11: Conservation Areas**

Development within or adjacent to a conservation area will only be permitted if it would preserve or enhance the character and appearance of the conservation area or its setting.

- 1) New development in such locations must also be of a high standard of design, respond to the area's special characteristics, and pay particular regard to:
  - a) important views, vistas, street scenes, roofscapes, trees, open spaces, gaps and other features that contribute to the character or appearance of the conservation area;
  - b) the retention of historically significant boundaries or other elements that contribute to the established form of development;
  - c) the relationship to existing buildings and spaces, and pattern of development;
  - d) scale, height and massing, architectural design and detailing, the use of materials, boundary treatment, and public realm materials.
- 2) Proposals for total or substantial demolition of a building that makes a positive contribution to the character or appearance of a conservation area will not generally be acceptable and will be assessed against the same broad criteria as proposals to demolish listed buildings.

5.5.103 A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Policy DNP11 is intended to provide protection from developments, which can harm the character and appearance of a conservation area. There are 16 conservation areas in the County, all of which are shown on the Constraints Map:

- Bridgend Town Centre
- Coity
- Derllwyn Road
- Laleston
- Llangeinor
- Llangynwyd
- Maesteg Town Centre
- Merthyr Mawr Road
- Merthyr Mawr Village
- Nantymoel
- Newcastle Hill
- Newton
- Nottage
- Porthcawl
- Preswylfa
- Tythegston

Conservation area appraisals identify the essential architectural or historic elements to be protected. Appraisals help inform a judgement as to whether development proposals meet the aims of preservation or enhancement of the special character of the conservation area. Subject to resource availability, the Council will seek to prepare further Conservation Area Appraisals. Once appraisals have been completed, periodic reviews should be carried out and consideration given to preparing management / enhancement plans where necessary to tackle identified problems.

5.5.104 Development in or affecting the setting of conservation areas will only be permitted if it preserves or enhances the character or appearance of the designated area. Applicants must demonstrate how development proposals within or affecting conservation areas will preserve or enhance the special character or appearance of the area. Proposals for demolition will need separate Conservation Area Consent. Proposals should be undertaken through a Heritage Impact Assessment and can be presented in a Heritage Impact Statement or, where one is required, as part of a Design and Access Statement. Such assessments must be proportionate both to the significance of the historic asset and to the degree of change proposed, and must include sufficient information to enable both the significance of the asset and the impact of change arising from the development, to be understood. In considering development proposals, the Council will seek to resist new development or the demolition of existing buildings unless it would preserve or enhance the character and appearance of the conservation area. There is also a special provision for trees in conservation areas which are not the subject of a tree preservation orders.

## Appendix 1: Housing Trajectory

Table 1: The Timing and Phasing of Allocations (2018-2033)

Settlement Tier / Growth Zone	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		
Bridgend (Sustainable Growth Area)	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	120	120	0
Bridgend (Sustainable Growth Area)	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	30	100	100	100	100	100	100	100	100	100	100	20

Settlement Tier / Growth Zone	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	
Pyle, Kenfig Hill and N Cornelly (Sustainable Growth Area)	Heol Fach	255	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	15	48	48	48	48	48	0	0	0	0	0	0
Bridgend (Sustainable Growth Area)	Craig y Parcau, Bridgend	108	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	10	50	48	0	0	0	0	0	0	0	0
Porthcawl (Regeneration Growth Area)	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

Settlement Tier / Growth Zone	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	
Pencoed (Sustainable Growth Area)	Land East of Pencoed	804	6 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	84	120	120	120	120	120	120	120	0
Pyle, Kenfig Hill and N Cornelly (Sustainable Growth Area)	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	150	1033
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	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	10	45	45	30	0	0	0	0	0	0	0

Settlement Tier / Growth Zone	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	
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	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 per phase)	10 weeks	8 weeks			0	0	0	0	0	0	10	25	40	40	25	0	0	0	0	0	0
Pont Rhyd-y-cyff (Maesteg and the Llynfi Valley Regeneration Growth Area)	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 per phase)	10 weeks	8 weeks			0	0	0	0	0	0	0	15	25	25	37	0	0	0	0	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	0	4					60	60	60	60	60	60	45					
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/19/624/FUL P/19/656/RES	PARC DERWEN, BRIDGEND	1577	1506	59	157	94	19	51	71											
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/145/RES	LAND AT LLANGEWYDD ROAD, CEFN GLAS, BRIDGEND	194	160	19	1	61	47	51	34											
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/1006/FUL	YSGOL BRYN CASTELL (PHASE 2), BRIDGEND	127	13	21				13	60	54										
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/18/983/FUL	SUNNYSIDE ROAD (LAND OFF), BRIDGEND	59	0	19						59										
Pen-y-fai (Local Settlement)	P/17/1073/FUL	ALL SAINTS WAY (LAND SOUTH OF), PENYFAI	20	17	3			7	10	3											
Cefn Cribwr (Local Settlement)	P/18/286/NMA	BEDFORD ROAD, CEFN CRIBWR	10	0	10					10											
Bettws (Local Settlement)	P/19/147/FUL	HEOL DEWI SANT (REAR OF), BETTWS	23	22	1					1											
Pencoed (Main Settlement, Sustainable Growth Area)	P/09/435/OUT	LAND SOUTH OF HENDRE ROAD, PENCOED	205	204	0	2	2	1		1											
Bridgend (Primary Key Settlement,	P/15/693/FUL	COWBRIDGE ROAD (REAR OF), BRIDGEND	10	0	0					5	5										



Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																	
				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
Sustainable Growth Area)																					
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/16/610/FUL	PARK STREET, COED PARC, BRIDGEND	15	4	2			3	1	6	5										
Porthcawl (Main Settlement, Regeneration Growth Area)	P/20/263/FUL	FORMER ST. JOHN'S SCHOOL, NETWON, PORTHCAWL	57	0	20					57											
Valleys Gateway (Main Settlement)	P/19/182/RES (Phase 2)	PARC TYN Y COED, BRYNCETHIN	273	264	4					9											
Porthcawl (Main Settlement, Regeneration Growth Area)	P/19/352/RES P/21/60/FUL	ST CLARES CONVENT, CLEVIS HILL, PORTHCAWL	11	0	7					11											
Porthcawl (Main Settlement, Regeneration Growth Area)	P/16/609/FUL	47 - 49 WOODLAND AVENUE (Land Between), PORTHCAWL	10	0	10					10											
Bridgend (Primary Key Settlement, Sustainable Growth Area)	P/14/185/FUL P/20/638/NMA	WATERTON MANOR & LANE (LAND AT) WATERTON, BRIDGEND	39	0	26					26	13										
Pyle, Kenfig Hill and N Cornelly (Main Settlement, Sustainable Growth Area)	P/18/829/FUL	LAND AT CROFT GOCH ROAD, KENFIG HILL	21								21										
Pencoed (Main Settlement, Sustainable Growth Area)	P/20/214/FUL	FORMER PENCOED RAOB SOCIAL CLUB HEOL Y GROES, PENCOED	24								24										
Pencoed (Main Settlement, Sustainable Growth Area)	P/20/99/FUL	TRININITY CHAPEL, PENYBONT ROAD, PENCOED	12							12											
Valleys Gateway (Main Settlement)	P/18/1012/FUL	THE OLD BAKEHOUSE, MAESTEG ROAD, TONDU	10							10											

Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																		
				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	
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							13	13	10										
Ogmore Valley (Local Settlement, Regeneration Area)	P/04/252/FUL P/21/831/NMA	CWRT TY MAWR, NORTH ROAD, OGMORE VALE	13	6	3					7												
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, Regeneration Growth Area)	P/17/273/RLX, P/19/30/RLX	THE REST CONVALESCENT HOME, PORTHCAWL	69	69		24	10	35														
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																

Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																		
				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	
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														

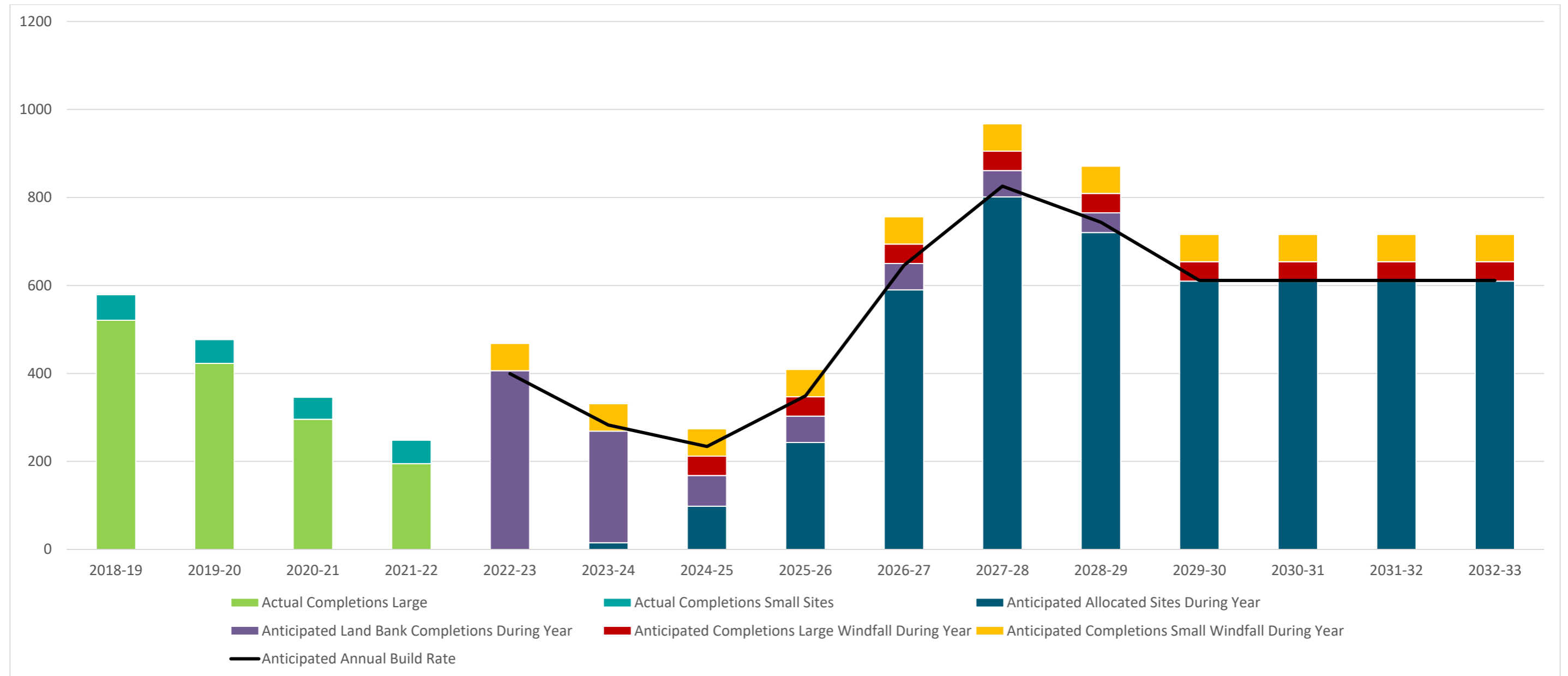
Settlement Tier / Growth Area	Planning Application	Site Name	Total Site Capacity	Phasing of Development (2018-33)																		
				Completions	U/C	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30	30-31	31-32	32-33	Units phased beyond the plan period	
Pyle, Kenfig Hill and 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														
SMAL SITES						58	54	50	53													
<b>* Grey boxes represent completed sites / years</b>			<b>Total Completions:</b>			<b>579</b>	<b>477</b>	<b>346</b>	<b>248</b>	406	254	70	60	60	60	45	0	0	0	0	0	

**Table 3: Anticipated Annual Build Rate Calculation**

LDP Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
A	Year	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33
B	Remaining Years	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
C	Total Housing Provision	8590	8590	8590	8590	8590	8590	8590	8590	8590	8590	8590	8590	8590	8590	8590
D	Total LDP Housing Requirement	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575	7575
E	Actual completions on large sites during year	521	423	296	195											
F	Actual completions small sites during year	58	54	50	53											
G	Anticipated completions on allocated sites during year	0	0	0	0	0	15	98	243	590	801	720	610	610	610	610
H	Anticipated land bank completions during year	0	0	0	0	406	254	70	60	60	60	45	0	0	0	0
I	Anticipated completions large windfall during year	0	0	0	0	0	0	44	44	44	44	44	44	44	44	44
J	Anticipated completion small windfall during year	0	0	0	0	62	62	62	62	62	62	62	62	62	62	62
K	<b>Total completions</b>	<b>579</b>	<b>477</b>	<b>346</b>	<b>248</b>	<b>468</b>	<b>331</b>	<b>274</b>	<b>409</b>	<b>756</b>	<b>967</b>	<b>871</b>	<b>716</b>	<b>716</b>	<b>716</b>	<b>716</b>
L	<b>Anticipated Annual Build Rate</b> - Total anticipated annual completions (G+H+I+J) adjusted with x% adjustment factor to future completions. The adjustment factor is not applied to any actual completions recorded in row E & F.					400	283	234	349	645	826	744	611	611	611	611
M	Total projected cumulative completions	579	1056	1402	1650	2050	2332	2566	2915	3561	4386	5130	5741	6352	6964	7575
N	Remaining housing completions (housing requirement minus projected completions by year)	6996	6519	6173	5925	5525	5243	5009	4660	4014	3189	2445	1834	1223	611	0

Figures may not sum to exact total due to rounding

Figure 1: Housing Development Trajectory 2018-2033



## Appendix 2: Employment Land Schedule

Employment Site	Available Land (ha)	Availability		
		Short 18/19-22/23	Medium 23/24-27/28	Long 28/29-32/33
<b>Strategic Employment Sites</b>				
1) Brocastle, Waterton, Bridgend	20.4		10.2	10.2
2) Pencoed Technology Park	5.4		5.4	
<b>Employment Sites: Bridgend Sustainable Growth Area</b>				
3) Brackla Industrial Estate	7.7		3.85	3.85
4) Bridgend Industrial Estate	9.2		4.6	4.6
5) Coychurch Yard, Bridgend	0.1		0.1	
6) Crosby Yard, Bridgend	0.8		0.4	0.4
7) Parc Afon Ewenni	2.0			2.0
8) Waterton Industrial Estate	10.0		5.0	5.0
<b>Employment Sites: Pyle, Kenfig Hill and N Cornelly Sustainable Growth Area</b>				
9) Land at Gibbons Way, North Cornelly	0.03		0.03	
10) Village Farm Industrial Estate, Pyle	2.6		1.3	1.3
11) Ty Draw Farm, Pyle	2.23		2.23	
<b>Employment Sites: Maesteg and the Llynfi Valley Regeneration Growth Area</b>				
12) Ewenny Road, Maesteg	3.5			3.5
<b>Employment Sites: Pencoed Sustainable Growth Area</b>				
13) The Triangle Site, Bocam Park, Pencoed	1.0		1.0	
<b>Employment Sites: Other Locations</b>				



14) Brynmenyn Industrial Estate	2.0		1.0	1.0
15) Land adjacent to Sarn Park Services	2.7		2.7	
16) Land west of Maesteg Road, Tondu	0.3		0.3	
17) Isfryn Industrial Estate, Blackmill	0.4			0.4
18) Abergarw Industrial Estate, Brynmenyn	1.4		1.4	
<b>Total</b>			<b>71.7 hectares</b>	

## **Appendix 3: Details of the Transport Corridors identified in PLA6**

### **A2.1 M4 Corridor**

**A2.1.1** This corridor includes the primary strategic highway and railway network for South Wales, i.e. the M4 motorway, and the main Paddington to Fishguard railway line including stations at Pencoed and Bridgend. Although it is the responsibility of the Welsh Government, the M4 motorway also serves the strategic needs of the County Borough and acts as an effective link from east and west. In view of its status as a Trans-European Route Network (TERN) and its strategic significance to the whole of South Wales, it is imperative that the Council and its neighbouring Authorities, continue to collaborate with the Welsh Government in the effective management of the M4 motorway and its junctions.

**A2.1.2** The Valleys Gateway has successfully been a major focus for new residential development, however, there are now capacity issues running north to south at Junction 36 of the M4. The Council will carefully assess further development proposals within the M4 Corridor to ensure that they do not have an adverse effect on the efficiency of the motorway, and particularly its junctions 35, 36 and 37. Aspirations to regenerate Porthcawl and major development proposals at Pyle and Llanilid, Rhondda Cynon Taf are anticipated to significantly increase traffic movements via junctions 35 and 37.

**A2.1.3** It is this corridor that provides the greatest opportunity to support development which generates lorry movements, as it is effectively accessed and the impact of road freight movement on the environment can be minimised, provided that appropriate locations and highway improvements are identified.

**A2.1.4** Any developments, which have a direct effect on the M4 motorway junctions within the County Borough will have to be considered very carefully. Development which will have direct access, or accesses, in close proximity to those junctions is likely to have an adverse effect on their efficiency, which can therefore have a negative impact on the whole of the County Borough and possible implications for the Cardiff Capital Region and South Wales. Therefore, such development will be resisted by the Council unless it can be demonstrated that the traffic impact of the proposals can be accommodated by the motorway and its or the impact suitably mitigated.

**A2.1.5** The South Wales Mainline is the responsibility of Network Rail, but is another strategic link within the County Borough which must be protected. Development, and future management measures which will encourage its use by commuters, and for the movement of freight will therefore be favoured by the Council in line with national policy as recommended in paragraph 8.13 of Planning Policy Wales, TAN 18.

### **A2.2 Llynfi Corridor**

**A2.2.1** The Llynfi Corridor centres on the A4063 strategic road which runs from the northern border of the County Borough through the upper Llynfi Valley settlements, including Maesteg,

to join the Pyle-Aberkenfig Corridor at Aberkenfig. From here the corridor continues to follow the A4063 both southward to Bridgend town centre and eastward along the Sarn Link to arrive at Junction 36 of the M4 motorway. The corridor also includes the Maesteg to Bridgend railway line.

**A2.2.2** The nature of the A4063 varies as it travels down the Llynfi Corridor. From the north, passing through Caerau, Nantyffyllon, Maesteg town centre and Pont Rhyd-y-Cyff, its standard and specification is limited, and transportation-related environmental issues arise regarding development. Further south, the specification and alignment of the A4063 improves, especially from the Paper Mills to Coytrahen. However, through Coytrahen village and until the railway bridge where the A4063 meets the A4065, the road's alignment and standard, the proximity of residential properties and frontage accesses, all limit the capacity of the highway. These raise transportation-related environmental issues which any development that exacerbates them would have to address. A long standing network constraint has been the A4065/A4063 traffic signalised junction, which is linked to another signalised junction immediately to the northwest which serves Pentre Felin Retail Park. There are now committed highway works to realign the A4063 and increase capacity at this location. However, this is provided as a developer-led scheme and so the new capacity will be largely absorbed by the associated committed development. From the railway bridge along the Sarn Link to Junction 36 the highway has a good specification with limited transportation related environmental issues. From the aforesaid railway bridge to Bridgend town centre the highway is also of a generally good specification, however, there are some issues at its junction with Heol Tyn-Y-Garn.

**A2.2.3** There are opportunities for management and improvement of this corridor in terms of the transportation-related environmental issues. However, capacity issues will remain related to highway movement, which cannot be avoided, and will therefore act as a constraint.

**A2.2.4** Development which will be served by the highway will be considered, not only upon the basis of how it will affect the local area, but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

**A2.2.5** The Maesteg to Bridgend railway line is a major asset to the Corridor, which can be used to move both commuters and freight. The South Wales Metro proposals to enhance services on the Maesteg line to double the current frequency will provide a great opportunity for development within this corridor to be served by the railway. These proposals will be eagerly supported and will be encouraged by the Council to maximise the potential benefits and promote sustainable travel. To complement the service enhancements, there are aspirations to develop the park and ride provision at Maesteg (Ewenny Road) to capitalise on the additional passenger rail capacity.

**A2.2.6** The Llynfi corridor lacks comprehensive active travel links between settlements to the north and Bridgend. This creates additional pressure on the A4063 to cater for motorised vehicles. Feasibility work to provide active travel improvements along this corridor are on-going.

### **A2.3 Garw Corridor**

**A2.3.1** The Garw Corridor is based primarily on the principal route A4064 which runs southwards from the settlement of Blaengarw passing, in turn, through Pontycymmer and Llangeinor. Further south, the route forks, and as the A4065, passes through Brynmenyn, joins the Llynfi Corridor at the Aberkenfig railway bridge and joins the Ogmores Corridor at its junction with the A4061.

**A2.3.2** Although the nature of the A4064 varies as it runs along the corridor, it is generally of a limited standard and specification which raises transportation-related environmental issues. There are opportunities for management and improvement of the corridor but there is limited potential for increasing its capacities which will therefore act as a constraint. Two employment areas on this corridor which have fewer capacity constraints are, the Abergarw and Brynmenyn Industrial Estates. However, these two sites do generate transportation-related environmental issues on the Ogmores Corridor.

**A2.3.3** Development which will be served by the highway will be considered, not only upon the basis of how it will affect the local area, but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

#### **A2.4 Ogmores Corridor**

**A2.4.1** The Ogmores Corridor is based primarily on the principal route A4061 which commences from the northern border of the County Borough with Rhondda Cynon Taff County Borough then runs southwards through the settlements of Nantymoel, Pricetown, Ogmores Vale, Lewistown, Pantyrwel, Blackmill, and Bryncethin. It then crosses the M4 motorway at junction 36 and along the Bridgend Northern Distributor Road through Bridgend town centre where it connects to the B4181 and terminates at Coychurch Roundabout on the Pencoed-Pyle corridor. The corridor also includes the principal route A4093 which runs eastward from Blackmill to the border with Rhondda Cynon Taf County Borough.

**A2.4.2** The nature of the A4061 varies as it runs along the Ogmores Corridor passing through urban areas with frontage accesses, residential areas, and rural areas. The standard and specification of the route is equally varying, changing from narrow lane to dual carriageway.

**A2.4.3** There are opportunities for management and improvement of the corridor on both the A4061 and A4093 in terms of transportation-related environmental issues. However, at various locations along the route the highway capacity and the transportation-related environmental issues which arise will act as a constraint on development.

**A2.4.4** Development will be considered not only on the basis of how it affects the local area but also for its transportation impact on the corridor northwards, but more especially southwards, as vehicles travel towards the M4 Corridor.

#### **A2.5 Aberkenfig – Bryncethin Corridor**

**A2.5.1** The Aberkenfig-Bryncethin Corridor is based upon the classified route A4065. It effectively starts at the northern end of Aberkenfig at the junction of A4063 and A4065 with Penyfai Road and runs east along the length of the A4065 (Bryn Road, Abergarw Road and the Brynmenyn Industrial Link Road) to its junction with the A4061 at the traffic signal controlled junction, Bryncethin on the Ogmores corridor.

**A2.5.2** The route is primarily urban in nature being built up along Bryn Road and Abergarw Road serving housing, recreational facilities, industry and educational facilities until it reaches Brynmenyn Industrial Estate via a roundabout controlled access. From this point the route is constructed to a higher standard and specification and is known as the Brynmenyn Industrial Link Road.

**A2.5.3** Use of the western section of this corridor raises issues in relation to on street parking, alignment, associated forward visibility restrictions, pedestrian facilities and general narrowness along Bryn Road and in the vicinity of the redundant level crossing, the river bridge at Brynmenyn, and the Fox and Hounds Public House in the vicinity of the access to Bryngarw Country Park.

**A2.5.4** There is localised congestion along the majority of the route, particularly at peak periods. This is particularly prominent at the A4065/A4063 traffic signalised junction, which is linked to another signalised junction immediately to the northwest. Whilst there are committed highway works to realign the A4063 and increase capacity, this is provided as a developer-led scheme and so the new capacity will be largely absorbed by the associated committed development. Consequently, there are constraints on the ability of this corridor to support further development of any kind, which, accordingly, will be considered on the basis of its transportation impact in light of these issues.

## **A2.6 Pyle-Aberkenfig**

**A2.6.1** Pyle-Aberkenfig Corridor is based on the route B4281 from where it meets the A48 at Pyle Cross running eastward through Pyle, Kenfig Hill, and Cefn Cribwr until terminating at its junction with the A4063.

**A2.6.2** The standard and specification of this route is low which raises many existing transportation-related environmental issues including the risk of collisions especially where it passes through residential and retail areas.

**A2.6.3** There are opportunities for management and improvement of the corridor in terms of those issues, but no opportunity to increase the route's capacity. Therefore, there are considerable constraints on the ability of this corridor to support development.

## **A2.7 Pencoed-Pyle Corridor**

**A2.7.1** This corridor starts at the point where the A473 core route enters the County Borough from neighbouring Rhondda Cynon Taff County Borough, and runs along the Pencoed Bypass to junction 35 on the M4 motorway. The corridor then continues as the A473 until it joins with the A48 at Waterton Roundabout. From where it extends to the boundary of the County Borough to the west of Pyle and then enters Neath Port Talbot County Borough.

**A2.7.2** The route varies in standard from dual carriageway to single carriageway and the areas it serves are substantially urban in nature apart from the most westerly section of the route. This corridor provides accesses to Bridgend Industrial Estate, Bridgend Technical College, the South Wales Police HQ, out-of-centre retail centres and substantial residential areas, with

some sections of the route having residential frontages. The corridor also provides a key route for residents of Rhondda Cynon Taf travelling to Junction 35 of the M4 and to Bridgend.

**A2.7.3** The corridor provides an important access into Bridgend town centre from the south which must be protected. In addition, at various locations along the route, the highway capacity and transportation-related environmental issues will act as constraints. Any development will be considered for its transportation impact in the light of these constraints.

**A2.7.4** Use of this corridor raises issues of constraint at the junctions of its routes, and some issues of transportation-related environmental concern, more particularly at its western and eastern extremities. Notwithstanding this, the corridor provides opportunities at certain sections for the location of freight generating developments where the impact of road freight movements on the environment can be minimised, if appropriate locations for highway improvements are identified.

**A2.7.5** As the existing highway network is constrained by the mainline railway passing through Pencoed, no further development to the west of the railway line will be permitted as it will exacerbate congestion either side of the level- crossing and at the complex over-bridge junction between the eastern end of the relief road and Penybont Road. Development proposals to the west of the railway line would not be of sufficient scale to generate the required level of developer-funded infrastructure required to resolve the problem.

**A2.7.6** The corridor has been identified as a key active travel route within the county borough and has been supported in recent years by significant Welsh Government investment to improve pedestrian and cycle links, much of which has focussed on the A473 between Pencoed and Bridgend.

## **A2.8 Porthcawl-Cornelly Corridor**

**A2.8.1** This corridor is based on the principal route A4106 from where it meets the A48 at Redhill Roundabout travelling south westward to its junction with the principal route A4229 at Porthcawl. The corridor then follows the A4229 northwards until its junction with the B4283 at which the route forks and, as the A4229, it continues through junction 37 on the M4 motorway and terminates at its junction with the A48 at Pyle Roundabout. As the B4283, it continues northwards through North Cornelly until it meets the boundary of the County Borough where it enters Neath Port Talbot County Borough.

**A2.8.2** The route varies in its nature with sections of dual carriageway and country lane but for the majority of the length, the route is a single lane carriageway. This corridor also provides access to Porthcawl town centre and its tourist facilities.

**A2.8.3** With regard to its ability to serve Porthcawl, the corridor has sufficient capacity to provide for its residential population, and on average its requirements as a tourist resort. It does not have the facility to cater for traffic flows at peak days within the year, such as sunny bank holidays or during popular events, and it would be environmentally unacceptable to provide for that level of network capacity.

**A2.8.4** However, there are opportunities for management and improvement of the corridor, on both the A4106 and A4229, in terms of transportation-related environmental issues but no acceptable opportunities to further increase the route's capacity.

**A2.8.5** Development in this corridor, including the regeneration of Porthcawl will be considered for its transportation impact not only on the basis of how it affects the local area but also for its effect on the routes to Junction 37 of the M4 motorway and to the A48. Improvements to the public transport network, including links to rail services in Pyle, will be key to delivering the development aspirations at Porthcawl. To assist with these ambitions, there are plans to enhance the park and ride capacity at Pyle Railway Station and improve bus provision in Porthcawl with the creation of a new bus terminus.

**A2.8.6** The route B4283, which is included in this corridor, is limited by a low headroom bridge where it passes beneath the M4 motorway. This route serves the residential community of North Cornelly and has a substantial number of frontage properties, on street parking, shops, schools and pedestrian movement. The existing highway network is not appropriate to accommodate the additional traffic movement generated by development and it cannot be significantly improved.

**A2.8.7** There are opportunities for management and improvement of the B4283 in terms of transportation-related environmental issues but no opportunity to increase its capacity. Therefore, there are considerable constraints on the ability of this corridor to support development. Efforts must also be made to ensure that no additional pressure is placed by heavy goods vehicle movements on the B4283.



## Appendix 4: Monitoring and Review

### Monitoring and Review

The Planning and Compulsory Purchase Act requires authorities to keep under review those matters that may affect the planning and development of their areas. Monitoring and review is an ongoing function of the plan-led system and is a vital aspect of evidence-based policy making. Monitoring is a continuous process and does not end once a plan is adopted. It represents an essential feedback loop within the cyclical process of achieving sustainable development. This process of monitoring constitutes the regular, continuous and systematic collection and analysis of information to measure and assess policy implementation, effectiveness and impact through the use of a monitoring framework. Welsh Government require that all LDP's include a monitoring framework and this framework has therefore been developed in accordance with these requirements.

The key legislative requirements in respect of monitoring and review are as follows:

- PCPA 2004 (Section 61) states that an 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 **Annual Monitoring Report (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.

The monitoring framework will allow for an ongoing assessment of whether the underlying LDP 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 Replacement LDP strategy, policies and proposals. The monitoring will feed into an AMR and this will also help inform a subsequent Plan Review, which will take place within 4 years of the Plan's adoption.

The AMR is fundamental to assessing the progress of the LDP in implementing the policies contained within the plan and will allow the Council the opportunity to assess the policies against the most up-to-date information available. It will also include monitoring of associated plans and documents identifying potential areas of change during the review period. The AMR can assist the Council 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 LDP;
- Identify areas of success; and
- State the intended actions that the Council will take in rectifying any issues to ensure the successful implementation of the policy or any revision that needs to take place.

The Council has constructed 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 Replacement LDP strategy.

### Monitoring Indicators

The monitoring framework sets out a number of indicators which form the basis for assessing the Plan's performance. These have been developed following the broad principles set out by Welsh Government and include a combination of mandatory, locally specific and contextual indicators. The framework focusses 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

All of the above 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

The indicators and targets also contain trigger points to indicate if a part of the plan is not achieving the desired outcome(s). If these triggers are 'activated' then the AMR will consider the necessary action required as a result. There are a number of outcomes which could be actioned by the Council in this event. These 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 have been devised to be measurable and specific to enable concerns to be identified. In cases where trigger points are numerical it is generally considered necessary for them to be measured over two consecutive years to establish whether it is a one year 'blip' or a longer-term trend. 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

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 process of monitoring and review will help determine what action might be necessary to take. The following options are available to the Council 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.

<b>Continue Monitoring</b>
Development plan policies are being implemented effectively.
<b>Training Required</b>
Development Plan policies are being implemented as intended and Officer or Member training is required.
<b>Supplementary Planning Guidance (SPG) Required</b>
Development plan policies are not being implemented as intended and further guidance is required, potentially preparing additional SPG.
<b>Further Investigation / Research Required</b>
Development Plan policies are not being implemented as intended and further research and/or investigation is required.
<b>Policy Review Required</b>
Development Plan policies are not being implemented and are failing to deliver; a review of the specific policy may be required.
<b>Plan Review</b>
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.

## Monitoring Framework

<b>Objective: All Strategic Objectives (Strategic Framework, Regeneration and Growth Strategy)</b>					
<b>Key Policies / proposals</b>	<b>Indicator</b>	<b>Target</b>	<b>Trigger Point</b>	<b>Source of Information</b>	<b>Action</b>
<p>SF1: Settlement Hierarchy and Urban Management</p> <p>SP1: Regeneration and Sustainable Growth Strategy</p> <p>SP2: Regeneration Growth Area and Sustainable Growth Area Strategic Allocations</p>	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.	<p>Phasing Tranche in housing trajectory.</p> <p>AMR</p> <p>Development Management Monitoring.</p>	<p>Keep monitoring</p> <p>Further investigation / research required.</p>

<b>Objective: Strategic Objective 1, 'To Create High Quality, Sustainable Places (Placemaking)'</b>					
<b>Key Policies / proposals</b>	<b>Indicators</b>	<b>Target</b>	<b>Trigger Point</b>	<b>Source of Information</b>	<b>Action</b>
SP3: Good Design and Sustainable Place Making	2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making	No applications permitted contrary to Policy SP3.	1 application permitted contrary to Policy SP3 within two consecutive years.	Development Management Monitoring.	<p>Keep monitoring</p> <p>Further investigation / research required.</p>

					Training required
PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area	3a: Number of dwellings delivered.  3b: Infrastructure requirements and Placemaking principles delivered.	Completions in line with the phased housing trajectory.  Infrastructure requirements and Placemaking principles delivered in accordance with PLA1.	Annual completions falling below anticipated trajectory for two consecutive years.  Infrastructure not delivered in accordance with Policy PLA1.	Housing Trajectory, S106 Agreement	Keep monitoring  Further investigation / research / review required.
PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area	4a: Number of dwellings delivered.  4b: Infrastructure requirements and Placemaking principles delivered.	Completions in line with the phased housing trajectory.  Infrastructure requirements and Placemaking principles delivered in accordance with PLA2.	Annual completions falling below anticipated trajectory for two consecutive years.  Infrastructure not delivered in accordance with Policy PLA2.	Housing Trajectory, S106 Agreement	Keep monitoring  Further investigation / research / review required.
PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area	5a: Number of dwellings delivered.  5b: Infrastructure requirements and Placemaking principles delivered.	Completions in line with the phased housing trajectory.  Infrastructure requirements and Placemaking principles delivered in accordance with PLA3.	Annual completions falling below anticipated trajectory for two consecutive years.  Infrastructure not delivered in accordance with Policy PLA3.	Housing Trajectory, S106 Agreement	Keep monitoring  Further investigation / research / review required.
PLA4: Land East of Pencoed, Pencoed	5a: Number of dwellings delivered.	Completions in line with the phased housing trajectory.	Annual completions falling below anticipated trajectory	Housing Trajectory, S106 Agreement	Keep monitoring

Sustainable Growth Area	5b: Infrastructure requirements and Placemaking principles delivered.	Infrastructure requirements and Placemaking principles delivered in accordance with PLA4.	for two consecutive years.  Infrastructure not delivered in accordance with Policy PLA4.		Further investigation / research / review required.
PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	6a: Number of dwellings delivered.  6b: Infrastructure requirements and Placemaking principles delivered.	Completions in line with the phased housing trajectory.  Infrastructure requirements and Placemaking principles delivered in accordance with PLA5.	Annual completions falling below anticipated trajectory for two consecutive years.  Infrastructure not delivered in accordance with Policy PLA5.	Housing Trajectory, S106 Agreement	Keep monitoring  Further investigation / research / review required.
SP4: Mitigating the Impact of Climate Change	7: Amount of development permitted within C1 Floodplain areas that do not meet all TAN 15 tests.	No applications approved within C1 Floodplain areas unless all TAN 15 tests are met.	1 or more application permitted for development in any 1 year that does not meet all TAN 15 tests.	Development Management Monitoring.	Keep monitoring  Further investigation / research / review required.  Training required
SP4: Mitigating the Impact of Climate Change	8: The scale/type of highly vulnerable development permitted within C2 flood risk areas.	No relevant applications approved within C2 flood risk areas.	1 application permitted for highly vulnerable development within C2 Floodplain in any 1 year.	Development Management Monitoring.	Keep monitoring  Further investigation / research / review required.  Training required

SP5: Sustainable Transport and Accessibility	9: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.	No applications permitted contrary to Policy SP5.	1 application permitted contrary to Policy SP5 in any 1 year.	Development Management Monitoring.	Keep monitoring  Further investigation / research / review required.  Training required
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<b>Objective: Strategic Objective 2, 'To Create Active, Healthy, Cohesive, Inclusive and Social Communities'</b>					
<b>Key Policies / proposals</b>	<b>Indicator</b>	<b>Target</b>	<b>Trigger Point</b>	<b>Source of Information</b>	<b>Action</b>
SP6: Sustainable Housing Strategy	10: 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 110 are affordable housing units.	Delivery below Plan's annual build rate / target for at least two consecutive years.	AMR  Housing Trajectory	Keep monitoring  Further investigation / research / review required.
SP6: Sustainable Housing Strategy	11: The annual level of housing completions monitored 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.	AMR  Housing Trajectory	Keep monitoring  Further investigation / research / review required.
SP6: Sustainable Housing Strategy	12: Total cumulative completions monitored against the anticipated	Total cumulative completions as per the anticipated cumulative completion rate	Total cumulative completions below the anticipated cumulative completion rate for at	AMR  Housing Trajectory	Keep monitoring  Further investigation /



	cumulative completion rate.	within the adopted housing trajectory.	least two consecutive years.		research / review required.
SP6: Sustainable Housing Strategy COM2: Affordable Housing	13: 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.	AMR Housing Trajectory	Keep monitoring Further investigation / research / review required.
SP6: Sustainable Housing Strategy COM2: Affordable Housing	14: 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.	AMR Housing Trajectory LHMA	Keep monitoring. Further investigation / research / review required. Training required.
SP6: Sustainable Housing Strategy COM2: Affordable Housing COM3: On-Site Provision of Affordable Housing	15: 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.	AMR Housing Trajectory	Keep monitoring. Further investigation / research / review required.
SP6: Sustainable Housing Strategy	16: Viability – trends in house prices, land	No target.	No trigger point.	The Council will monitor and record all development viability variables submitted	Keep monitoring

	values, build costs.			during any site specific appraisals carried out during the year.	
SP7: Gypsy, Traveller and Showpeople Sites  COM8: Gypsy, Traveller and Showpeople Accommodation	17: 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.	Planning Register  Annual Compliance Review	Review findings of Annual Compliance Reviews and GTAA updates.  Keep monitoring  Further investigation / research required.
COM8: Gypsy, Traveller and Showpeople Accommodation	18: 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.	Planning Register	Keep monitoring.  Further investigation / research / review required.  Training required.
SP9: Social and Community Infrastructure  SP10: Infrastructure	19: 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.	1 or more planning permissions granted out of accordance with SP9.	Development Management Monitoring.	Keep monitoring  Further investigation / research / review required.  Training required.

Objective: Strategic Objective 3, 'To Create Productive and Enterprising Places'					
Key Policies / proposals	Indicator	Target	Trigger Point	Source of Information	Action
SP11: Employment Land Strategy  ENT1: Employment Allocations	20: 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 2 consecutive years.	Annual Employment Land Survey  Development Management Monitoring.	Keep monitoring.  Further investigation / research / review required.
SP11: Employment Land Strategy  ENT1: Employment Allocations	21: 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.	Annual Employment Land Survey  ONS  Development Management Monitoring.	Keep monitoring.  Further investigation / research / review required.
SP12: Retailing, Commercial and Service Centres  ENT6: Retail and Commercial Development  ENT9: Retail Development Outside of Retailing and Commercial Centres	22: 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.	1 or more applications permitted for major retail development contrary to Policy ENT9 in any 1 year.	Development Management Monitoring	Keep monitoring  Further investigation / research / review required.  Training required.

SP12: Retailing, Commercial and Service Centres	23: 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 or Porthcawl remain below 15% throughout the plan period.	Vacancy rates of commercial properties in the town centres of Bridgend, Maesteg or Porthcawl increase to more than 15%.	Annual Retailing and Commercial Centre Report	Keep monitoring  Further investigation / research / review required.
SP12: Retailing, Commercial and Service Centres  ENT7: Development in Commercial Centres	24: 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.	Annual Retailing and Commercial Centre Report  Planning Applications	Keep monitoring  Further investigation / research / review required.
SP13: Decarbonisation and Renewable Energy  ENT10: Low Carbon Heating Technologies for New Development (District Heating)	25: 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.	1 or more major planning applications permitted without an Energy Masterplan in accordance with Policy ENT10 in any 1 year.	Development Management Monitoring	Keep monitoring  Further investigation / research / review required.
SP13: Decarbonisation and Renewable Energy	26: Number and capacity (MW) of renewable, low and zero energy carbon developments	Targets for area based resource use in accordance with Table 10, Chapter 5.	No permissions granted or implemented within 5 years.	Development Management Monitoring	Keep monitoring  Further investigation / research / review required.

	approved / implemented.				
SP14: Sustainable Development of Mineral Resources	27: 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 1 year.	RTS Development Management Monitoring	Keep monitoring Further investigation / research / review required.
SP14: Sustainable Development of Mineral Resources  ENT13: Development in Mineral Safeguarding Zones	28: Amount of permanent sterilising development permitted within a Minerals Safeguarding Area.	No permission granted for development within Minerals Safeguarding Areas contrary to Policy ENT13.	1 or more applications permitted for development within a Minerals Safeguarding Area contrary to Policy ENT13 in any 1 year.	South Wales Regional Aggregates Working Party (SWRAWP) Development Management Monitoring	Keep monitoring Further investigation / review required.
SP15: Sustainable Waste Management	29: Capacity to cater for the County Borough's waste.	Maintain sufficient capacity to cater for the County Boroughs 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.	Planning register	Keep monitoring Further investigation / research / review required.
SP16: Tourism	30: 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.	STEAM Development Management Monitoring	Keep monitoring Further investigation /

						research / review required.
ENT18: Protection of Existing Tourist Accommodation	31: Number of applications approved that would result in the loss of tourism or leisure or recreation facilities.	No permission granted contrary to Policy ENT18 that would result in the unjustified loss of tourism, or leisure or recreation facilities.	1 or more applications permitted contrary to Policy ENT18	Development Monitoring.	Management	Keep monitoring  Further investigation / research / review required.

Objective: Strategic Objective 4, 'To Protect and Enhance Distinctive and Natural Places'						
Key Policies / proposals	Indicator	Target	Trigger Point	Source of Information		Action
SP17: Conservation and Enhancement of the Natural Environment  DNP1: Development in the Countryside	32: 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.	1 or more planning permissions granted out of accordance with Policy DNP1.	Development Monitoring.	Management	Keep monitoring  Further investigation / research / review required.  Training required.
DNP4: Special Landscape Areas	33: Number of developments permitted with the potential to adversely affect a Special Landscape	No permission granted for development contrary to Policy DNP4 that would cause unacceptable harm	1 or more planning permissions granted out of accordance with Policy DNP4.	Development Monitoring.	Management	Keep monitoring  Further investigation / research / review required.

	Area.	to Special Landscape Areas.			Training required.
<p>SP17: Conservation and Enhancement of the Natural Environment</p> <p>DNP5: Local and Regional Nature Conservation Sites</p>	<p>34: 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).</p>	<p>No permission granted for development contrary to Policy DNP5</p>	<p>1 or more planning permissions granted out of accordance with Policy DNP5</p>	<p>Development Management Monitoring.</p>	<p>Keep monitoring</p> <p>Further investigation / research / review required.</p> <p>Training required.</p>
<p>SP17: Conservation and Enhancement of the Natural Environment</p> <p>DNP6: Habitats and Species</p>	<p>35: Number of applications approved that would cause harm to legally protected Habitats or Species.</p>	<p>No permission granted for development contrary to Policy DNP6</p>	<p>1 or more planning permissions granted out of accordance with Policy DNP6</p>	<p>Development Management Monitoring.</p>	<p>Keep monitoring</p> <p>Further investigation / research / review required.</p> <p>Training required.</p>
<p>SP18: Conservation of the Historic Environment</p> <p>DNP10: Built Historic</p>	<p>36: Number of applications approved that do not preserve or enhance Registered Landscapes,</p>	<p>No permission granted for development contrary to Policy DNP10 that has the potential to impact on Registered</p>	<p>1 or more applications permitted contrary to Policy DNP10 within a 1 year period.</p>	<p>Planning Applications</p>	<p>Keep monitoring</p> <p>Further investigation / research / review required.</p>



<p>Environment and Listed Buildings</p> <p>DNP11: Conservation Areas</p>	<p>Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings.</p>	<p>Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings ; or where there is an outstanding objection from the Council's Conservation and Design team, CADW or Glamorgan Gwent Archaeological Trust (GGAT).</p>			<p>Training required.</p>
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## Linkages with the SEA/SA

**As outlined within the SA Report**, whilst they relate to individual topics, the Replacement LDP's four Strategic Objectives and supporting Objectives provide strong coverage of the SA Objectives. As such, there are clear synergies between the SA/SEA Monitoring Process and the LDP Monitoring Process, which have been maximised through due consideration of the 14 SA/SEA Objectives in the development of this LDP Monitoring Framework.

Therefore, in addition to monitoring plan delivery and effectiveness, the Monitoring Framework specifically includes mechanisms to monitor the likely significant effects on the environment of the Replacement LDP, as predicted through the SA process. This includes mechanisms to monitor whether the masterplan development principles (Policies PLA1 – 5) and SA policy level mitigation (SP1 and Schedules in Appendix 6) are subsequently properly implemented through:

- The application of relevant subject policies in decision making;
- The provision of relevant technical assessments in support of development proposals on allocated sites; and,
- Where necessary, the implementation of appropriate physical mitigation by applicants seeking to develop these sites.

The Monitoring Framework also includes mechanisms to assess whether key policies fundamental to delivering the Plan 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 as detailed overleaf.

## SA Monitoring

SA Objectives	Replacement LDP Framework Indicators
<p>1. Health and Wellbeing: Improve the health and wellbeing of the population, including with respect to physical and mental health, social wellbeing and community safety.</p>	<ul style="list-style-type: none"> <li>• 2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making</li> <li>• 19: Number of community facilities lost through development.</li> <li>• 36: Number of applications approved that do not preserve or enhance Registered Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings.</li> </ul>
<p>2. Equality and Social Inclusion: Reduce poverty and inequality, tackle social exclusion and promote community cohesion, including through enhancing access to community facilities.</p>	<ul style="list-style-type: none"> <li>• 2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making</li> <li>• 14: The tenure of affordable housing completions.</li> <li>• 17: The completion of Gypsy and Traveller sites to meet identified need.</li> <li>• 18: Meet any new arising need for Gypsy, Traveller and Showpeople sites arising outside of the GTAA.</li> <li>• 19: Number of community facilities lost through development.</li> </ul>
<p>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.</p>	<ul style="list-style-type: none"> <li>• 20: Employment land take-up against allocations.</li> <li>• 21: Enable job growth.</li> <li>• 23: Annual vacancy rates of commercial properties within the Town Centres of the County Borough.</li> </ul>
<p>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</p>	<ul style="list-style-type: none"> <li>• 9: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.</li> </ul>

<p>high quality communications and utilities.</p>	<ul style="list-style-type: none"> <li>• 23: Annual vacancy rates of commercial properties within the Town Centres of the County Borough.</li> <li>• 24: Proportion of A1 retail uses in the Primary Shopping Areas</li> </ul>
<p>5. Housing: Provide a sufficient quantum and range of good quality and affordable housing in sustainable locations to meet identified needs.</p>	<ul style="list-style-type: none"> <li>• 1: Spatial distribution of housing development</li> <li>• 10: The number of net additional affordable and market dwellings built in the LPA area.</li> <li>• 11: The annual level of housing completions monitored against the Anticipated Annual Build Rate (AABR).</li> <li>• 12: Total cumulative completions monitored against the anticipated cumulative completion rate.</li> <li>• 13: The level of affordable housing completions monitored against the plan's overarching target.</li> <li>• 14: The tenure of affordable housing completions.</li> <li>• 15: Delivery of the affordable housing policy - thresholds and percentage targets for each sub-market area.</li> </ul>
<p>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.</p>	<ul style="list-style-type: none"> <li>• 1: Spatial distribution of housing development</li> <li>• 10: The number of net additional affordable and market dwellings built in the LPA area.</li> <li>• 16: Viability – trends in house prices, land values, build costs.</li> <li>• 21: Enable job growth.</li> </ul>
<p>7. Air Quality: Prevent and reduce emissions and concentrations of harmful atmospheric pollutants and minimise exposure to poor air quality.</p>	<ul style="list-style-type: none"> <li>• 9: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.</li> </ul>

	<ul style="list-style-type: none"> <li>• 26: Number and capacity (MW) of renewable, low and zero energy carbon developments</li> </ul>
<p>8. Climate Change: Adopt appropriate mitigation and adaption measures to reduce and respond to the impacts of climate change.</p>	<ul style="list-style-type: none"> <li>• 7: Amount of development permitted within C1 Floodplain areas that do not meet all TAN 15 tests.</li> <li>• 8: The scale/type of highly vulnerable development permitted within C2 flood risk areas.</li> <li>• 9: Permissions granted not in accordance with Policy SP5: Sustainable Transport and Accessibility.</li> <li>• 25: Number of major planning applications which are accompanied by an 'Energy Masterplan' in accordance with Policy ENT10</li> <li>• 26: Number and capacity (MW) of renewable, low and zero energy carbon developments</li> </ul>
<p>9. Biodiversity, Geodiversity and Soil: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites and species, improving green infrastructure provision and safeguarding important soil resources.</p>	<ul style="list-style-type: none"> <li>• 27: Aggregate landbank for Bridgend County Borough in years.</li> <li>• 28: Amount of permanent sterilising development permitted within a Minerals Safeguarding Area.</li> <li>• 32: Amount of land in the countryside (ha) lost to development which is permitted by way of a departure application to Policy DNP1.</li> <li>• 35: Number of applications approved that would cause harm to legally protected Habitats or Species.</li> </ul>
<p>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.</p>	<ul style="list-style-type: none"> <li>• 7: Amount of development permitted within C1 Floodplain areas that do not meet all TAN 15 tests.</li> <li>• 8: The scale/type of highly vulnerable development permitted within C2 flood risk areas.</li> </ul>

<p>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.</p>	<ul style="list-style-type: none"> <li>• 27: Aggregate landbank for Bridgend County Borough in years.</li> <li>• 28: Amount of permanent sterilising development permitted within a Minerals Safeguarding Area.</li> <li>• 29: Capacity to cater for the County Borough's waste.</li> </ul>
<p>12. Sustainable Placemaking: Maximise the efficient use of land and infrastructure and enhance design quality to create great places for people.</p>	<ul style="list-style-type: none"> <li>• 2: Permissions granted not in accordance with Policy SP3: Good Design and Sustainable Place Making</li> <li>• 3a-6a: Number of dwellings delivered on Strategic, Mixed-Use Sites</li> <li>• 3b-6b: Infrastructure requirements and Placemaking principles delivered on Strategic Mixed-Use Sites.</li> <li>• 22: Amount of major retail development (sqm) permitted outside established town and local centre boundaries.</li> </ul>
<p>13. Cultural Heritage: Conserve, protect and enhance the historic environment and cultural assets, including the use of the Welsh language.</p>	<ul style="list-style-type: none"> <li>• 30: Annual number of visitors to the County Borough.</li> <li>• 31: Number of applications approved that would result in the loss of tourism or leisure or recreation facilities.</li> <li>• 36: Number of applications approved that do not preserve or enhance Registered Landscapes, Parks and Gardens, Scheduled Ancient Monuments (SAMs), Conservation Areas or Listed Buildings.</li> </ul>
<p>14. Landscape: Protect and enhance the landscape character, visual amenity and legibility of settlements in the BCBC area.</p>	<ul style="list-style-type: none"> <li>• 32: Amount of land in the countryside (ha) lost to development which is permitted by way of a departure application to Policy DNP1.</li> <li>• 33: Number of developments permitted with the potential to adversely affect a Special Landscape Area.</li> <li>• 34: Number of applications approved that would cause harm to the overall</li> </ul>

	conservation value of Sites of Importance for Nature Conservation (SINCs), Regionally Important Geological Sites (RIGS) and Local Nature Reserves (LNRs).
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## Appendix 5: Implementation and Delivery Appendix

The purpose of the Implementation and Delivery Appendix is to set out the key issues, constraints, phasing and mitigation measures which are required to deliver proposals in the LDP, from which monitoring indicators and triggers have been derived. It comprises a brief description of the key sites, together with an overview of site specific delivery and implementation issues, including site constraints, necessary mitigation / compensation measures and policy/ s106 obligations/ infrastructure requirements.

This information will clarify the infrastructure requirements of key sites and alert potential developers in respect of expectations when bringing forward sites at the planning application stage with all relevant information known. All parties will know, in advance, what will be expected and consequently should be factored into the costs of bringing sites forward from the outset.

### Strategic Site Allocations

#### SP2(1) / PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(1) / PLA1: Porthcawl Waterfront Regeneration Area, Porthcawl Regeneration Growth Area	32 ha	Strategic Mixed-use Regeneration Site	1,100 residential units 330 Affordable units	2018-2022: 0 2023-2027: 180 2028-2033: 600
<b>Site Description</b>				
<p>Porthcawl Waterfront is an underutilised, 32 hectare brownfield site occupying a prominent seafront position. Extending from Trecco Bay caravan site and Rhych Point in the east to the existing harbour and town centre to the west, it is currently occupied by a variety of land uses including the former Council owned Sandy Bay Caravan Site, the fairground, harbour, open space/recreation facilities and Salt Lake Car Park. The site is located within 6.4km (4 miles) of junction 37 of the M4 and is connected by the A4229. The A4106 links Porthcawl to Bridgend (via the A48) which is approximately 11-12km (7-8 miles) to the east. The Trecco Bay Holiday Park is immediately adjacent to the eastern boundary of the site.</p>				
<b>Key Site Issues and Constraints</b>				
<u>Highways and Transport</u>				
<u>Active Travel Improvements</u>				

The provision of active travel within the scheme is a key infrastructure requirement that future proposals will be expected to deliver upon, both in terms of providing sufficient land area and funding the costs of new active travel routes. The active travel requirements within the regeneration area are expected to facilitate the use of sustainable modes of transport across the site, both in an east to west and north to south axis. In addition to facilitating the use of sustainable modes of transport within the site, any forthcoming proposal will be expected to improve active connectivity to the existing Town Centre and the wider settlement of Porthcawl. Connections must be made to the existing active travel route 4084 and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-01, INM-POR-12, INM-POR-13, INM-POR-14, INM-POR-15, INM-POR-17, INM-POR-18, INM-POR-22, INM-POR-23, INM-POR-24, INM-POR-25, INM-POR-26 and INM-POR-28.

#### New Access Road and Roundabout

In order to provide sufficient capacity to support vehicular access into Sandy Bay the eastern area of the regeneration site will require a new roundabout at Griffin Park alongside a new access road. The indicative costs and alignment of this highway infrastructure have been informed by an initial design prepared by BCBC highway engineers, which has been used to inform that indicative layout of the regeneration area and inform scheme viability. It is expected that further detailed work will be completed in relation to the final alignment, specification and costing of this highway infrastructure as and when more detailed proposals come forward.

#### Bus Terminus

The Council has undertaken feasibility work to explore proposals to deliver a Metro-Link consisting of a bus terminus within the Porthcawl Regeneration Area. The bus terminus project is being brought forward in connection with the CCR Metro Plus project and is seen as a key element of the wider regeneration plans. The Authority has a strong desire to facilitate and actively encourage a modal shift towards increased use of Public Transport and the provision of a new bus terminus is integral to this as well as being part of the wider Future Wales Plan.

#### Transport Statement

A detailed assessment has been completed by Jacobs in support of the regeneration area proposals (report attached as Appendix D). This assessment was based on an upper limit of 1500 residential units across the regeneration area and includes comparative analysis between the 2007 Transport Assessment and associated survey data set out within the following documents:

- Porthcawl Regeneration Transport and Access Strategy 2007; and
- Porthcawl Waterfront Visitor Parking Strategy 2007.

The comparative assessment included assumptions such as a maximum quantum of development consisting of 1500 dwellings, which significantly exceeds the 1240 residential units identified through this Land Use Framework. Despite this robust analysis, which overestimates the number of trips generated by the proposals, the TA concludes that there does not appear to be an increase in trips which would materially impact on the highway.

With specific regard to parking, the TA recognises that car ownership per household in Porthcawl is generally below the level of residential parking provision required by the current adopted SPG17. On this basis, and given the inherently sustainable location of the brownfield regeneration area, it is anticipated that future proposals would seek to minimise car parking in response to the need generated from the development. This approach allows a degree of positive flexibility to be applied at design development stage and would remain in accord with the current emphasis at a national policy level to shift towards applying maximum car parking standards as opposed to minimum standards.

### **Flood Risk**

The coastal setting of this site makes it particularly important to consider the impacts of climate change on tidal flood risk as the majority of the site is susceptible to tidal flooding. The draft of the forthcoming revised TAN15 acknowledges that there are some large urban communities already located in areas at risk of flooding and investment in flood defence infrastructure will be required to keep such existing populations safe. Following dialogue with Welsh Government, Coastal Risk Management Programme funding was secured for major flood defence works at Porthcawl. Phase 1 (Eastern Promenade) is designed to protect the Salt Lake area and existing development to the north. Phase 2 (Coney Beach) encompasses flood and coastal erosion measures along the Coney Beach frontage to safeguard and enhance the existing flood protection to the frontage provided by the existing ad-hoc revetment. Implementation of these works will better protect the existing community from flooding and the effects of flooding. However, they also have significant potential to achieve wider social, economic and environmental benefits to contribute towards the statutory well-being goals of the Well-being of Future Generations (Wales) Act 2015. The greatest overall value can be achieved by combining these investments in flood defence infrastructure with other investment in active travel infrastructure, public realm improvements and regeneration-led development.

The existing flood defences combined with completion of the new flood defence works has rendered the site a Defended Zone and will provide a coincidental opportunity to realise wider regeneration and placemaking benefits for the area through the delivery of Porthcawl Waterfront. On this basis, it is considered that the Porthcawl Waterfront site can be developed in full compliance with the requirements of the future revised TAN15. The defences are expected to provide a high standard of protection; significantly reducing the risk of flooding in areas within Zone 3 and respective areas in Zone 2. Nevertheless, all development in the area will necessarily be accompanied by a Flood Consequence Assessment to ensure the new development incorporates resilience to remain dry and safe as per the tolerable conditions set out in the future revised TAN15. The Replacement LDP's housing trajectory has factored in appropriate timescales for the completion of coastal flood defence works before forecasting dwelling completions. This presents a practical example of how to deliver a high priority brownfield regeneration scheme in a Defended Zone in the context of the forthcoming revised TAN15.

### **Land Ownership**

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development. Appropriate documents in the form of a Landowner's agreement are being circulated and finalised between all parties.

### **Protected Environmental / Ecological Species and Designations**

In order to inform this land use framework and the overall deliverability of the site a Phase 1 habitat survey has been completed by David Clements. This survey included both a desktop review and detailed site walkover in order to provide a robust basis for determining what ecology constraints may exist within the site. Whilst the full survey report is included as Appendix J the following headline conclusions and recommendations were provided:

- It is not considered that the proposed development would have any adverse impact on any designated biodiversity sites in the surrounding area.
- Aside from the Rhych Point SINC and abandoned pleasure gardens the majority of the site provides habitat of low ecological value with limited areas of neutral maritime grassland considered to be of high local value within the site
- Further bat surveys are recommended prior to any development / demolition of buildings with bat roosting potential within the site in order for appropriate mitigation measures to be put in place.
- Provided adequate mitigation measures are implemented (to be informed by future surveys) the proposed development of the site is not unacceptably constrained by biodiversity and nature conservation issues.

In light of the above, and the more detailed findings within the Phase 1 habitat survey, it is evident that the illustrative layout of the proposed regeneration area remains inherently deliverable from an ecological perspective. In order to ensure detailed proposals incorporate appropriate mitigation it is expected that suitably qualified Ecologist would be consulted an early stage of the design development process.

Ecological constraints will be mitigated by retaining and providing suitable buffers to habitats, particularly the relict dunes to the rear of Sandy Bay, which are a nationally protected habitat for which Bridgend CBC are obliged to protect and enhance.

### **Utilities**

The Porthcawl Waterfront Regeneration Area is widely recognised as a significant opportunity to deliver upon a range of strategic housing delivery and regeneration objectives that will positively contribute to the town of Porthcawl. As with all large scale regeneration sites there are a range of key pieces of infrastructure that will need to be delivered in order to unlock the development potential of this brownfield site. In addition to the key infrastructure required to facilitate the development, the regeneration area provides an opportunity to co locate other strategic infrastructure that would mutually benefit both the proposed development and the existing town.

The regeneration area will require the provision of a new foul and surface water drainage system to connect into the existing system, in addition to any wider network capacity work that may be required as development comes forward.

Insofar as surface water drainage is concerned the regeneration area will require an infiltration based SUDs system across the Sandy Bay area of the site with the Coney Beach and Salt Lake areas to be principally drained to the sea via a new outfall pipe to replace an existing outfall pipe and at source SUDs attenuation to ensure compliance with relevant requirements.

With respect to foul drainage there are a range of existing pipes that will enable connection to be made to the established network. As such, the foul drainage infrastructure requirement for the regeneration area will principally consist of the provision of new foul drainage runs within the site itself with this supported by any capacity upgrades that may be required by Welsh Water, as informed by hydraulic modelling, at the time development comes forward.

A desktop feasibility study has been prepared by SMS in order to inform and support the Land Use Framework. This study considers both on-site and off-site elements for each utility as follows:

- Details of the location of all statutory network apparatus in close proximity to and within the development boundary.
- Assessment of existing services for disconnections and diversions.
- Estimated costs for diversions and disconnections required.
- Estimated costs for suitable electricity, gas, potable water and telecommunications to the development.

In summary the feasibility study confirms that it is inherently feasible to connect electricity, gas, water and telecommunications to the site. The likely cost of such connections is also included within the study, with these indicating that the only potential abnormal costs would be in relation to electricity connections. In this respect, and whilst it is acknowledged that the inclusion of onsite renewables may reduce the amount of electricity required from the grid, initial indications are that the development would require 4,135 kVA. In order to deliver this electricity a point of connection from Nottage Primary Sub-station together with 2 high voltage cables from to the substation to the development would be required. The cost of this connection has been estimated as circa £1.1 million with this representing a key abnormal cost that needs to be considered as part of the viability and associated design development process.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

The site's Land-use Framework will seek to preserve and complement Porthcawl Conservation Area and associated Grade II Listed Buildings, including the listed buildings in the harbour, immediately adjacent to the south of the site. The development will therefore positively integrate with the setting of this historic core of the town.

### **Contamination**

The wider regeneration area has been subject to a significant amount of previous site investigation work that has informed previous decision making, including the existing allocation and adopted SPG, in addition to the emerging proposals. This previous work includes, but is not limited to, the following:

- Phase 1 Environmental Assessment prepared by Jubb in 2007 (attached as Appendix H)
- Geo Environmental & Geotechnical Assessment prepared by Earth Science Partnership in 2019 attached as Appendix I)

In essence the site is not subject to any known contamination that would represent a barrier to the site coming forward for the intended use.

In addition to the site investigation work outlined above, Quantum were commissioned to undertake further site investigation work with a particular focus on investigating the ground conditions within Sandy Bay and their suitability for an infiltration based drainage solution (report attached as Appendix G). Whilst the detailed findings are contained within the reports referenced above, it is pertinent to note that they have not identified any contaminants that would preclude the adoption of an infiltration based drainage strategy across the Sandy Bay part of the site. This approach, as it relates specifically to drainage matters, is further detailed within the site wide Drainage Strategy prepared by Capita.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Education**

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

A 2ha 1 Form Entry Welsh Medium Primary School will be provided on-site and a 4 classroom block extension will be funded at the existing English Medium Primary School. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 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.

### **Affordable Housing**

The development must provide 30% affordable housing provision in accordance with policy PLA1.

### **Open Space**

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.

### **Utilities**

To be delivered in accordance with the Infrastructure Delivery Plan.

### **Key Supporting Information Requirements**

- Porthcawl Waterfront Regeneration Area Land Use Framework (2021)
- Coney Beach Coastal Defence Feasibility Study Report prepared by Arup
- Transport Assessment prepared by Jacobs
- Landscape / Seascape and Visual Impact Assessment prepared Soltys Brewster Consulting
- Topographical Survey Plan prepared by Landmark
- Ground Contamination Investigation Report prepared by Quantum
- Phase 1 Environmental Assessment prepared by Jubb
- Geo Environmental & Geotechnical Assessment prepared by Earth Science Partnership in 2019
- Ecology Survey prepared by David Clements Ecology
- Porthcawl Waterfront Regeneration Area LDP Drainage Strategy Report prepared by Capita Redstart
- Utilities Report prepared by SMS
- Sequential Test prepared by Peter Brett Associates
- Bridgend Strategic Flood Consequences Assessment prepared by JBA
- Porthcawl Food Store Development Brief prepared by BCBC



## SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(2) / PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area	49.95 ha	Strategic Mixed-use Sustainable Urban Extension	788 residential units 158 Affordable units	Refer to trajectory 2018-2022: 0 2023-2027: 188 2028-2033: 600

### Site Description

The site is located 1.5km (0.9 miles) to the south-west of Bridgend Town Centre, south of the A48, and close to the boundary with Vale of Glamorgan Council. It comprises approximately 49.95 hectares of tree and scrub land to the north, arable farmland to the south and east and grazing land to the north east. The site is bordered to the north east by the Bridgend Science Park, and to the east by a nursing home.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

The site is located in a sustainable location in terms of access to facilities and amenities, which will be further enhanced by the mixed-use nature of the site which will reduce the need to travel further afield. An Active Travel Assessment has been undertaken by Corun Associates Ltd, which concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy and help deliver local active travel in line with the Active Travel Wales 2013 Act.

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 A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.

##### New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be will be obtained from the A48 to the east of Merthyr Mawr

Road. A separated footpath is proposed from the A48. Refer to the Strategic Transport Assessment and Transport Measures Priority Schedule for other off-site highway improvements.

### Transport Assessment

A detailed assessment has been completed by Corun Associates Ltd in support of the site. The expected trip generation and distribution from the previously consented and revised Island Farm proposals have been assessed through a series of Transport Strategic Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.

All trip generation work for the revised Island Farm proposals has been undertaken on a worst-case sensitivity test, allowing a more direct comparison with the original consent. The assessment identified that with exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265/Ewenny Road Junction in both peak hours, development will result in lower traffic flows through all junctions across the assessment network over the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. Therefore, the Transport Note argues that the revised proposals will have a beneficial impact over the distribution network compared to the consented scheme.

It should also be noted that the increase in flows at the B4265 / Ewenny Road junction is due to the proposed access junction for the revised Tennis Centre proposals, as this junction was not proposed as a site access point within the consented scheme. The Tennis Centre proposals may be delivered in advance of the wider Island Farm site, and there is currently a live application with its own Transport Assessment covering the traffic impact at this junction.

Previous assessment work on the consented scheme identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during forecast years. Such mitigation measures that were outlined for these junctions, as referenced within the consented scheme would enable the junctions to provide nil detriment or better in terms of the revised scheme. Updated survey work will be undertaken as part of a future Transport Assessment that would support a planning application for the development of the wider site.

### Flood Risk

The site is entirely within Flood Zone A and therefore considered at low or no risk of flooding. The Strategic Flood Consequences Assessment states that PLA2: Land South of Bridgend (Island Farm), is identified as 'Green' within the RAG assessment for the SFCA. Island Farm

has small areas of the site identified as at risk of surface water flooding. These areas correspond with topographic lows across the site and area therefore expected to be manageable through the use of SuDS and considerate site design. The majority of Island Farm has a groundwater depth of between 0.025m and 0.5m below ground level. Localised areas of this strategic site are shown to have groundwater within 0.025m of the ground surface. Groundwater levels may dictate the location and depth of SuDS assets proposed for any development on this site and should therefore be considered further.

NRW advise that the site is located near a Source Protection Zone 1. Therefore future development proposals will need to ensure the protection of groundwater.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

#### Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development. Appropriate documents in the form of a Landowner's agreement are being circulated and finalised between all parties.

#### Protected Environmental / Ecological Species and Designations

The northern woodland section forms part of a Site of Importance for Nature Conservation (SINC), designated for a mosaic of habitats and the presence of hazel dormice. An Ecology Report prepared by Ethos Environmental Planning considered the following species.

##### *Dormouse*

The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

##### *Riparian mammals*

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

##### *Great crested newt*

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of

the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

#### *Birds*

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

#### *Bats*

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

#### *Badgers*

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

#### *Reptiles*

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

#### SINC Review – Wildlife Trust

This document states that this SINC does not appear to have changed significantly since 2011's survey and therefore still qualifies as a SINC. The small section of woodland in the field to the south-east is worth removing from the citation as it is isolated and does not appear to add to the site's value. The woodland varies in quality but appears to offer habitat for dormice and bats and there are numerous woodland indicator species. The grassland is not particularly species-rich but adds to the site as a whole. The site suffers from antisocial

behaviour including fly-tipping, frequent drug use and signs of semi-permanent habitation that is detrimental to the biodiversity of the site.

Recommendation is that dormouse tubes are replaced and monitored and that antisocial activities are reduced where feasible. Although the grassland areas are not very diverse they add to the diversity of the site and some scrub control to stop their loss is recommended though not a priority.

The Masterplan have included a number of measures to address previously identified ecological constraints including the retention of the majority of the SINC and protection of the artificial bat roost and hedgerows. Furthermore, the masterplan for Island Farm has indicated the retention of SINC land within the site boundary, with the exception of the access road from the A48. Areas of ecological value are proposed for retention including existing sink holes; which offer value for a range of invertebrates, and an ecological enhancement area located in the south-western field; previously enhanced for ecology in relation to the 2008 sports village application. The masterplan also indicates retention of continuous green areas to ensure a continued network of green and blue infrastructure.

Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

### **Utilities**

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.

For electricity, the development will need to fund connections, diversions and a new WPD HV (11kV) ring main to serve the site with new sub-stations as follows:

- Dwellings – seven 1MVA HV / LV sub-stations.
- Primary School – one 250kV HV / LV sub-station
- Special Educational Needs (SEN) Facility – 500kV HV / LV sub-station

Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision.

DCWW have advised that the waste water treatment plant has sufficient capacity to accommodate the envisaged foul flows from the proposed development, although additional hydraulic modelling will be required to advise on foul and water supply network capacity and potential connections points. Given the maximum potential size of the development, local infrastructure improvements to the DCWW network are likely to be required.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology & Heritage**

The BCBC land is sited within the northern sector of the site immediately to the south of the A48 and formed part of the former Crossways Country Club and Second World War prisoner of war camp. A single storey building, the only surviving building from the camp (Hut 9) has been listed (Grade II) and is located in the northeast part of the site. The remainder of the BCBC owned land predominantly comprises scrub, rough grassland and treed habitat land. The Masterplan and Strategic Site Policy seek to ensure that Hut 9 is fully integrated with future development proposals.

### **Ground Conditions**

Reflecting the site's extensive planning history, a large amount is known about ground conditions of the Site having been informed by various phases of site investigations and survey/ monitoring works. Included at Appendix 7 is a Summary of Site Investigations prepared by wL2.

These documents consider matters relating to ground conditions, permeability / filtration, and contamination which have, where appropriate and if required, been used to inform the masterplanning process and site layout. It concludes that, whilst as is not uncommon at this stage of the development process, further detailed site investigations will be necessary to inform the detailed design (notably the presence and risk of potential additional sink holes), there are no, known, significant constraints to the development of the site resulting from its ground conditions.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Education**

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 1.3 hectares of land to accommodate 1 two form entry primary schools with co-located nursery facilities plus 0.5ha for any future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 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.

The development must also provide 4ha of land to facilitate the relocation of Heronsbridge Special Needs School.

### **Affordable Housing**

The development must provide 20% affordable housing provision in accordance with policy PLA2.

### **Open Space**

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.

### **Utilities**

To be delivered in accordance with the Infrastructure Delivery Plan.

### **Key Supporting Information Requirements**

- Masterplan Report Roberts Limbrick
- Renewable Energy Strategy Troup Bywaters
- Utility Report Troup Bywaters + Anders
- Ecology Appraisal Ethos Ecology
- Transport Strategic Appraisal Corun Associates April 2020 April 2020
- Active Travel Assessment Corun Associates April 2020 April 2020
- Island Farm Drainage Strategy wL2 April 2020 April
- High Level Viability Assessment Savills April 2020
- Landscape Matters Note Savills September 2020
- ALC Supplementary Note Savills September 2020 September
- Transport Strategic Appraisal Corun Associates June 2020 September 2020
- Health Impact Assessment Savills September 2020 September 2020
- Viability Assessment



## SP2(3) / PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(3) / PLA3: Land West of Bridgend, Bridgend Sustainable Growth Area	36.86 Ha	Strategic Mixed-use Sustainable Urban Extension	850 residential units 170 Affordable units	2018-2022:0 2023-2027: 330 2028-2033: 500
<p><b>Site Description</b></p> <p>The site is located immediately adjoining the western boundary of Bridgend, and the built development at Bryntirion. The smaller settlement of Laleston is further to the west. Bridgend Town Centre is approximately 2.2km away. The site is bordered by the A473 to the south; an un-named country lane to the west; Llangewydd Road to the north; and the settlement edge of Bryntirion to the east. There are existing properties on the edge of Bryntirion, which form part of the south eastern boundary of the site and three dwellings at the south western boundary which are accessed via the country lane.</p> <p>The majority of the site comprises open farmland pasture with an area of woodland with enclosed marshland fields to the north east. The open farmland comprises irregular shaped, small to medium fields of improved grassland with vegetated field boundaries. The wooded part of the site to the north east is covered by the Laleston Meadows SINC, a local ecological designation. The site and its internal field boundaries in the open farmland include livestock fencing, maintained hedgerows and hedgebanks, a tree belt and a stone wall.</p> <p>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 north east to the south western boundary. The first is a narrow and enclosed byway. The second is a Public Right of Way which forms part of the Bridgend Circular Walk, a Long Distance Walking Route, which crosses the site from approximately midway along the western edge of the site running northeast through the SINC before joining Llangewydd Road.</p> <p>The site is allocated for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes during the Plan period (including 20% / 170 affordable housing units), incorporating 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.</p>				
<p><b>Key Site Issues and Constraints</b></p>				

### **Highways and Transport**

Land at West Bridgend is a well-located sustainable site taking advantage of the numerous nearby facilities, many of which are located a short distance away from the site within Bryntirion and Broadlands, with greater numbers also located within Bridgend Town Centre. Furthermore, the site is accessible via a number of modes of travel and links well to the existing urban boundary to the east.

### **Active Travel Improvements**

On and off-site measures will be provided to achieve good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages will be provided along the A473 to connect with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New connections will 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.

The existing footway along the northern side of the A473 will be upgraded. To the east of the site access it will be upgraded to a shared footway / cycleway facility that will connect the site to the local Bryntirion shops as well as Active Travel route INM-BR-57. To the west of the site access the footway will be widened to provide a better pedestrian connection to the existing eastbound bus-stop located on the A473.

### **New Access Roads**

In order to provide safe vehicular access into the site, a new 3-arm traffic signalised junction with the A473 will be provided at the southern boundary. This will accommodate the needs of all users, providing 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.

The main internal spine road will be designed to accommodate two-way bus movements, will allow for cyclist priority over side roads, and will offer an exemplary environment for pedestrian movement. The spine road will have an active frontage, providing an attractive thorough-fare for active modes of travel and by bus. The development will incorporate the existing public rights of way within its internal design, optimising their attractiveness and allowing pedestrians to permeate into the rest of the site, and the local communities such as Laleston and Bryntirion. The remainder of the site will provide the necessary pedestrian and cycle infrastructure to encourage walking and cycling and the appropriate street cross sections and speed limits to support this.

The emergency access in the northern part of the site will also provide a connection for Active Travel users to Llangewydd Road where it is proposed to prohibit motor vehicles between Bryntirion and where it joins the lane running north-south through the site (to the west). This will form a green travel corridor between the site and northern Bryntirion, only open to Active Travel and emergency vehicular traffic. The section of lane between the emergency access and Bryntirion will be upgraded in line with the Welsh Government's guidance on Active Travel Design Guidance. Once in Bryntirion pedestrians would use existing footways and cyclists would proceed along quiet streets to connect with existing Active Travel Routes INM-BR-55 in the east or INM-BR-57 in the south.

### Transport Assessment

A Transport Assessment, as well as a Mobility Strategy, have been produced by Vectos. The assessment confirms that the traffic effect of 850 dwellings is forecast to be in the order of 269 and 243 two-way movements in the AM and PM peak hours respectively, although this is considered worst case as attitudinal change towards travel progresses. This quantum of trips equates to just over 4 vehicles per minute two-way, diluted across the local highway network.

The assessment concludes that the development provides opportunities to create a new western edge to Bridgend in a self-sustaining site offering community facilities suitable for day to-day living. In this way, the transport case for mobility provides the options necessary to promote sustainable travel modes before the private vehicle. The design of the environment, the travel planning and the locational advantages, together with the Mobility Strategy means there is a major benefit for existing and new residents, significantly improving travel choice, for commuting, leisure and social journeys and hence social inclusion. Working from home and from a third-place such as an on-site Workhub will be encouraged from the outset, in line with Welsh Government's aspirations.

### Flood Risk

JBA Consulting have prepared a high-level drainage strategy for the site which confirms that the site is located within DAM Zone A, which is used within TAN15 to indicate that there is considered to be little to no risk of fluvial or tidal flooding at such a location. This is reflected in comments received from NRW, and in the Strategic Flood Consequence Assessment which informs the LDP and flags the site as green in its RAG assessment. As such, all proposed land uses are permitted without need for a flood consequence assessment. The SFCA does highlight that a small proportion of the site (4.9%) has a low risk of flooding due to surface water, which corresponds with topographic depressions running from north to south. There are two areas most at risk of surface water flooding. The first corresponds with a path of surface water flowing down into the north western corner of the site. This area of the site is currently comprised of woodland which is to be retained as part of the proposals. It is therefore considered that this area of surface water flood risk will have little influence on development proposals. The second area is a key surface water flow route that runs through the centre of the site towards the A473 where a small area of high surface water flood risk is shown. The surface water flow routes in this part of the site will be retained where possible and incorporated within the surface water drainage strategy through the use of SUDs and green corridors.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

### Land Ownership

Llanmoor Development Co. Ltd has complete control over the whole of the land-holding making up the site allocation, through individual Landowner Option Agreements together

with a formal Joint Landowner Agreement that was legally exchanged and completed in October 2020. This ensures that the individual landowners are working together and the site can be delivered as a whole without any form of landownership constraint.

### **Protected Environmental / Ecological Species and Designations**

An ecological desk study and Extended Phase 1 survey has been undertaken by EDP. The desk study has noted that within the Study Site's zone of influence there are a number of statutorily and non-statutory designated sites present, most notably Laleston Meadows SINC which overlaps with the site itself.

Given the combination of designated sites, it is concluded that any future planning submission will need to consider the potential for direct and indirect impacts to arise upon qualifying features, including the Laleston Meadows SINC. However, it is inherent within the emerging masterplan that the Laleston Meadows SINC and its associated designated features will be retained. Furthermore, such retained features will be further protected from potential harm, damage and disturbance through the sensitive design of built development away from SINC boundaries and inclusion of suitable buffers.

The desk study confirms that the inclusion of Laleston Meadows SINC within the Study's Site boundary will provide substantial potential for a balanced provision of areas of informal public open space and wildlife zones. When linked with proposed POS and play areas across the developable site this will provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement. In respect of the latter, the SINC provides a potential space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during the development of adjacent land.

An Extended Phase 1 survey was undertaken in February 2020, supplemented by further roosting bat works in March 2020. The Phase 1 survey concluded that the site is dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include the native hedgerows delineating the northern boundary and internal field boundaries in addition to woodland habitat and marshy grassland associated with Laleston Meadows SINC. The roosting bats surveys identified several trees with low to high potential to support a bat roost whilst onsite ponds have been considered for their potential to support great crested newt.

The results of the desk study and Extended Phase 1 survey have influenced the masterplan which has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible. Where retained, such features have been accommodated within proposed informal green space and sustainable transport links, which ultimately enhances connectivity throughout the Site and contributes to the wider green infrastructure resource.

Where avoidance is not possible, however, and will result in the loss of internal field boundaries (albeit predominantly species-poor or defunct), the site is considered to be of sufficient size and extent to enable future development proposals to flexibly avoid and/or mitigate for any significant ecological constraints and compensate where necessary. This

will be in addition to the sensitive positioning of built development away from retained boundary features to minimise damage.

The report also highlights further detailed habitat and species surveys which are recommended to inform a planning application and ensure proposed mitigation is appropriate and proportional. These include a Dormouse survey, which was raised in comments received from NRW.

#### Arboriculture

EDP have also undertaken a full BS 5837:2012 Trees in Relation to Design, Demolition and Construction compliant survey of trees and hedgerows on site. The survey confirms that overall the trees identified throughout the site are a mix of values. The Tree Survey identifies the presence of Ancient Semi-Natural Woodland, Restored Ancient Woodland, and Plantations on an Ancient Woodland within parts of the site, as well as identifying that there are Tree Preservation Orders (TPO) along the north and north eastern boundaries.

The arboricultural constraints information provided illustrates that there are no overarching constraints to the development of the site, with certain trees which must be prioritised for retention. The baseline provided has influenced the master planning and layout works to provide a suitable development.

#### Utilities

A Utilities Assessment Report has been prepared by Utilitas. The report confirms the presence and location of existing infrastructure assets that need to be maintained on site, or be subject to diversionary works as and where necessary. This includes 3no. spans of overhead electricity power lines and a medium pressure gas main within the site. The report also provides details of potential diversionary work at the new site entrance off the A473 with regards to 11kV and LV electricity mains cables, a 6 inch water main and Openreach fibre cables.

The report also confirms the position regarding the provision of new utility infrastructure to serve the proposed development. In this regard, Western Power have confirmed that the site can be served with power from their existing primary substation to the east of the site. New 11kV HV cables will be laid from this location on to the site, where the necessary standard distribution Substations will be sympathetically located, in accordance with WPD requirements to serve the development. Wales & West have confirmed that their existing Medium Pressure main on site currently has capacity to serve the development. There may also be some capacity to serve an initial phase of build from the Low Pressure network in the A473. DCWW have confirmed that reinforcement works are required on both the clean and foul network to accommodate the site as a whole and a Hydraulic Modelling Assessment will be required to inform that such works. They have also confirmed that there are no insurmountable obstacles to the delivery of the site. Finally, Openreach have confirmed that all premises on the site can be provided with superfast fibre broadband.

In conclusion, the report notes that utility services are available to serve the development including Electricity, Water, Gas and Fibre and budget costs have been incorporated into the Viability Assessment supporting the site.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

An Archaeological and Heritage Assessment has been prepared by EDP. The assessment establishes that the site does not contain any World Heritage Sites, Scheduled Ancient Monuments, listed buildings, registered historic parks and gardens or historic landscapes, where there would be a presumption in favour of their physical preservation in-situ and against development. In terms of archaeological remains, the site is identified as having moderate to high potential to contain remains from the medieval period, particularly in its northern extremity, which is adjacent to the site of the former Llangewydd Church. However, the land is a SINC and will not be developed.

While there is a small amount of evidence for late prehistoric and Roman activity in the surrounding 1km study area, the potential for archaeology of these periods within the site is deemed low. Post-medieval settlement was focused elsewhere in the locality and any archaeology of this period within the site is most likely to relate to agriculture. Overall, the baseline data indicate that the probability of significant archaeology being present is low. Any further archaeological investigation can reasonably be secured through an appropriately worded planning condition appended to a planning permission.

Potential impacts upon the setting of historic assets in the locality have focused on the 1km study area. No significant effects arising from changes to setting have been identified for scheduled monuments, listed buildings and registered parks and gardens.

In respect of the Laleston Conservation Area, there will also not be any significant changes to its visual setting. It is acknowledged that development in the southern part of the Site will remove a part of the agricultural landscape around Laleston which forms a buffer from Bryntirion to the east. However, agricultural land will remain on all sides around Laleston, which will retain its character as a discrete settlement, while landscaping measures associated with the development will mitigate any impression of coalescence. This is assessed as an impact of a minor order, with the special interest of the conservation area being retained.

### **Contamination/remediation**

A geoenvironmental and geotechnical desk study of the site has been prepared by Intégral Géotechnique. The study confirms that the site has remained generally as undeveloped fields and the majority of the site is underlain by St Mary's Well Bay Member, a band of Lavernock Shales within the north eastern area and Porthkerry Member beneath the southern area. The study notes that there should be no contaminates from the undeveloped site, and that there are no significant contaminates from adjacent uses.



It is anticipated that the overall environmental risk of the site is considered to be low to medium and that site investigation proposals, including a geophysical survey followed by a trial pitting and borehole investigation to examine the shallow to medium ground conditions is suggested.

Kernon Countryside Consultants have confirmed that in accordance with the Welsh Government Predictive Agricultural Land Classification (ALC) the site comprises of land of Subgrade 3b and Grades 4 and 5 with an area of non-agricultural land.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Education**

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The masterplan makes provision for a 1.5 form entry Primary School with nursery provision on site. An additional buffer of 0.45ha must be provided for future expansion. A contribution to Nursery, Primary and Secondary School provision will be secured through a Section 106 Agreement and 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.

### **Affordable Housing**

The site will deliver 20% affordable housing in accordance with Policies PLA3 and COM2.

### **Open Space**

Green Infrastructure and Recreation Facilities to be delivered in accordance with Policy COM10 and Outdoor Recreation Facilities and New Housing Development SPG.

### **Utilities**

To be delivered in accordance with the Infrastructure Delivery Plan.

### **Key Supporting Information Requirements**

- Parc Llangwydd Drawing Booklet (Hammonds Architectural Ltd)
- Parc Llangwydd Open Space Note (Hammonds Architectural Ltd)
- Agricultural Land Classification Note (Kernon Countryside Consultants)
- Air Quality Assessment (Air Quality Consultants)
- Arboricultural Baseline Note (EDP)
- Archaeological and Heritage Assessment (EDP)
- Written Statement of Investigation - Archaeological and Heritage (EDP)
- Drainage Strategy (JBA Consulting)
- Ecology Briefing Note (EDP)
- Laleston Meadows SINC: Habitat Assessment Summary Note (EDP)
- Laleston Meadows SINC: Ecological Briefing Note (EDP)



- Geoenvironmental and Geotechnical Desk Study (Intégral Géotechnique)
- Transport Assessment (Vectos)
- Interim Residential Travel Plan (Vectos)
- Landscape and Visual Appraisal (EDP)
- Renewable Energy Statement (Llanmoor Development Co. Ltd)
- Utilities Assessment (Utilitas)

## SP2(4) / PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(4) / PLA4: Land East of Pencoed, Pencoed Sustainable Growth Area	44.27ha	Strategic Mixed-use Sustainable Urban Extension	804 residential units 161 Affordable units	2018-2022: 0 2023-2027: 204 2028-2033: 600

### Site Description

The site is located to the north-east of Bridgend, to the north of the M4 motorway (Junction 35), directly adjacent to the boundary with Rhondda Cynon Taff County Borough Council, although within the administrative boundary of Bridgend County Borough.

The main site is bound to the north and west by the A473, to the south by Felindre Road, to the east by the Ewenni Fach brook and to the south east by farmland. The land to the west of the A473 is bound by the A473 on its eastern boundary, by Felindre road to the south and by the Ewenny River to its west and the north. Beyond the river is residential development (Pencoed).

The wider area comprises a mix of land uses, predominantly residential and commercial to the west associated with the town of Pencoed, The Sony Factory (and wider employment land allocation) is located to the south of the site. Land to the north and east is mostly farmland. There is a hotel and restaurant located to the south east of the site.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

The site is located within a sustainable location in terms of access to facilities and amenities, of which will reduce the need to travel further afield. Consideration of existing sustainable transport opportunities including access to bus services, trains and active travel infrastructure has been undertaken by WSP. It was concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy in line with the Active Travel Wales 2013 Act and help deliver local active improvements along the A473, with Pencoed Comprehensive School, Pencoed Technology Park and Pencoed Town Centre (including the train station and bus stops). Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-PE-2, INM-PE-8, INM-PE-12, INM-PE-13, INM-PE-20 and INM-PE-26.

The masterplan also indicates that pedestrian access would be provided at the north-east corner of the site to the A473. A pedestrian access link will also be provided at the south-west corner of the site onto the A473. A third pedestrian access would be provided at the A473 junction with Penybont Road at the location of the existing College Campus. All pedestrian and cycle links through the site would be built to standard and will be suitable to accommodate the needs of the development

#### New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be served via two new vehicular access points onto the existing highway network. The access points are intended to be priority junctions onto the A473 at the northern extent of the site and the other onto Felindre Road at the southern extent of the site.

#### Transport Assessment

A detailed transport assessment has been completed by WSP to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on the site being put forward for up to 800 dwellings and a 1.5 form entry primary school situated off the A473 in Bridgend.

The Assessment concluded, that the site would fully comply national, regional and local policy objectives. The proposed access arrangements have demonstrated that the planned junctions are appropriate for the scale of the development. There are no common trends or patterns in collisions on the local highway network over the most recent five-year period, and the proposals will not negatively impact on highway safety. Furthermore, the proposed site access arrangements would operate within capacity and thus the development would not result in a severe impact on the local highway network.

The Assessment demonstrates that the development proposals are in accordance with national, regional and local policy. The proposals will not likely generate a significant number of trips and modelling demonstrates that the trips would not have a significant impact on the operation and safety of the local highway network.

#### **Flood Risk**

National Resources Wales have commented that the site is located partially within a C2 Flood Zone (Ewenny fach main river) and located partially within a Source Protection Zone (Schwyll Spring). A drainage strategy & flood advice note was prepared by WSP, highlighted that land relating to the eastern boundary and southeastern boundary of the site is designated as TAN15 Flood Zone C2, land that is without significant flood defence infrastructure. Most of the land to the west of the A473 is also located within Flood Zone C2. Whilst more detailed assessment of flood risk and design work will be required to inform a formal planning application, the risks identified in this document only affect small areas of the site are not considered to present a significant constraint the site's development. The current masterplan has considered these constraints and appropriately positioned development around them.

A Flood Consequence Assessment is not considered necessary as it is not a fundamental constraint to the site and the designation have been 'designed out'.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 (Ewenny Fach main river). The current masterplan has considered constraints and has appropriately positioned development around them.

### **Land Ownership**

Future development of the 2.1ha 3G football pitch which is within the extent of the site falls outside of the ownership of the promoter. The land is identified on the current masterplan for the redevelopment at Pencoed as a potential location for a new primary school. A realistic and deliverable strategy is expected to ensure that the 3G pitch land can/will form part of the wider development site and be delivered as part of the wider masterplan for the site which will see this land subject to the development of a new primary school and new homes.

### **Protected Environmental / Ecological Species and Designations**

Natural Resources Wales have commented that the site is adjacent to the Brynna a Wern Tarw Site of Special Scientific Interest (SSSI), highlighting the need for careful assessment and consideration to avoid any detrimental impact on the designated site. An Ecological Appraisal was undertaken by Soltys Brewster, which confirmed that Brynna a Wern Tarw SSSI is located approximately 550m to the northeast of the site. Brynna a Wern Tarw SSSI is of special interest for its extensive area of mixed, species-rich lowland grassland, including significant areas of marshy and dry neutral grassland, and for the association of these habitats with others including broadleaved woodland and heath. Given the habitats present at the site and the physical separation from the designated sites by existing development and infrastructure, the SSSI is considered of little or no ecological relevance to any future development.

Natural Resources Wales also referenced that bats may be present on the site. Soltys Brewster's Ecology Appraisal survey findings did not identify any protected or notable flora & fauna associated with the site itself. Although records of several protected and notable species were identified in the surrounding area including Dormouse Muscardinus avellanarius, great Crested Newt Triturus cristatus, reptiles, birds and bats. The key issues at the site from an ecological perspective, as well as recommendations for further survey / mitigation work are as follows:

- Given that the presence of Dormice and/or GCN is likely to affect the area available for development, further surveys to confirm the presence or likely absence of these species are recommended in order to determine the requirement for licencing from NRW.
- Additional surveys for reptiles and bats are also recommended prior to any detailed planning application submission.

- The site also presents opportunities for ecological enhancements which could be incorporated into the design at an early stage. Habitat connectivity is currently poor from east to west across the site and along the western and southern boundaries.

The site promoter's illustrative masterplan has included a number of measures to enhance and address identified ecological constraints including the retention of existing woodland areas where possible, whilst creating an east to west nature corridor in addition to enhancing the existing north to south tree belt to the east of the site. A diverse range of habitats will also be provided including attenuation ponds/reed beds, rain gardens/hedgerows and woodland.

### **Utilities**

Investment in utility will ensure that the site can accommodate the level of development proposed. OPUS Ltd has appraised the possible constraints of utilities crossing the site and the potential capability of connection to a range of services.

In terms of water supply, there is a 200mm diameter distribution water main which runs along the western boundary of the site. In terms of sewerage, the site is crossed by a public combined sewer which runs north to south along the eastern boundary of the site before crossing the site towards the A474 south of the college campus. DCWW have advised that the waste water treatment plant (Penybont) has sufficient capacity to accommodate the envisaged foul flows from the proposed development, although additional hydraulic modelling will be required to advise on foul and water supply network capacity and potential connections points due to the size of the site.

For electrical services, there are there are High Voltage underground cables which run along the western boundary of the site from the campus entrance to the roundabout between the A474 and Felindre Road. Along the northern boundary there are also High Voltage cables which run along the boundary from the north eastern corner to the campus site and then run along the boundary of the campus site heading south to the existing substation located along on the south of the development site adjacent to Felindre Road. The site promoter's illustrative masterplan takes into account the required 3m easement either side of the apparatus. Connections will be to 11kV ring main sub-stations.

For landline telephone / broadband, there is a BT Openreach junction box and cable in the south western corner of the site. Given the close proximity to the site boundary, diversion of this asset is not envisaged.

For gas supply, the nearest main is located 2m from the site boundary, and is located east of the site. This is a 180mm PE Low Pressure main. The site is also crossed by a high pressure gas main which runs north to south across the site. Wales and West Utilities have provided details of the easements associated with this pipeline which states that no structure should be erected within 6.096m (20ft) either side of the pipeline. Due to the high pressure nature of the pipeline it is considered a hazard and therefore there are also development exclusion zones associated with the pipeline. The site promoter's illustrative masterplan has adopted a 10m buffer zone either side of the pipeline. This area will be used

to make a significant, positive contribution to the development's green infrastructure network by creating a linear park that incorporates landscaping areas, nature conservation and pedestrian linkages to avoid unnecessary sterilisation of land. Connections not envisaged due to electric heating/cookers.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

The site is located within close proximity to two Listed Buildings within the main campus (Tregroes House and the bridge located on the driveway leading to the House. Glamorgan Gwent Archaeological Trust (GGAT) states that this site is the site of an 18th century house, farm, estate and managed landscape; boundaries as on Tithe Map, remnant planted avenues. Medieval settlement nearby, water management and milling. Pre-determination assessment is recommended as a first step in mitigation; this is unlikely to preclude development.

The site promoter's illustrative masterplan acknowledges these buildings and has subsequently been designed to ensure that no development will be in close proximity and have no adverse impact upon the listed buildings.

### **Contamination/Remediation**

National Resources Wales states that the site could be at risk of contamination (Redroofs EAHL14950). However, the site promoter does not consider the site to be at risk. Further investigation will be carried out at the detailed planning application stage.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Education**

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 1.8ha of land to accommodate a 1.5 form entry primary school with a co-located nursery facility, and an additional buffer of 0.5ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 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.

### **Affordable Housing**

The development must provide 20% affordable housing provision in accordance with policy PLA4.

### **Open Space**

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.

### **Utilities**

To be delivered in accordance with the Infrastructure Delivery Plan.

### **Key Supporting Information Requirements**

- Masterplan Report Austin-Smith:Lord April 2020
- Energy Strategy Report Savills July 2020
- Drainage and Utilities Statement OPUS Ltd November 2018
- Drainage Strategy & Flood Advice WSP September 2020
- Ecological Appraisal Soltys Brewster November 2018
- High Level Viability Assessment Savills April 2020
- Landscape Matters Note Savills September 2020
- ALC Supplementary Note Savills September 2020
- Headline Health Impact Assessment Savills September 2020
- Transport Assessment WSP October 2020
- 3G Pitch Strategy Note Savills February 2021
- Viability Assessment



## SP2(5) / PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
SP2(5) / PLA5: Land East of Pyle, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	99.86 ha	Strategic Mixed-use Sustainable Urban Extension	2,003 residential units 300 Affordable units	2018-2022: 0 units 2023-2027: 220 units 2028-2033: 750 units

### Site Description

The site is located to the east of Pyle, bounded by the (Swansea to London Mainline) railway to the north, common land to the East, the M4 motorway to the South and the A4229 to the west. Village Farm Industrial Estate is also located immediately to the north, beyond the railway line. The site comprises nearly 100 hectares in total and is divided into 2 parcels by the alignment of the A48; Parcel A (to the south of the A48) consists of 60 ha and Parcel B (to the north of the A48), 40ha. The site rises gradually upwards away from the A48 roundabout and is currently used as farmland.

The site is allocated for a comprehensive residential-led mixed use scheme, including a local commercial centre, appropriate supporting infrastructure and the provision of two new primary schools, the latter inclusive of a land buffer to enable future expansion. The proposal would seek to deliver new pedestrian and active travel links from the site to Pyle/Kenfig Hill to improve connectivity. Particular emphasis will be placed on improving the pedestrian links to Pyle Railway Station and facilitating safe pedestrian and cycle passage between the site and Pyle through delivery of a new bridge over the railway line.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

The site is located in a sustainable location in terms of access to facilities and amenities, which will be further enhanced by the mixed-use nature of the site which will reduce the need to travel further afield. An Active Travel Assessment has been undertaken by Corun Associates Ltd, which concluded that the site is favourably positioned to contribute significantly towards Bridgend's integrated transport strategy and help deliver local active travel improvements to Pyle, North Cornelly, Porthcawl and Bridgend in line with the Active Travel Wales 2013 Act. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-PY-12, INM-PY-13, INM-PY-16, INM-PY-18, INM-PY-27 and INM-PY-34.

Pedestrian and cycle access will be provided by new 3m wide shared footway/cycleway which will be provided at all access points and along the full site boundary. Toucan crossings will also be provided to allow pedestrians and cycles to safely cross the A48 and A4229 and access the wider footway network.

The development will also deliver a new pedestrian and cycle bridge over the existing railway line and along A48/Pyle Road to provide safe pedestrian and cycle linkages between the site and Pyle. Detailed bridged designs have been drafted by RVW Consulting and high level costings have been factored in the site-specific viability appraisal.

#### Park and Ride Facility

A feasibility study has been prepared to examine the potential for Pyle Railway Station (approximately 4.5 miles to the north of the site) to be redeveloped as a transport hub. This would entail relocating the existing railway station to the north of this site and incorporating extended park and ride facilities to improve links to Porthcawl as a pivotal terminus. The development will therefore not prejudice these plans, by reserving land to the north of the site for a new park and ride facility.

#### New Access Roads

In order to provide sufficient capacity to support vehicular access into this Strategic Site, the proposed site accesses will be taken via three separate junctions, one on the A4229 and two on the A48.

The access on the A4229 will provide access to the western parcel of land. The junction will form a 3 arm MOVA controlled signal junction with a 7.3m access road. At the southern arm of the junction, an additional 3m right turn lane is proposed to allow access to the proposed development

An additional access to the western land parcel will be provided via a new MOVA controlled staggered signal crossroad junction on the A48. The southern side of the junction will provide access to the western parcel via a 7.3m, likewise access to the eastern parcel on the northern side of the junction.

The final access on the A48 will provide access to the eastern parcel of land. The junction will form a 3 arm MOVA controlled signal junction with a 7.3m access road. At the southern arm of the junction, an additional 3m right turn lane is proposed to allow access to the proposed development.

#### Transport Assessment

A detailed transport assessment has been completed by Corun Associates Ltd to examine the highway and transportation issues associated with the Strategic Site. This assessment was based on an upper limit of 2,320 residential units across the site's two parcels (1,250-1,430 dwellings on Parcel A and 780-890 dwellings on Parcel B).

The Assessment concluded, following a preliminary accident investigation, that there are no evident clusters and therefore no obvious highway safety concerns within the vicinity of the proposed development. The Assessment undertook capacity analysis on 7 junctions, as

agreed with the Council's Highways Department, concluding that 5 of the 7 will not see any material issue with traffic flows as a result of the development quantum being introduced. However, two are forecast to experience queueing and delay that may warrant mitigation as part of the development of the site.

Firstly, the quantum of development at the site is forecast to have a moderate impact on the operation of the A473/B4622 signals in the majority of the assessed scenarios. As the junction is marginally over capacity, a suitable S106 contribution will be required at the planning application stage either to enable the upgrade of this junction to Microprocessor Optimised Vehicle Actuation (MOVA) control and/or to optimise the existing signal controller configuration.

Secondly, the A48 / Heol Mostyn Priority Junction is forecast to experience capacity issues in the assessment scenarios, which will likely be magnified, to some extent, by site traffic. The Council is investigating the signalisation of the junction which will provide significant capacity and safety improvements and allow queues and delay to be managed at each approach. However, further assessment of this junction will be required at the planning application stage and may require the installation of the signals as part of a S106 or S278 agreement. The junction will also be expected to provide MOVA control to minimise delay.

### **Flood Risk**

A preliminary flood risk and drainage overview note was prepared by JBA Consulting, which highlighted the northern boundary of the eastern parcel of land is located within DAM Zone C2. Natural Resources Wales also echoed these comments, highlighting that the site is partially in zone C2 Fach (Pyle) main river on northern boundary. Therefore, development will be located away from this area of land and confined solely to areas within DAM Zone A (Areas at little or no risk of flooding). Areas at high risk of flooding are to be confined to uses which are of low vulnerability to flooding, such as Public Open Space or SuDS. Further to this, it was concluded that the site has a low-to-medium risk of flooding due to surface water, albeit there is a negligible risk of flooding to the site from all other sources of flooding. It is proposed that existing surface water flow routes are retained where possible and incorporated into the surface water drainage strategy for the site. Therefore, there be no built form provided in this area, and it will be appropriately used for public open space.

A Flood Consequence Assessment is not considered necessary at this time as it is not a fundamental constraint to the site and the designation has been 'designed out'.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be partially located within Flood Zone 2 and 3 along the northern boundary of the eastern parcel of land. The current masterplan has considered constraints and has appropriately positioned development around them.

### **Land Ownership**

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development.

### **Protected Environmental / Ecological Species and Designations**

Natural Resources Wales have commented that the site is adjacent to Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC and Penycastell, Cefn Cribwr SSSI, highlighting the need for careful assessment and consideration to avoid any detrimental impact on the designated sites. An Ecology Report was undertaken by Wildwood Ecology, which confirmed there is an adjacent partial SSSI/SAC (Cefn Cribwr Grasslands –sections 9 and 10), which is designated for its purple moor-grass meadows and marsh fritillary butterfly presence. This designation is separated from the site by a road and railway line to the north of the north-east corner. No devil's bit scabious or purple moor-grass was found on-site during the field visit, with the land either grazed by sheep or cattle, or cut for hay/silage. No negative impacts are anticipated on this designated site, or any others within the local area (including Stormy Down SSSI, found to the immediate south-east of the site). Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

Natural Resources Wales also referenced that hazel dormice and bats may be present on the site. Wildwood Ecology's Appraisal outlined the key issues at the site from an ecological perspective, as well as a number of recommendations for further survey / mitigation work, as follows:

- The on-site buildings at Ty-Draw and Stormy, along with the pill box structure and barn to the south-east part of the site, and several scattered trees across the site offer suitable opportunities for roosting bats.
- Boundary features (trees and hedgerows) are likely to be important for commuting and foraging priority and protected species (e.g., bats and common dormice).
- The on-site pond offers some suitable habitat for amphibians.
- A badger sett (outlier) was found on-site within a hedge bank, along with unidentified mammal paths to the south.
- The hedgerows and trees/scrub offer good conditions for breeding birds to nest within.

Retaining hedgerows (themselves a priority habitat) and major tree-lines will be beneficial in mitigating for some of the potential impacts, though further surveys will be required to inform lighting plans and any specific mitigation/compensation if priority species are found (e.g. ponds for newts; bat roosts). Further work is to be undertaken from an ecological perspective in line with the recommendations of the report. However, there were no 'show-stoppers' found at this stage, with appropriate mitigation measures available to ensure that the development of the site is acceptable and any related impacts can be minimised.

### **Utilities**

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. For electricity, the development will need to fund connections, diversions and an EHV 33/11 kV Primary Substation on-site. Connections will also need to be made to the gas network and connections/diversions will need to be made to enable broadband provision. A feasibility study has been completed, including costing estimations necessary to enable the development to be delivered.

DCWW have advised that there are no public sewers in the immediate vicinity of the site so the nearest option for a foul connection (avoiding private land and crossing the railway line) would appear to be onto the 300mm combined sewer in Ffordd Yr Eglwys, at the junction with Pill Y Cynffig. An initial 200 dwelling could be accommodated at this point, although further modelling will be required and undertaken. DCWW advised that there were no further significant capacity concerns aside from this. Upsizing of the existing local network will be required, along with surface water removal, to offset the significant increase in foul flows. However, this will require more detailed hydraulic modelling, which would be conducted to support an outline planning application. This would also inform any reinforcement works necessary to serve the site with clean water.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

A Desk-Based Assessment of the site has been undertaken by Archaeology Wales. The assessment highlighting the following specific features:

- A WWII pillbox to the North-Western portion of the site,
- An existing farmstead complex to the east;
- An area of earthworks in the NE corner related to a 19th century farmstead (but potentially much older); and
- A 19th century tram-line running through the northern part of the site.

The site is adjacent to Stormy Castle, a medieval settlement with monastic grange around it, which could possibly extend into the site. The A48 itself is also thought to follow the line of a Roman road, although the precise route of a Roman road through here hasn't been proven. In terms of likely mitigation measures, the archaeological planning advisors (GGAT) have advised that a geophysical survey of the site should be undertaken. This will be undertaken to support the future planning application.

### **Contamination/Remediation**

Intégral Géotechnique (Wales) Limited have undertaken a geo-environmental and geotechnical desk study of the site. The desk study found that the overall contamination potential of the site was low / medium, with the previous and current land use not likely to produce significant contaminants and the risk of harm to human health being low. As such,

from an environmental perspective the report concludes that it is unlikely that the issue will arise as a liability/cost.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Education**

The development will meet the needs for the additional school places it generates through on-site provision and financial contributions.

The development must provide 4.6 hectares of land to accommodate 2 two form entry primary schools with co-located nursery facilities and an additional buffer of 1.1ha for future expansion. Financial contributions must also be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG. Both schools must be accessible to new and existing residents by all travel modes, enabled by the development.

**Affordable Housing**

The development must provide 15% affordable housing provision in accordance with policy PLA5.

**Open Space**

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.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Indicative Site Masterplan
- Transport Assessment
- Ecological Appraisal
- Landscape & Visual Impact Assessment ;
- Tree and Hedgerow Survey
- Flood risk and drainage report
- Desk Based Archaeology report
- Utilities Search
- Noise Assessment
- Geo-environmental and geotechnical desk study
- Agricultural Land Assessment
- Active Travel Assessment
- Viability Assessment
- Energy Strategy
- Railway Crossing Bridge Schematic Designs



## COM1(1): Land at Heol Fach, North Cornelly, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(1): Heol Fach, North Cornelly Sustainable Growth Area	10.15ha	Housing Allocation	255 residential units 51 Affordable units	2018-2022: 0 units 2023-2027: 207 units 2028-2033: 48 units

### Site Description

The development site at Heol Fach comprises several individual paddocks, with a total site area of 10.15ha. The site lies to the west of North Cornelly and approximately 0.5 miles (0.8km) north west of the village centre. The site has the capacity to accommodate approximately 255 homes, including an element of affordable housing which will be provided in accordance with local policy and need. The proposals will include infrastructure and public open space and landscape areas.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

An existing active travel route is located within 50m of the site, which is designated for walking and cycling. The site is also within 100m of a proposed active travel route designated for shared-use off-road. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-PY-21 and 2212.

##### New Access Roads

Vehicular access will be from Heol Fach, with a new priority junction created to serve all parts of the site. There are several public footpaths crossing the site, these access points and routes will be accommodated within the proposals.

##### Transport Assessment

A Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods.



### **Flood Risk**

A Flood Risk and Drainage Scoping Study was conducted by BWB Consulting in November 2020 on behalf of Bellway Homes.

The following headline conclusions and recommendations were provided;

- The site is shown to be at high risk of pluvial flooding, associated with a topographic depression located within the site boundary. Detailed mapping shows the potential for depths up to 1.2m.
- Given the local sewer network and wider topography, it is expected that in the event of the sewer surcharging, flows may replicate the surface water flood risk mapping and enter the site.
- The assessment suggests the site is at low risk of fluvial, reservoir, and groundwater sources.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

### **Land Ownership**

The site is being brought forward by Bellway Homes, who are committed to working towards ensuring a development site that can be delivered as a comprehensive development.

### **Ecological/Environmental Designations**

An Ecology Briefing Note has been prepared in relation to the site by The Environmental Dimension Partnership Ltd (EDP) on behalf of Bellway Homes. This briefing note provides an initial high-level assessment of the Study Site with respect to identifying key ecological constraints and opportunities, to inform a wider assessment of its potential to support future residential development and promotion to BCBC.

A desk study has identified several statutorily designated sites present within the Study Site's zone of influence. The most pertinent of which includes Kenfig SSSI adjacent to northern boundary of the Study Site, Kenfig SAC located within 150m of the Study Site and Cefn Cribwr Grasslands SAC located circa 4.4km south-east. In addition, a desk study identified several non-statutory sites within the zone of Influence, including north-eastern Dunes SINC immediately north and north-east of the Study Site, Kenfig Pool and Dunes LNR circa 150m west and Afon Kenfig SINC 380m north-east.

An Extended Phase 1 survey completed on 10 September 2018, and updated on 27 March 2020, found the Study Site to be dominated by agriculturally improved grassland of limited botanical interest and thus of low inherent ecological value. Habitats of greatest ecological importance include native hedgerows delineating the northern boundary of the Study Site and internal field boundaries in addition to offsite woodland habitat adjacent to the western boundary of the Study Site. Further detailed surveys of the Study Site undertaken between 2018 and 2019 in respect of bats and common reptiles identified a low population of slow-

worm and common lizard onsite, whilst hedgerow boundaries were noted as being of importance to a foraging/commuting bat assemblage as well as a breeding bird assemblage more generally.

In terms of protected species, Natural Resources Wales indicate that Bats which are considered European Protected Species (EPS) may exist or contain habitats with the potential to support populations on site. If such species are confirmed on site licences from NRW and appropriate mitigation measures would be required prior to any development and this is likely to result in some loss of developable area given the requirement for habitat retention / enhancement associated with licensing.

The study considered the following species:

### Bats

Over six species of bat (*Myotis* and *Plecotus* species were not always identified to species level) were confirmed to be foraging and/or commuting within the Study site during surveys undertaken between June and September 2019. The habitats present within the Study Site that hold value to the foraging and commuting populations are limited to the agricultural grazing grassland, the continuous bracken and tall herbs line and the hedgerows. However, these habitats are relatively common within the local area and widespread within the landscape.

Based on the size of the Study Site, the assemblage of bats recorded, their national and local distribution and current conservation status, the overall bat population supported by the Study Site is assessed as being of Local Importance.

### Badger

Four records for badger (*Meles meles*) were returned by South East Wales Biodiversity Records Centre (SEWBReC) during the desk study, all within circa 400-600m of the Study Site at Kenfig Dunes. No evidence of this species was recorded across the Study Site; however, although improved grassland is considered to provide suitable foraging opportunities. Boundary features are also considered to offer some level of shelter and refuge. No opportunities for sett building are considered to exist onsite; however, although offsite habitats occurring adjacent, such as the broadleaved woodland belt to the west, may offer up some potential habitat.

### Dormouse

No records for dormouse (*Muscardinus avellanarius*) were returned by SEWBReC during the desk study. Overall, therefore the Study Site is considered to be of negligible importance to dormouse.

### Otter and Water Vole

Several records for otter (*Lutra lutra*) were returned during the desk study, primarily in association with Kenfig Pool situated over 1.4km to the west of the Study Site. A closer record was returned circa 545m to the north of the Study Site. No records were returned for water vole (*Arvicola amphibicus*) during the desk study.

No suitable habitat for either species on or adjacent to the Study Site is supported, such that both species are presumed absent. Overall, therefore the Study Site is considered to be of negligible importance to otter and water vole.

#### Great Crested Newt

Two records for great crested newt (*Triturus cristatus*) were returned, in addition to a single record for palmate newt (*Lissotriton helveticus*) and smooth newt (*Lissotriton vulgaris*), located circa 565m away at Kenfig Dunes. Records for common frog (*Rana temporaria*) and common toad (*Bufo bufo*) were also received for the same location.

No aquatic features occur onsite or immediately adjacent, with an absence of ponds present within 500m of the Study Site. Terrestrial habitats onsite, comprising improved grassland bound by managed hedgerows and subject to grazing, are also considered to offer sub-optimal opportunities for this species group.

As such great crested newt is presumed absent from the Study Site and thus considered to be of negligible importance in the context of proposed development.

#### Common Reptiles

Numerous records for common reptile species including common lizard (*Zootoca vivipara*), slow-worm (*Anguis fragilis*) and grass snake (*Natrix natrix helvetia*) were returned during the desk study. These were primarily associated with Kenfig Dunes north of the Study Site, with the closest records occurring circa 545m away. No records for adder (*Vipera berus*) were received. Based on the peak count of two individual slow-worm and one individual of common lizard, the populations of both species utilising the Study Site is confirmed as small. Slow-worm and common lizard are, thus, considered important at the Site level.

#### Other Mammals

SEWBReC returned multiple records of European hedgehog (*Erinaceus europaeus*) during the desk study, the closest of which was recorded within 50m of the Study Site during 2013. Additionally, records for polecat (*Mustela putorius*) and brown hare (*Lepus europaeus*) associated with Kenfig Dunes were also received, located circa 565m and 1.4km away respectively.

With respect to European hedgehog, polecat and brown hare, boundary features including hedgerows, scrub and adjacent woodland habitat do provide some suitable limited cover and foraging habitat. However, such opportunities are considerably limited, given the small size of the Study Site and its residential surroundings.

#### Notable Invertebrates

A number of records for the protected marsh fritillary butterfly (*Euphydryas aurinia*) were returned, located circa 1.2km to the south-west of the Study Site. Other protected and notable species records received include records of lepidoptera including: white-lettered hairstreak (*Satyrrium w-album*); small pearl-bordered fritillary (*Boloria selene*); dingy skipper (*Erynnis tages*); and dusky dart (*Euxoa tritici*), and records of hymenoptera including: brown-banded carder bee (*Bombus humilis*); and shrill carder bee (*Bombus slyvarum*).

The Concept Masterplan has sought to locate development across those habitats of predominantly limited ecological value whilst retaining boundary habitats as far as possible, offsetting such features from the development edge, as well as Kenfig SSSI adjacent with the inclusion of habitat buffers. Such features have further been accommodated within proposed open green space, which ultimately enhances connectivity throughout the Study Site and contributes to the wider green infrastructure resource.

Where avoidance is not possible, however, and will result in the loss of internal field boundaries, the Concept Masterplan has sought to minimise impacts through the provision of new tree and shrub planting across areas of open green space. This will be combined with infill tree planting of retained boundary hedgerows and trees, enhancing and strengthening wildlife corridors of value to a local bat, breeding bird and common reptile assemblage.

Overall, and with respect to habitats and species identified onsite during the course of detailed ecological survey effort, it is considered that there are no obvious 'in principle' (significant) ecological constraints. The Concept Masterplan shows that with the inclusion of inherent mitigation, to include retention and protection of sensitive habitat features and inclusion of open green space, development could incorporate appropriate avoidance, mitigation and enhancement measures to ensure its implementation in accordance with national and local planning policy and wildlife legislation.

## **Utilities**

### **Water and Waste Water – WwTW Provision and Improvements**

Foul drainage will be treated at its Afan Waste Water Treatment Works (WWTW). Welsh Water report no issues in terms of capacity.

### **Water and Waste Water – Water Supply**

Welsh Water have indicated that a hydraulic modelling assessment will be required due to size of development.

### **Water and Waste Water – Foul Network / Public Sewerage**

In respect of sewerage, Welsh Water state that a hydraulic modelling assessment will be required due to the size of development. An existing 225mm sewer traverses the site. Welsh Water also note that a foul Sewage Pumping Station (SPS) exists on site.

### **Electricity Provision**

No electricity provision difficulties/constraints have been identified.

### **Gas Supply**

No gas supply provision difficulties/constraints have been identified.

### **Telecommunications**

No telecommunications provision difficulties/constraints have been identified.

## **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

Glamorgan Gwent Archaeological Trust (GGAT) state that Tilthe Maps show the hedgerows as current; these should be surveyed to record and retain them within the development. Existing hedgerows will be retained where possible. Where hedges need to be removed; new planting and trees will reinforce green connections.

An Archaeology and Heritage Appraisal has been prepared by The Environmental Dimension Partnership Ltd (EDP) on behalf of Bellway Homes. It sets out the findings of an assessment of the archaeological and heritage baseline for the site. The assessment has identified that the site does not contain any 'designated historic assets', and neither is it located (either wholly or in part) within the boundary of such an asset; to the extent that there are no 'in principle' heritage constraints to the delivery of the site for development, or in respect of its capacity to accommodate development.

The assessment has not identified any non-designated historic assets within the site. Given the evidence derived from the HER, NMRW, site visit, historic maps and aerial photographs, it is considered that, although it is located within an AAS, as defined by the LDP, the site has limited potential to contain significant archaeological remains, with much of it having been heavily disturbed during the construction of the M4.

In conclusion, on the basis of current information; the site does not possess any known historic environment constraints, and it is an entirely deliverable location for new housing.

### **Contamination/Remediation**

A detailed Site Investigation Report has been undertaken by Intégral Géotechnique to support the candidate site submission. The site promoter does not consider the site to be at risk.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

#### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

#### **Education**

The development will meet the needs for the additional school places it generates through planning contributions.

Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

**Affordable Housing**

The development must provide 20% affordable housing provision in accordance with policy COM3.

**Open Space**

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.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

Air Quality Technical Note (BWB)

Site Promotion Document, which has been prepared in conjunction with technical input from Bellway Homes, Boyer, Urban Design Box, EDP, Asbri Transport and BWB.

Arboricultural Baseline Note (EDP)

Archaeological and Heritage Assessment (EDP)

Ecology Briefing Note (EDP)

Flood Risk and Drainage Scoping Study (BWB)

Landscape and Visual Appraisal (EDP)

Noise Assessment (BWB)

Transport Assessment (Asbri Transport).

Site Investigation Report (Intégral Géotechnique)

## COM1(2): Craig y Parcau, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(2): Craig y Parcau, Bridgend Sustainable Growth Area	6.6ha	Housing Allocation	108 residential units 24 Affordable units	2018-2022: 0 units 2023-2027: 108 units 2028-2033: 0 units

### Site Description

Craig Y Parcau consists of a 6.6ha parcel of land bound to the north by the A48, to the east by River Ogmore (and a public footpath running adjacent to it), to the south by New Inn Road, and to the west by mature trees. The proposed development is for approximately 108 homes across two different parcels alongside associated green and blue infrastructure. The proposed development at Craig Y Parcau could be accessed from the A48 roundabout with the B4622.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

There are a number of proposed active travel routes surrounding the site boundary. One proposed active route relating to the north of the site includes shared-use off-road intended for pedestrians and cyclists for travel between Broadlands and Bridgend Industrial Estate (Route: INM-BR-45).

The site promoter has undertaken an Active Travel Assessment (October 2020) which identifies a number of deficiencies within the current site. The site promoter will mitigate these constraints by seeking to connect to proposed active travel routes to encourage active modes of travel amongst existing and future highway network users. This is evident in the submitted masterplan and must be addressed as part of the future planning application. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-BR-48 and INM-BR-128.

##### New Access Roads

The site is bound to the north by the A48, a single lane trunk road that runs along the southern fringe of the settlement of Bridgend, running westwards to Pyle and towards Port Talbot, and eastwards to Cowbridge and towards Cardiff. Access to the site will be via the existing southern arm off Broadlands Roundabout, which will be upgraded to accommodate the development traffic. Previous capacity analysis of the junction, as part of the existing Island Farm planning permission, indicates that nil detriment or better can be readily achieved within adopted highway land.

##### Transport Assessment

A detailed assessment has been completed by Corun Associates Ltd in support of Island Farm and Craig y Parcau. Craig y Parcau is likely to come forward in tandem with Island Farm as indicated by the housing trajectory and as such has been collectively assessed. The expected trip generation and distribution from the previously consented and revised



Island Farm proposals have been assessed through a series of Transport Strategic Appraisals and Transport Assessment reports for different units of the wider site. A Technical Note has been prepared to combine all assessment work undertaken so far, and identify how the traffic from the revised Island Farm proposals is expected to be distributed across the surrounding assessment network, and how they compare to the flows from the consented Island Farm proposals.

The Technical Note indicates that with the exception of the A48 proposed site access junction, and the Ewenny Road Roundabout in the AM peak hour, and the B4265 / Ewenny Road junction in both peak hours, the revised Island Farm and Craig y Parcau proposals will result in lower traffic flows through all junctions across the assessment network over both the AM and PM peak hour periods, compared to the previous consented development proposals on the Island Farm Site. As the consented flows are technically already considered to be existing on the highway network, this revised scheme will provide traffic reduction improvements across the local highway network. Previous assessment work on the Island Farm site has identified that the Broadlands Roundabout, Ewenny Roundabout, and Picton Close Junction all show capacity issues in forecast year assessment scenarios both including and excluding the consented Island Farm proposals traffic. Although the revised Island Farm and Craig y Parcau proposals in general bring traffic reductions across these junctions (from what was previously consented), with consideration of background traffic growth alone, these junctions will still likely require mitigation to operate within capacity during future forecast years. The reduction in flows as a result of the revised Island Farm proposals, however, may mean that any mitigation measures implemented can potentially achieve greater capacity improvements at each junction. The revised proposals at the Island Farm and Craig y Parcau sites include three separate vehicle access points onto the local highway network (compared to just two within the consented scheme). All three site access junctions are expected to operate within capacity under the revised Island Farm and Craig y Parcau proposals. An updated assessment at all three identified junctions, and the site access junctions will be undertaken as part of a future supporting Transport Assessment for the revised development, which will ideally include up to date baseline traffic flows as the basis for the assessment.

### **Flood Risk**

Craig Y Parcau is located within Flood Zone A (considered to be at little or no risk of fluvial or coastal/tidal flooding) as detailed in Natural Resources Wales' Development Advice Maps and therefore the proposed form of development is considered appropriate on flooding grounds. Included at Appendices 7 is a Drainage strategy prepared by wL2.

Surface water for the western plateau of the site will make use of a series of attenuation systems (such as underground tanks, reens and ponds) which discharge into the stream bed that runs through the site. For the eastern plateau, the intention is for surface water to discharge either into the stream bed itself or into the River Ogwr to the east. In all cases, the maximum discharge flow will be limited to the 1 in 100-year greenfield run-off for that part of the site. Foul water will connect the Dwr Cymru Welsh Water sewer on the southern side of the A48.

The masterplan has been prepared with SuDS principles in mind, looking to make use of attenuation ponds, reens, and swales which will contribute to biodiversity and make attractive features that are part of the masterplan's green and blue infrastructure network. These principles will be incorporated as part of the future planning application.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding

assuming no defences are in place. A review of the new Flood Map for Planning shows the site to be located outside of any flood zone and is therefore considered at low or no risk of flooding.

### **Land Ownership**

The Site is being promoted by the HD Ltd. Craig-Y-Parcau is under the sole ownership of HD Ltd. As such, there are no other landowners and no unresolved land ownership issues.

### **Protected Environmental / Ecological Species and Designations**

An Ecology Report has been prepared by Ethos Environmental Planning of the site, of which provides an assessment of both the Island Farm and Craig y Parcau areas' ecological opportunities and constraints and provides recommendations for further surveys.

Craig-Y-Parcau area was comprised of a mosaic of grassland, scattered and dense scrub, woodland and hedgerows, with the River Ogmore located along the eastern site boundary. There were a number of mature trees across the site and at the site boundaries which had aesthetic and ecological value. Structures were also present – these were in very poor condition and were not accessed internally.

The Ecological Report also considered protected species (including Dormouse, Riparian mammals, Great crested newt, Birds, Bats, Badgers and Reptiles).

#### *Dormouse*

The site contains hedgerows and woodland were assessed to hold high value for dormice. The previous surveys identified the presence of dormice within the SINC located in the north of the site. It was therefore assessed that further surveys would be required to update the status of the site for this species and to inform detailed proposals for the site.

#### *Riparian mammals*

The River Ogmore was present along the eastern edge of the Craig-Y-Parcau, with records of both otter and water vole found south of the site. However, the previous surveys identified no evidence of riparian mammals within the development area. Considering the presence of previous records in the area and suitable habitat directly adjacent to the site, it is recommended surveys are undertaken for these protected species and to inform detailed proposals for the site.

#### *Great crested newt*

The previous surveys assessed the ponds to be unsuitable for great crested newt (GCN) and that GCN were absent from the site. Since then, it is understood that the previously surveyed ponds have been removed and new wildlife ponds created in the south-west of the main site area. The two water bodies identified during the walkover had relatively low water levels and limited aquatic vegetation. The current proposals indicate the retention and protection of the ponds. Nevertheless, they could provide suitable breeding habitat for amphibians and it is recommended that a Habitat Suitability Index of each of the ponds within 500m of the development site to inform detailed planning application.

#### *Birds*

There was a mix of permanent pasture and arable land providing suitable habitat for farmland birds. Also, the hedgerows and their margins within the fields was assessed to provide potential habitat for ground nesting birds. The woodland, hedgerows, scrub and scattered trees were assessed to have high potential for breeding birds. Evidence of barn owl was found in a stable in the south-east of the site. Further surveys for breeding birds have been recommended within section 5 to inform detailed proposals for the site.

### *Bats*

The previous surveys identified roosting lesser horseshoe and brown long-eared bats within Hut 9 in the woodland in the SINC. Since the previous surveys were undertaken, a dedicated bat roost has been created in the south-west of the main site. Additionally, the built structures within the Craig-Y-Parcau area were in extremely poor structural condition and a wide range of bat roosting features were visible for the external walkover. They were assessed to hold high potential for roosting bats. Therefore, it was assessed that an updated assessment of the structures should be undertaken to assess their status for roosting bats. Additionally, emergence/re-entry surveys are recommended. The habitats within both sites contained woodland and hedgerows, offering potential commuting, foraging and roosting habitats for bats may provide potential commuting and foraging habitats for bats. A number of mature trees were also noted which could have potential roosting features for bats.

### *Badgers*

The habitats on site were comprised of woodland, grassland and arable land which have potential to support badgers. However, it should be noted that the previous survey identified badgers to be absent from the site.

### *Reptiles*

Much of the site was comprised of arable land and agriculturally intensified grassland providing negligible potential for reptiles. The key features were assessed to be the sections of grassland and scrub located at the woodland edges. The site was comprised of common and widespread habitats providing low potential habitats for invertebrates. No detailed surveys will be required.

Such findings have influenced the indicative masterplan proposal for the site of which includes the retention of vegetative habitat on site and creation of a swale and an attenuation pond in the east of the site. Further future surveys will be undertaken at the detailed planning application stage, with appropriate mitigation measures to be incorporated where necessary.

### **Utilities**

Investment in utility infrastructure will ensure that the site can accommodate the level of development proposed. Given the site's location, in close proximity to existing built form, it is considered that appropriate water, gas and other utility connections can be made to the site.

#### Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate there should be no issue with Penybont (Merthyr Mawr) WwTW accommodating the foul-only flows from this development.

#### Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

#### Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows from this development site. The site is traversed by a 350mm foul sewer for which protection measures will be required in the form of an easement width or diversion.

#### Electricity Provision

For electricity, the development will need to fund connections, diversions and a new WPD

HV (11kV) ring main to serve the site with two 1MVA HV / LV sub-stations to serve the intended number of dwellings.

#### Gas Supply

Connections will also need to be made to the gas network.

#### Telecommunications

Connections/diversions will need to be made to enable broadband provision.

#### Welsh Language

The site is not located in a Welsh language sensitive area.

#### Archaeology & Heritage

There are no listed buildings on Craig-Y-Parcau, though New Inn Lodge (30m from the site) and New Inn Bridge to the south (circa 10m) are both listed whilst New Inn Bridge (10m from the site) is also a Scheduled Ancient Monument. A submitted masterplan acknowledges the two Grade II listed structures and Scheduled Ancient Monument and has been designed to ensure no development will be in close proximity in addition to no adverse impact upon the building. This will need to be further demonstrated as part of the future planning application.

#### Contamination/Remediation

WL Squared have been engaged by the site promoter to provide an outline drainage strategy for the proposed development based on the masterplan prepared by Roberts Limbrick Architects. The drainage strategy, prepared in April 2020, includes commentary on potential contamination within the site, the key points of which are shown below:

- No intrusive site investigations have yet been undertaken on the site however a desk top study of local site investigation information available indicates that the site is likely to be underlain with relatively impervious glacial tills/clay soils containing some proportion of sands and gravels between circa 3 and 6.5 metres deep overlying Lower Lias beds overlying Carboniferous Limestone.
- It is likely that the Lower Lias geological unit identified beneath the site is susceptible to natural cavity formation. To the north east of the site, at least thirteen subsidences were recorded in the vicinity of Nolton Street, Bridgend between 1920 and 1950 within Lower Lias deposits which were, predominantly, overlain by Glacial Sand and Gravel.
- It is thought that natural cavities within the limestone were previously at surface level and that these features were in-filled with superficial glacial deposits at the end of the ice age. Groundwater over time flows through the soils and washes out the cavity backfill resulting in the creation of voids which eventually reach the surface.
- In view of these conditions the discharge of significant amounts of rainfall runoff via shallow filtration methods is likely to lead to ground instability.

Further investigation will be carried out at the detailed planning application stage.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

#### Access

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Education**

The development will meet the needs for the additional school places it generates through planning obligations. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

**Affordable Housing**

The development must provide 20% affordable housing provision in accordance with policy COM3.

**Open Space**

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.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Energy Strategy Report - Troup, Bywaters & Anders
- Supporting Statement - Savills
- Masterplan Report - Roberts Limbrick
- Utility Report - Troup Bywaters & Anders
- Ecology Appraisal – Ethos Ecology
- Summary of Site Investigations – WI2
- Transport Strategic Appraisal - Corun Associates
- Active Travel Assessment - Corun Associates
- Craig-Y-Parcau Drainage Strategy - WI2
- High Level Viability Assessment - - Savills
- Landscape Note – Savills
- Transport Assessment - Corun Associates
- Health Impact Assessment – Savills

## COM1(3): Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(3): Land South East of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area	5.5 ha	Strategic Mixed-use Sustainable Urban Extension	140 residential units 21 Affordable units	2018-2022: 0 units 2023-2027: 115 units 2028-2033: 25 units

### Site Description

The site comprises approximately 5.5ha of agricultural land situated to the south-east of the existing built-up area of Pont Rhyd-y-Cyff, Llangynwyd. It consists of three large, irregularly-shaped fields bounded by existing, mature vegetation, while the westernmost field bounds the public highway along Bridgend Road (A4063) and Parc-Tyn-y-Waun. There is a larger, wooded area in the northeast corner of the site, which abuts the Llynfi River to the east. In terms of topography, the site slopes gently downwards towards the east and north. There is an existing Public Right of Way (PRoW) that runs through the site from Bridgend Road to a level rail crossing in the north-east corner of the site. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

There are a number of proposed active travel routes surrounding the site boundary. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

##### New Access Roads

It is anticipated that the site will be accessed via a simple priority junction on to the A4063 Bridgend Road fronting the site. The access road to the site will be approximately 6m wide, with a 3m pedestrian refuge within the junction bell-mouth, and a 3.5m shared cycleway/footway on one side of the carriageway and a 2m wide footway on the other side.

##### Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(3): Land South East of Pont Rhyd y Cyff, COM1(4): Land South of Pont Rhyd y Cyff & COM1(5): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of



their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual transport appraisal of the site has also been undertaken by Lime Transport. It is estimated that the site could generate up to 1,059 person trips (two-way) throughout the day, with up to 59 vehicle trips (two-way) in the AM peak and up to 68 vehicle trips (two-way) in the PM peak. It is estimated that the site could increase traffic along the A4063 Bridgend Road by a maximum of 3.2% and, in accordance with TAN18, it is considered that candidate site is unlikely to have a material impact on the local highway network. The impact of any future development on the site will need to be assessed with a robust Transport Assessment, that will need to be discussed and agreed with the local highway authority. It is also considered that the impact of any future development on the site could be reduced through the implementation of an effective Travel Plan. Based on the likely impact of the site, it is considered that the candidate site will have a minimal impact on the operation of the local highway network.

### **Flood Risk**

A Flood Consequences and Drainage Appraisal has been undertaken by Vectos. All development will be steered into the areas at minimal or no risk of fluvial flooding. Surface water runoff from the site will be managed using SUDS in accordance with the sustainable drainage hierarchy via restriction to greenfield runoff rates prior to discharge in the River Llynfi. Given the above, from a flood consequence and drainage perspective, Maesteg and Llynfi Valley Regeneration Growth Area is capable of delivering development which is compliant with PPW and TAN 15.

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding, although the south-eastern section of the site is within Flood Zone 3. All development will be steered into the areas at minimal or no risk of fluvial flooding.

### **Land Ownership**

The landowner is committed to working towards ensuring that the development site can be delivered as a comprehensive development (including COM1(4): Land South of Pont Rhyd-y-cyff & COM1(5): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

### **Protected Environmental / Ecological Species and Designations**



Hawkeswood Ecology carried out a Preliminary Ecological Assessment (PEA) on behalf of the site promoter. The assessment identified agriculturally improved grassland which is heavily grazed, woodland and hedgerows within the site boundary. A small section of the site is designated as a SINC (Llety Brongu), relating to areas of woodland on the southern and eastern sections of the site. It is bounded to the south and east by a river and a tributary stream. The grazed pasture has little biodiversity value, however the woodland and hedgerows contain mature trees that may support features suitable for roosting bats. In addition, they are also suitable habitat for dormice which has been recorded approximately two miles from the site. The riverside woodlands and hedgerows represent UK Biodiversity action Plan Priority Habitats, and although the woodlands are not designated as ancient, they support a tree and ground flora that suggests they are of some age. The hedgerows are relict and consist of rows of trees and mature shrubs.

The masterplan for the site confines development to the agriculturally improved grassland areas of which is considered to be of low biodiversity significance. The grasslands are heavily grazed by sheep and do not offer a significant biodiversity benefit. The high biodiversity wooded areas and mature trees in the relict hedgerows will be retained with the provision of close boarded fencing in addition to an appropriate buffer zone to prevent dumping of garden waste or other domestic rubbish. However, these will be required to be protected during construction. Given the viable network of woodland and hedgerows connecting the site to other localities and the suitability of habitat on site the presence of commuting dormouse cannot be ruled out. There is also potential for the site to support both breeding and foraging bats. Direct impacts on both the wooded habitats and protected species will be limited. However, there is potential for indirect impacts and further survey is required to properly assess the impacts of the development on both habitats and protected species in addition to invasive species. Integral bat and bird boxes are recommended for use in the new construction. The locations of bat and bird mitigation will be such that they are not vulnerable to attack from cats.

The existing PRow that runs through the site from Bridgend to a level rail crossing in the north-east corner of the site will be diverted but retained and integrated into the design of the development through wet grassland. However, this will need further habitat assessment at a more appropriate time of year when the majority of grassland flowers are visible.

## **Utilities**

### Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

### Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

### Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing

customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

A 150mm foul sewer is located in the adjacent road to the west of the site.

Electricity Provision

No electricity provision difficulties/constraints have been identified.

Gas Supply

No gas supply provision difficulties/constraints have been identified.

Telecommunications

No telecommunications provision difficulties/constraints have been identified.

Welsh Language

The site is not located in a Welsh language sensitive area.

Archaeology

There are not considered to be heritage constraints present. The site is not located within a Conservation Area and there are no listed buildings on the site or within the site's setting.

In Historic Landscapes terms, the locality is considered an important industrial communications/settlement corridor, including the Bridgend Road and the railway. The old tramway on the site is part of the original Dyffryn Llynfi and Porthcawl Railway Company's 1825 tramroad to the coast. However, there are not considered to be any heritage constraints on the site that would prevent development.

Contamination/Remediation

A Geotechnical & Geo-environmental Desk Study has been carried out on site by Terrafirma which confirms the site's suitability for development. The site is greenfield and has been largely unoccupied throughout history, save for a small portion of the site that was crossed by a tramway. The study does not find any abnormal conditions that would prevent development coming forward. In summary:

- Geology - The site is primarily underlain by sandstone.
- Mining - the site is not considered to be at risk by past underground coal mining and there are no known recorded coal mine entries within the site or within 20m of the site.
- Radon gas – no radon protection will be required for new development.
- Landfill gas and ground gas – low to moderate risk.
- Contamination – low risk, no anticipated source of contamination save for tramway on part of the site.
- Anticipated foundation solution – concrete strip and trench fill should be suitable.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Education**

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

### **Affordable Housing**

The development must provide 15% affordable housing provision in accordance with policy COM3.

### **Open Space**

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.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Topological Survey – Healer Surveys
- Constraints Plan – Spring Design
- Framework Plan – Spring Design
- Draft Block Plan – Spring Design
- Contextual Masterplan – Spring Design
- Design Principles – Spring Design
- Street Hierarchy Plan – Spring Design
- Massing Plan – Spring Design
- Transport Appraisal – Lime Transport
- Geo-environmental Desk Study - Terrafirma
- Ecology - Hawkeswood Ecology
- Tree Survey – Treescene
- Tree Constraints Plan – Treescene
- Landscape and Visual Assessment - Catherine Etchell Associates
- Utility Plan Provision – SMS PLC
- Flood and Drainage Appraisal - Vectos
- Viability Appraisal – JEHU Group
- M4 Junction 36 Traffic Impact
- Statement of Common Ground – BPM Technology Coporation Ltd, Persimmon Homes (West Wales) Ltd and Waterstone Homes Ltd

## COM1(4): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(4): Land South of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area	2.09 ha	Strategic Mixed-use Sustainable Urban Extension	102 residential units 15 Affordable units	2018-2022: 0 units 2023-2027: 65 units 2028-2033: 37 units

### Site Description

The site consists of a number of co-joined fields, which are bounded by a railway line to the East, further agricultural land to the south, Ysgol Gwyfyn Gymraeg Llangynwyd to the West (and A063 which abuts the western boundary of this specific site). It is a partially brownfield site and previously accommodated a petrol filling station, which has since been de-commissioned. The site is bisected by the A48. It is allocated for a residential led development. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the south of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

##### New Access Roads

It is intended that the existing access which previously served the site's former use will be reinstated and improved to provide a simple priority junction with Bridgend Road.

The proposed site access will be designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

##### Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(3): Land South East of Pont Rhyd y Cyff, COM1(4): Land South of Pont Rhyd y Cyff & COM1(5): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual TA of the site has also been undertaken by Asbri Transport. This TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. It should also be noted that these local facilities and amenities will be supplemented by the commercial uses proposed as part of the development. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions. It is therefore considered that there are no material reasons from a highway and transportation perspective why the site should not be included as an allocated site.

### **Flood Risk**

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.

### **Land Ownership**

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(3): Land South East of Pont Rhyd-y-cyff & COM1(5): Land South West of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

### **Protected Environmental / Ecological Species and Designations**

An ecological appraisal of the site has been undertaken by I&G Ecological Consulting. The combination of desk and field surveys undertaken at the proposed development site identified that the majority of the area within the planning site boundary has negligible ecological value (brownfield). However, the scrub and trees have higher ecological interest,

supporting a more diverse range of species and are likely to provide nesting opportunities for birds, cover for small mammals and invertebrates and flight lines for bats.

The boundary hedgerows and trees should be retained, with a fringing vegetation of scrub to provide connectivity to adjacent habitats, including the two adjacent SINC sites to the north.

Loss of scrub habitat and trees should be mitigated for by suitable new planting, detailed in the landscape scheme and approved by the LA ecologist. Any new planting should be with trees and shrubs of local provenance and should seek to replicate the species mix present in the existing hedgerow. Landscaping should include berry bearing species such as guelder rose, rowan and purging/alder buckthorn, which will also attract brimstone butterfly.

Protection of remaining scrub and trees is recommended; the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered.

#### Birds

All nesting birds are protected under Section 1 of the Wildlife and Countryside Act of 1981. Therefore, vegetation clearance should be planned outside the nesting bird season.

#### Bats

The boundary scrub and tree-lines will act as flight lines for bats and any dark corridors should be maintained as such. An appropriate lighting plan in relation to bats will take such habitat into consideration. Any mature trees which require felling or management in order to accommodate the development will be subject to inspection and assessment for suitability for use by bats, by a licenced bat surveyor following current guidelines (Bat Conservation Trust).

#### Dormice

The areas of dense bramble scrub provide suitable habitat for dormice, however, there are no records for dormouse in the area. A precautionary approach to site clearance should be taken. Enhancement opportunities may exist within the development layout which will improve the integrity and species diversity of the remaining scrub and woodland belts, and seek to increase connectivity to any adjacent suitable habitat.

#### Reptiles & Amphibians

A method statement and mitigation plan should be prepared in order to protect reptiles and amphibians during site clearance and construction.

#### Invasive Non-native species

A single Buddleia plant is located within tipped material fronting the concrete apron at the NW corner. No evidence of Himalayan balsam or Japanese knotweed were observed. Materials brought into the site should be clean and free from INNS.

#### Utilities

#### Water and Waste Water – WwTW Provision and Improvements

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

#### Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

#### Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

#### Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

A 225mm foul sewer is located on the adjacent road to north.

#### Electricity Provision

No electrical provision difficulties/constraints have been identified.

#### Gas Supply

No gas supply provision difficulties/constraints have been identified. Wales & West Utilities that the nearest main with sufficient capacity is located 12m from the site boundary and is located to the east of the site. This is a 180mm PE Low Pressure Main.

#### Telecommunications

No telecommunications provision difficulties/constraints have been identified.

#### Welsh Language

The site is not located in a Welsh language sensitive area.

#### Archaeology

No listed buildings or scheduled ancient monuments on the site or that would be impacted by any development on the site.

#### Contamination/Remediation

The site was previously a petrol filling station and de-commissioning works were undertaken in 2010 to remove a tank, inceptor and associated pipework. A series of ground investigations were undertaken to inform the ground conditions on the site. These reports confirm that there is no contamination on the site which would be of concern to human health.

Monitoring wells were also decommissioned at the time of the reports by over drilling and backfilling with gravel and injected bentonite grout and reinstatement of surfacing. The conclusions of the report state that the works had been taken out and that there was reduced likelihood of former groundwater monitoring wells.



**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Education**

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

**Affordable Housing**

The development must provide 15% affordable housing provision in accordance with policy COM3.

**Open Space**

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.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Masterplans - MODARC
- Transport Assessment – Asbri Transport
- Ecology - I&G Ecology Consultants
- Land & Visual Impact – Geraint John Planning
- Drainage & Flood Risk
- Ground Conditions - Shell (as part of decommissioning of PFS)
- Air Quality Assessment
- Utility Searches
- Renewable Energy Strategy – Geraint John Planning
- Viability Appraisal – Elev8 Land & Property
- M4 Junction 36 Traffic Impact – Asbri Transport
- Statement of Common Ground – BPM Technology Corporation Ltd, Persimmon Homes (West Wales) Ltd and Waterstone Homes Ltd

## COM1(5): Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Site Size (ha)	Allocation Type (Housing, Employment, Mixed Use)	Total Units (Private and Affordable)	Phasing Tranche
COM1(5): Land South West of Pont Rhyd-y-cyff, Maesteg and the Llynfi Valley Regeneration Growth Area	7.33 ha	Strategic Mixed-use Sustainable Urban Extension	130 residential units 20 Affordable units	2018-2022: 0 units 2023-2027: 130 units 2028-2033: 0 units

### Site Description

The site consists of a number of co-joined fields, which are bounded by the A4063 to the east, further agricultural land and Ysgol Gwyfyn Gymraeg Llangynwyd, to the south and a farm to the west. The northern boundary is bounded by the Llangynwyd settlement boundary. This site will form part of an overall wider strategic opportunity as one of three inter-connected sites within Pont Rhyd-y-cyff.

### Key Site Issues and Constraints

#### Highways and Transport

##### Active Travel Improvements

The development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road. In addition, the existing PRow route within the site will be upgraded and surfaced to accommodate walking and cycling movements that will provide a dedicated walking and cycling connections with footways along Bridgend Road. The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area. It is also proposed to locate a pedestrian refuge island approximately 50m to the north of the proposed site access. Connections and improvements must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-MA-34.

##### New Access Roads

It is intended that a priority junction with a ghost island right turn lane will be introduced to serve the proposed residential development.

The junction has been designed to ensure consistency of access with the surrounding environment. It has also been positioned to allow for visibility splays of 2.4 x 120 metres to be achieved in line with a 40mph design speed and to ensure that 120m forward visibility can be achieved from both directions.

The proposed site access has been designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

### Transport Assessment

A collective Transport Assessment (TA) has been undertaken by Asbri Transport. The TA has undertaken an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed allocations (COM1(3): Land South East of Pont Rhyd y Cyff, COM1(4): Land South of Pont Rhyd y Cyff & COM1(5): Land South West of Pont Rhyd y Cyff) in Pont Rhyd y Cyff. The three allocations would have a high degree of their forecast trip generation accessing local land uses and facilities, particularly associated with the localities and wide range of facilities associated with the settlements of Maesteg (the County Boroughs second largest settlement) and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecast trip generation accessing Junction 36 of the M4. The traffic impact of each site in Pont Rhyd y Cyff individually is negligible as detailed in the relevant Transport Assessments for each site. Additionally, the cumulative impact of all three sites as forecast is marginal having no material impact upon the operational capacity of M4 Junction 36.

An individual TA of the site has also been undertaken by Asbri Transport. The TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development. Moreover, it has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions.

### Flood Risk

A revised TAN15 is due to be implemented in June 2023. This will be supported by the new Flood Map for Planning, which includes climate change information to show how this will affect flood risk extents over the next century. It shows the potential extent of flooding assuming no defences are in place. A review of the new Flood Map for Planning shows that the majority of the site is located outside of any flood zone and at low or no risk of flooding.

### Land Ownership

All landowners are committed to working towards ensuring a development site that can be delivered as a comprehensive development (including COM1(3): Land South East of Pont Rhyd-y-cyff & COM1(4): Land South of Pont Rhyd-y-cyff). A Statement of Common Ground has been signed between all three site promoters to this end.

### Protected Environmental / Ecological Species and Designations

I&G Ecology attended the site to undertake a phase 1 habitat survey. The combination of desk and field surveys undertaken at the site identified that the majority of the area within the planning site boundary has high ecological value. The majority of the site is notified as a SINC, and the size and range of habitats and their linkage to other SINC's and habitats in

the borough, provides corridors for dispersal and will support a more diverse range of species, provide nesting opportunities for birds, cover for mammals, reptiles, amphibians and invertebrates and flight lines for bats. No signs of European protected species were observed.

Significant consideration of the SINC has been undertaken by the site promoter. The ecological survey identified:

- Large areas of marshy grassland 'are of moderate quality and the lack of appropriate management is leading to succession to willow and birch scrub';
- Trees and hedgerows that line the to the west and south west possess the greatest value, whereas the intensively managed hedgerow to the north – loss or damage to this habitat would be severe. The east is considered to be of lesser value;
- The broadleaf woodland and stream corridors are of high ecological interest and should be retained for connectivity; and
- Two blocks of poor semi-improved grassland are of low ecological interest.

Recommendations from the ecological appraisal suggest the following:

- In the absence of appropriate management the marshy grassland is declining in quality, and the low grazing pressure is leading to its succession to wet woodland. Loss of the habitat cannot be mitigated for on site. Should the site be developed then it is recommended that the drainage ditches be retained to provide habitat connectivity. Their incorporation into an appropriate SuDS scheme for the site, together with ponded areas would provide partial mitigation;
- The western hedgerow and trees should be retained in their entirety with an appropriate offset from the development boundary. Protection of trees and hedgerows through the use of Root Protection Zones and appropriate working methodology as well as proximity of development boundary must be considered;
- The broadleaf woodland and streamside corridors should be retained in their entirety, with an appropriate offset from any development boundaries to protect both the root zones and any polluting run-off from the development during both the construction and occupation phases; and
- Bat and dormouse boxes should be provided throughout the development.

Whilst there is a local ecological designation present on site in the form of a SINC, the information and detail captured from the survey work has fed into the development of the masterplan from the outset to create a scheme that minimises adverse environmental impacts on habitats and species. The supporting masterplan illustrate how the scheme will carefully conserve areas of higher biodiversity value, with development restricted to areas of lower biodiversity value in addition to a number of enhancements provided on site. As such, the adoption of a green infrastructure-led approach will be key to the development of the sites to integrate successfully with the existing environment whilst seeking to promote ecological resilience and achieve biodiversity net benefit.

## **Utilities**

### **Water and Waste Water – WwTW Provision and Improvements**

Dŵr Cymru Welsh Water indicate that Llety Brongu WwTW has sufficient capacity to accommodate the site.

#### Water and Waste Water – Foul Network / Public Sewerage

There should be no issue with the public sewerage network accommodating the foul-only flows this LDP allocation.

#### Water and Waste Water – Water Supply

Owing to the number of units proposed on this site, it is unlikely that the water supply network has sufficient capacity to serve this site without causing detriment to existing customers' supply. As such, a hydraulic modelling assessment will likely be required in order to determine the level of reinforcement works required.

#### Water and Waste Water – Easements and Diversions (to protect assets crossing the site)

There is a 150mm foul sewer, 225mm foul sewer, 225mm combined sewer and 375mm storm overflow traversing site.

#### Electricity Provision

No electrical provision difficulties/constraints have been identified.

#### Gas Supply

No gas supply provision difficulties/constraints have been identified.

#### Telecommunications

No telecommunications provision difficulties/constraints have been identified.

#### Welsh Language

The site is not located in a Welsh language sensitive area.

#### Archaeology

Glamorgan Gwent Archaeological Trust's (GGAT) Historic Environment Record identifies an early 19th railway; Listed Building adjacent. Whilst this would not preclude development, the future planning application may need to provide mitigation measures.

An Archaeology and Heritage Assessment has been undertaken by EDP. The principal and over-riding conclusion of this report is that there are no archaeological or heritage reasons why this site area should not be allocated for residential development. The site does not contain any designated historic assets and so hence its development is not constrained in that respect. Together, a desk study and site visit have shown that only one designated historic asset might be 'indirectly' affected by the development of the site in terms of the contribution its setting makes to its significance.

This is the Grade II listed T'yn-y-Waun farmhouse which is located just to the west of the site's western boundary. It is concluded that this 17th/18th century farmhouse derives no more than a small amount of its significance from its relationship with the site and that, as a result, development of the site would have no more than a small impact on that

significance. This evaluation will need to take place at the planning application stage and for the time being this impact does not preclude development at the site or necessarily limit its capacity in that respect (i.e., in terms of extent, layout, location of open space and the reinforcement of the trees and scrub along the western boundary with new landscape planting).

The remainder of the designated historic assets within the surroundings of the site would not be adversely affected by its residential development. The site contains two GGAT HER entries [06517m, 07947m], both of which relate to the same curving alignment of former railway line in the east of the site and still preserved as a substantial earthwork.

There is no suggestion that the presence of the former railway line, which is quite difficult to discern at the north-east end adjacent to the road, but then becomes more obvious as a cutting proceeding to the south-west; would either preclude or constraint the residential development of the site and instead it is considered more reasonable to conclude that an appropriately sensitive and responsive development could in fact enhance the condition of the former railway through improved management.

There is no reason to believe or expect that known or unknown archaeology represents a constraint to either the deliverability or capacity of the site to accommodate residential development.

### **Contamination/Remediation**

The site is a greenfield site and as such, is not considered to be at risk of land contamination. The site has been only previously used for agricultural purposes which is not considered to cause ground contamination.

Therefore, the site is not considered to be contaminated, although a definitive assessment will follow in the subsequent planning application.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Education**

The development will meet the needs for the additional school places it generates through planning contributions. Financial contributions must be made to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority, secured through Section 106 in accordance with the Education Facilities and Residential Development SPG.

### **Affordable Housing**

The development must provide 15% affordable housing provision in accordance with policy COM3.

### **Open Space**

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.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Masterplanning – EDP
- Landscape and Visual Impacts – EDP
- Archaeology and Heritage Assessment– EDP
- Ecology – I&G Ecology
- Viability – Persimmon Homes
- Trees – Treescene
- Renewable Energy Strategy – Geraint John Planning
- Transport – Asbri Transport
- M4 Junction 36 Traffic Impact – Asbri Transport
- Statement of Common Ground – BPM Technology Coporation Ltd, Persimmon Homes (West Wales) Ltd and Waterstone Homes Ltd



## Employment Allocations

### ENT1(1): Brocastle, Waterton, Bridgend, Strategic Employment Site

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(1): Brocastle, Waterton, Bridgend	20.4 ha	Strategic Employment Site	B1,B2, B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 20.4ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0ha

#### Site Description

The site is located immediately adjacent to Bridgend's focussed area of growth, closely linked to the Waterton Industrial Estate and south of the Former Ford Site. There is an opportunity for synergy with re-development of the Former Ford Site and further integration with Parc Afon Ewenni, which is also located within relatively close proximity and represents the County Borough's most significant mixed-use development and brownfield regeneration Opportunity. The site is almost entirely undeveloped, measuring 46 ha in total, although the topography limits the developable area to 20.4ha. The site benefits from existing outline planning permission for the development of up to 71,441sq.m of B1, B2 and B8 employment floorspace, including access, car parking, diversion of public rights of way, site remediation, drainage, landscaping and associated engineering operations. (Ref: P/16/549/OUT).

#### Key Site Issues and Constraints

#### Market Commentary

This greenfield site, owned by Welsh Government, is actively being promoted as a scheme for 71,000 sq m of employment space. Pre-commencement works have been undertaken to enable the site to come forward for development early within the plan period, and several rows of future development terraces have been laid out, reflecting the site's topography. The Economic Evidence Base Study (2019) concluded that Brocastle is expected to be the Borough's main inward investment site, supported by the Welsh Government, and it presents a good new employment development opportunity, either as a pre-let, pre-sale or as a speculative development proposition. This site will be attractive to industrial occupiers, due to its proximity to established industrial areas and road access to the motorway. Indeed, it is understood that several informal approaches have already been made and discussions are ongoing.

## **Highways and Transport**

### **Active Travel**

The proposed development at Brocastle will make several positive contributions towards the local pedestrian and cycle network. Within the site the public rights of way are to be retained, although footpath 19 is to be diverted. Its entry to the site from the A48 is repositioned in order for it to be situated in close proximity to the existing bus stop. All footpaths will have designated crossing points where they meet the highway. For pedestrians a 2m width pathway is provided on either side of all internal highways. The development will commit to upgrading the existing bus stops on the A48 adjacent to the site.

### **New Access Roads**

Vehicle access for Brocastle is gained off the A48, approximately 4km from Junction 35 of the M4 motorway. A new road access (roundabout) with realignment of the A48 is now in place.

### **Transport Assessment**

As part of planning application P/16/549/OUT, a submitted transport assessment undertaken by Ove Arup & Partners Ltd looked at the effect that the proposed development at Brocastle will have on the local highway network. This included carrying out capacity assessment at each of the junctions within the assessed network to determine whether the additional traffic generated by the development and other committed developments can be accommodated. The transport assessment concluded that the proposed development at the Brocastle site does not significantly affect the performance of the local highway network.

### **Flood Risk**

A small section to the north of the site along Brocastle Brook is within the floodplain. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

### **Land Ownership**

This site is owned by Welsh Government.

### **Protected Environmental / Ecological Species and Designations**

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an ecological assessment of the site. The proposed development has the potential to affect ecological receptors both within the site and around its boundary during construction and operation. To support the application, a range of ecological surveys were undertaken, including habitats, hedgerow and tree surveys. Further species-specific surveys were undertaken for reptiles, birds, dormice, otters, water voles and bats.

A number of hedgerows at the site are classed as 'Important' under the Hedgerow Regulations 1997 in terms of species diversity. The species-specific surveys confirmed that the site is used by a typical assemblage of breeding birds. Field signs of badger were recorded, though no setts were found. No water voles were recorded during surveys. Dormice were recorded, albeit at low levels, with the data suggesting a single dispersing animal. Whilst no bat roosts have been confirmed within the site, field survey results suggest

a roost of pipistrelle bats is present nearby, several trees and buildings have potential to support roosts and the site is used by a range of foraging bats. On this basis, it is assumed the site is of local value for bats (with the exception of the lesser horseshoe bats associated with Coedymwstwr Woodlands SSSI, which are by definition part of nationally important site).

Development of the masterplan has aimed to maintain the ecological value of the application site, where possible and to provide enhancement of that value through various measures, including habitat retention, notably hedgerows, wooded areas and stream corridors. New habitats would be created including extensive new hedgerow planting, provision of grassland areas, attenuation ponds and an extensive ecological enhancement zone along Brocastle Brook. Additional native planting would be undertaken throughout the site and invasive alien plants would be eradicated.

Good practice mitigation measures would also be employed during construction to minimise impacts to habitats and species, including pollution prevention control, sensitive lighting design and careful site preparation. In addition, operational phase lighting should be designed to avoid impacts to bats (notably lesser horseshoes) in the vicinity of the ecological enhancement area. This would ensure the dark corridor within the enhancement area is maintained in the operational phase for bat species and other wildlife.

Overall, the proposed development is not predicted to have a significant negative impact on ecology and the mitigation and enhancement measures would provide local benefits for wildlife in the operational phase.

## **Utilities**

### **Water and Waste Water**

Records received from DCWW show no existing infrastructure within the site boundary. DCWW trunk mains exists along the south-western boundary of the site in the form of 90mm and 315mm pipes. The mains divert to supply the Brocastle Manor along the access road from the roundabout which will service the proposed future development.

DCWW confirmed that a water supply can be made available to service the proposed development. DCWW propose that a connection can be made to the site from the 315mm diameter water main in the A48 bypass road location.

### **Electricity Provision**

National Grid and Western Power Distribution (WPD) both have power infrastructure located either near or within the site boundary. National Grid plant records illustrate a high voltage (HV) 11kV overhead cables exist within the site boundary and dissects the north-west corner of the site. National Grid have confirmed that they have no objections to the proposal as the development is located away from the overhead line.

WPD plant records illustrate a high voltage (HV) 11kV overhead cable exists within the site boundary and dissects the southern section of the site. The HV cable enters the site near the derelict Plas Newydd house and exists the site near the Brocastle Manor Care Home.

An overhead low voltage (LV) cable spur connects the Oernant/Paddocks properties. LV cables exist adjacent to the site within the A48 and the entrance to the Care home. An LV underground cable connects to the existing Pumping station to the north-west of the site.

WPD has also confirmed that there is sufficient capacity to serve the development at the time of the response. This was based on an estimated load demand which assumed gas heating. WPD would need to divert the existing overhead lines within the site boundary. WPD proposed to supply the development with a new supply (2x 185 EPR 11kV cables) that is connected at the Bridgend Industrial Estate and a location to the west of the former Ford factory. WPD estimate that two substations will be required to service the proposed development. WPD recommends early engagement with Network Rail to minimise potential delays in agreeing the service crossing along the A48.

#### Gas Supply

Wales & West Utilities (WWU) plant records illustrate that no existing WWU gas infrastructure is located within or adjacent to the site.

WWU has confirmed that there is sufficient capacity to serve the development. WWU confirmed that the nearest main with sufficient capacity is 703m from the boundary. WWU confirmed that the connection is to a 90mm Intermediate Pressure main; located to the northwest of the site.

#### Telecommunications

British Telecom (BT) plant records show underground network running along the A48 road outside of the southern site boundary. A small spur connects to The Oernant/Paddocks properties from the A48. BT infrastructure runs along the access road into Brocastle Manor.

No abnormal costs are envisaged in providing services to the site. It is likely that the proposed connection location will be provided from either the A48 or the roundabout at the entrance of the proposed site.

Further contact will be necessary with the communication providers with regard to high-speed communication services and to determine more details.

#### Welsh Language

The site is not located in a Welsh language sensitive area.

#### Archaeology

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out a cultural heritage assessment of the site, of which found that no designated cultural heritage features lie within the site. However, a number of the hedgerow's quality as 'Important' with regard to the archaeological and historical criteria of the Hedgerow Regulations 1997. The setting assessment of the ES concluded that there would be no change to the setting of historic assets at Corntown, Treoes and Brocastle. Similarly, there would be no change to the setting of Scheduled Monuments at Ewenny Priory and the Corntown Causewayed Enclosure.

Overall, the proposed development would result in a slight adverse effect to the historic landscape through the removal of short sections of the historic hedgerows and demolition of the non-designated and recent buildings within the site. However, retaining the majority of the historic hedgerows within the site would serve to preserve the significance of these features as part of the local grain of the historic landscape. On completion, there would be no direct operational effects to cultural heritage from the proposed development. No mitigation or enhancement measures have been identified for cultural heritage for the operational phase of the development.

### **Contamination/Remediation**

As part of outline planning application P/16/549/OUT, Ove Arup & Partners Ltd carried out an investigation into ground conditions at the site. The Brocastle site is directly underlain by limestone bedrock with some superficial deposits present on site extremities such as alluvial clays and silts along Brocastle Brook and its tributaries, and head deposits of stony clay in the south-east corner of the site. The limestones and alluvial deposits comprise permeable layers capable of supporting local water supplies and which may form base flow to rivers. These water resources have been classed by the regulators as Secondary A aquifers, however no private water supplies or water abstraction points are present within the site or its vicinity.

Historically, the site has not been developed or used for other purposes than farms and agricultural land. This land use has resulted in the presence of localised areas of made ground associated with sheds, infilling of ponds or disposal of agricultural waste. These areas may constitute potential sources of contamination, which may pose minor to moderate risks to human health or water environment. These risks would be mitigated by undertaking targeted ground investigations and risk assessments allowing to identify appropriate remedial measures implemented as part of the detailed design, Health and Safety measures and Construction Environmental Management Plan (CEMP).

The site is underlined by limestone and therefore there is a potential for naturally occurring cavities. Development of the site has the potential to focus the release of water to the ground, particularly in areas around surface water and water supply infrastructure. Direct releases into limestone areas may result in a major significance of impact on ground stability. Future targeted ground investigations at the detailed design stage will enable risks to be assessed and appropriate mitigation measures to be incorporated into the scheme, particularly with respect to site drainage systems and building foundations. Such measures that could be used to mitigate this risks include void grouting or piled foundations sleeved through voids.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)
- Utility Technical Statement – Ove Arup & Partners Ltd
- Transport Assessment – Ove Arup & Partners Ltd
- Air Quality Assessment – Ove Arup & Partners Ltd
- Cultural Heritage Assessment – Ove Arup & Partners Ltd
- Phase 1 Habitat Survey – Ove Arup & Partners Ltd
- Ground Conditions – Ove Arup & Partners Ltd
- Landscape and Visual Impacts – Ove Arup & Partners Ltd

## ENT1(2): Pencoed Technology Park, Strategic Employment Site

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(2): Pencoed Technology Park	5.4 ha	Strategic Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 5.4ha Long 28/29 – 32/33: 0ha

### Site Description

The site straddles the eastern administrative boundary of Bridgend and Rhondda Cynon Taf. The site is located next to Junction 35 of the M4 east of Bridgend, with good proximity to public transport facilities, particularly at Pencoed Railway Station. A total of 5.4ha of employment land currently remain at the Technology Park, representing a highly attractive proposition for development.

### Key Site Issues and Constraints

#### Market Commentary

The Economic Evidence Base Study (2019) considered this allocation to be the most attractive employment site in the borough, particularly for out of centre office occupiers and technology firms, given the existing neighbouring uses and motorway access. The site will also be attractive to industrial occupiers and research and development firms, due to its proximity to junction 35 of the M4. The existing building (Pencoed Technology Park) may require subdivision depending on the occupier(s) in the event that the existing configuration is not attractive to a single occupier. The attractiveness of this location to occupiers and developers is further reinforced by the technology park immediately to the south and Bocam Park immediately to the south of the motorway junction. It is expected that this site will enable a further range of technology-based uses to come forward within the plan period.

#### Highways and Transport

A Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

#### Flood Risk

The site is bounded to the south east by Ewenni Fach, giving rise to potential water quality impacts from development. As such, an assessment of water quality impacts should be undertaken.

#### Air Quality



An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

**Land Ownership**

This site is owned by Welsh Government.

**Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

**Utilities**

No known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

A Heritage Assessment will be required to be undertaken in order to identify the heritage assets that may be affected by future development.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(3): Brackla Industrial Estate, Bridgend Sustainable Growth Area	7.7 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 3.85ha Long 28/29 – 32/33: 3.85ha

### Site Description

Brackla Industrial Estate lies to the north of Bridgend Industrial Estate, east of the town centre. It is a large, established industrial estate, accommodating a number of moderate to large sized industrial units just 1 km south of J36 M4. There are a viable mix of significant units, more modest units and a minor quantum of non-industrial units, such as gym operators. The key operator is Talis Group who manufacture equipment for the water industry. Other occupiers include companies serving the local market, workshop, distribution and a number of metal manufacturing firms.

### Key Site Issues and Constraints

#### Market Commentary

Brackla Industrial Estate is situated within a well-established industrial location. The remaining parcels are actively being marketed, including land at Brackla West and land fronting the Coity Bypass. Ultimately, the remaining undeveloped land is situated on a large, well-established industrial estate, adjoining another well-established estate (Litchard) and located just 1 km south of J36 M4. This is a highly attractive and proven employment location base and further employment development is likely to come forward on a speculative basis over the plan period. The remaining parcels will be attractive to occupiers on a leasehold basis or equally for purchase by owner-occupiers. The estate provides a range of size and quality of units therefore they remain in demand.

This estate has excellent access to the M4, and the land which is available for employment is of regular shape, unconstrained and in public ownership. The Economic Evidence Base Study (2019) considered this site to represent a good location to accommodate employment floorspace need over the plan period.

#### Highways and Transport

No known issues/constraints.

#### Flood Risk

Site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

#### **Land Ownership**

No known issues/constraints.

#### **Protected Environmental / Ecological Species and Designations**

The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.

#### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The north eastern parcel is crossed by a 150mm combined sewer for which protection measures will be required in the form of an easement or diversion. Central parcel is crossed by a 150mm combined sewer and 6" foul sewer for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

#### **Welsh Language**

The site is not located in a Welsh language sensitive area.

#### **Archaeology**

No known issues/constraints.

#### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

#### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

#### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

#### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(4): Bridgend Industrial Estate, Bridgend Sustainable Growth Area	9.2 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 2.36ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 1ha Medium 23/24 – 27/28: 3.6ha Long 28/29 – 32/33: 4.6ha

### Site Description

Bridgend Industrial Estate is located to the south of the town centre with good access to junction 35 of the M4. The estate is the largest industrial estate in the borough and includes a number of medium and small-sized warehouses and workshops as well large key occupiers. Part of the site comprises the former Sony television factory. Larger occupiers on the estate include Reflex (manufacturing) who occupy a 39,000 sq ft unit, Clarke Transport (logistics) who occupy a 37,000 sq ft unit and Trampires (animation) who occupy a 23,700 sq ft unit. The estate has also seen some non-industrial users taking space, especially gym operators. The site has been extensively and successfully developed for a variety of businesses, ranging from small local firms to large multi-nationals. The available land is distributed on a number of plots across the estate.

### Key Site Issues and Constraints

#### Market Commentary

Bridgend Industrial Estate is the borough's largest industrial area, long established with a range of size and type of units. Given the prevalence of existing occupiers, the locality's well-established track record of supporting employment uses and the excellent motorway access, this industrial opportunity remains highly attractive to occupiers. The scale and nature of remaining plots are expected to come forward on a speculative basis over the plan period and will attract occupiers on a leasehold basis or be sold to an owner-occupier. The Economic Evidence Base Study (2019) reaffirmed that the estate remains popular and highlighted that there is evidence of occupiers taking multiple units on the estate.

The estate has a number of relatively small parcels of available land, that are expected to be taken up over the Plan period.

#### Highways and Transport

The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

### **Air Quality**

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

### **Flood Risk**

No known issues/constraints.

### **Land Ownership**

No known issues/constraints.

### **Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. A number of these vacant parcels have crossings for which protection measures will be required in the form of easement widths or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

The site includes the Royal Ordnance Factory Bridgend Dual storey Pillbox Scheduled Monument. As such a Heritage Assessment will be required to be undertaken in order to provide sufficient mitigation.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(5): Coychurch Yard, Bridgend Sustainable Growth Area	0.1 ha	Employment Site	B1,B2 ,B8	<u>Already Delivered</u> August 2018: 0.12ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.1ha Long 28/29 – 32/33: 0ha

### Site Description

This is a smaller, yet viable employment area adjoining Bridgend Industrial Estate and close to Bridgend town centre. A minor area is available for future employment use.

### Key Site Issues and Constraints

#### Market Commentary

This small industrial estate already provides a mix and range of small units. The estate is well occupied and attracts a range of occupiers. The Economic Evidence Base Study (2019) concluded that the units are of good quality and are likely to be attractive to occupiers over the plan period. Whilst this represents a small element of supply, the site is a popular industrial estate providing a range of accommodation sizes and presents a floorspace expansion opportunity, which is expected to come forward over the plan period.

#### Highways and Transport

Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

#### Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

#### Flood Risk

No known issues/constraints.

#### Land Ownership

No known issues/constraints.

#### Protected Environmental / Ecological Species and Designations

No known issues/constraints.

### **Utilities**

Dwr Cymru Welsh Water indicate that there no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers will be required.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)



## ENT1(6): Crosby Yard, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(6): Crosby Yard, Bridgend Sustainable Growth Area	0.8 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.4ha Long 28/29 – 32/33: 0.4ha

### Site Description

A small industrial area containing small industrial units, but with access constraints common for industrial units located within the built-up urban area. The 0.8 ha of available land is a narrow triangular 'wedge' bounded by railway on two sides, although with dense tree cover.

### Key Site Issues and Constraints

#### Market Commentary

This small yet established industrial estate provides a number of smaller units which are attractive to the local market. The Economic Evidence Base Study (2019) concluded that the units are likely to remain in demand for tenants given the site's propensity to meet local need.

There continues to be demand for smaller units in this area, there are few alternative options, and the access arrangements are not likely to be an impediment to the remaining employment land being taken up. The remaining land is likely to come forward over the plan period and would deliver a small amount of floorspace. This could represent an opportunity for open storage.

#### Highways and Transport

No known issues/constraints.

#### Flood Risk

The site is within 500m of the Ogmore River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

#### Land Ownership

No known issues/constraints.

#### Protected Environmental / Ecological Species and Designations

The site includes Ancient Woodland and TPO, Important Trees or Hedgerows. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.

**Utilities**

Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.

No additional known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(7): Parc Afon Ewenni, Bridgend Sustainable Growth Area	2.0 ha	Employment Site	B1,B2, B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 2.0ha
<b>Site Description</b> This industrial estate is part of the extensive south Bridgend industrial area, with the Bridgend industrial estate immediately north and Waterton industrial estate immediately south.				
<b>Key Site Issues and Constraints</b>  <b>Market Commentary</b> Parc Afon Ewenni is part of the wider Waterton Industrial Estate. The estate provides a range and size and has good access to junction 35 of the M4 via the A473. The units are likely to remain in demand given its location and range of units available.  The employment element has not been delivered, but remains a reasonable prospect especially given it would attract public / private funding.				
<b>Highways and Transport</b> No known issues/constraints.				
<b>Flood Risk</b> The site is within 500m of a Main River and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation.				
<b>Land Ownership</b> No known issues/constraints.				
<b>Protected Environmental / Ecological Species and Designations</b> No known issues/constraints.				
<b>Utilities</b> No known issues/constraints.				

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(8): Waterton Industrial Estate, Bridgend Sustainable Growth Area	10.0 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 2.96ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 5.0ha Long 28/29 – 32/33: 2.04ha

### Site Description

Waterton Industrial Estate lies to the south of Bridgend Industrial Estate and also benefits from good access to junction 35 of the M4. It is a site of regional importance, part of the wider southern Bridgend industrial area, situated alongside the A473 dual carriageway and the A48. The site primarily comprises larger manufacturing and distribution units. Occupiers include Biomet, manufacturers of medical equipment, John Raymond warehousing and logistics and SAS International who manufacture suspended ceilings. The quality of the environment together with its strategic position and good access have made this estate very attractive to developers and occupiers. Despite the area being predominantly industrial, it also contains the largest number of dedicated office buildings in the Borough. The available employment land is situated immediately to the west of the Former Ford factory.

### Key Site Issues and Constraints

#### Market Commentary

Given Waterton Industrial Estate's existing occupiers and motorway access, the Economic Evidence Base Study (2019) concluded that this site represents an attractive employment opportunity to occupiers. This is clearly evidenced by the presence of large occupiers such as Lidl, which has delivered a relatively new regional distribution centre, and Owens, which has a large distribution unit. Although the units at Waterton are more dated than in other parts of the borough, the site will remain an attractive proposition for the reasons outlined. It is likely that the proposed unit sizes will come forward on a speculative basis to attract occupiers on a leasehold basis or be sold to an owner occupier.

The synergies between Brocastle, Parc Afon Ewenni and the Former Ford Site represent a more holistic development opportunity, collectively known as the Southern Bridgend Gateway, that will be enabled through subsequent master planning and SPG development to contribute to delivery of the Replacement LDP's Regeneration and Sustainable Growth Strategy.

### **Highways and Transport**

The Site is 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

### **Air Quality**

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

### **Flood Risk**

The Ewenny River flows through the site, and lies within Flood Zone 2 and 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.

### **Land Ownership**

No known issues/constraints.

### **Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 1650mm combined sewer for which protection measures will be required in the form of an easement width or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)



## ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(9): Land at Gibbons Way, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	0.0 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.03ha
<b>Site Description</b> This small remaining employment opportunity represents comprises land within a residential housing estate. The employment element will deliver local opportunities, and therefore has significant social value.				
<b>Key Site Issues and Constraints</b>  <b><u>Market Commentary</u></b> This minor employment opportunity represents potential for new employment space to help provide new stock in an area where current availability is low. The Economic Evidence Base Study (2019) emphasised the site's social value and recommended retaining the employment element, which is likely to be delivered through cross-funding from the housing element.				
<b><u>Highways and Transport</u></b> No known issues/constraints.				
<b><u>Flood Risk</u></b> The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.				
<b><u>Land Ownership</u></b> No known issues/constraints.				
<b><u>Protected Environmental / Ecological Species and Designations</u></b> No known issues/constraints.				
<b><u>Utilities</u></b>				

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The site is crossed by a 250mm combined sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(10): Village Farm Industrial Estate, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	2.6 ha	Employment Site	B1,B2 ,B8	<u>Already Delivered</u> August 2018: 0.34ha August 2019: 0ha August 2020: 0.88ha August 2021: 0.80ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.69ha Long 28/29 – 32/33: 0.6ha

### Site Description

The industrial market in Pyle is focused on Village Farm Industrial Estate, which is located towards the south of Pyle and benefits from access to junction 37 of the M4. The estate is the largest industrial area in Pyle and the third largest in the borough. The estate mainly comprises small sub 5,000 sq ft terraced units. Occupiers on the estate are companies serving the local markets and include Tonic Studios (paper craft) who occupy a 7,200 sq ft unit and One Vision Digital (communications) who occupy a 1,500 sq ft unit. There are a small number of undeveloped plots across the estate.

### Key Site Issues and Constraints

#### Market Commentary

The Economic Evidence Base Study (2019) recognised that demand for industrial space in Pyle is for units at Village Farm Industrial Estate. This large, established industrial estate provides a range of size and age of buildings and - will remain attractive to occupiers, notably given with its access to Junction 37 of the M4. Demand is likely to stem from companies servicing the local markets who seek good links to the motorway. The remaining land forms part of the integrity of the wider site and the few remaining parcels are likely to come forward over the Plan period.

#### Highways and Transport

The site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

#### Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

**Flood Risk**

No known issues/constraints.

**Land Ownership**

No known issues/constraints.

**Protected Environmental / Ecological Species and Designations**

The site is within 500m of Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC, although separated by built form and transport infrastructure.

**Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer.

No known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(11): Ty Draw Farm, Pyle, Kenfig Hill and North Cornelly Sustainable Growth Area	2.23 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u>            August 2018: 0ha            August 2019: 0ha            August 2020: 0ha            August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha            Medium 23/24 – 27/28: 2.23ha            Long 28/29 – 32/33: 0ha</p>

### Site Description

Located west of the A4229 within the north west quadrant of M4 J37, and approximately 1 km to the north is Pyle across the junction with the A48. The site is bounded to the west by residential development and is well screened by a dense tree belt from the A4229. The large Village Farm industrial estate is nearby on the northern side of the A48 junction.

Planning consent for a 'hybrid' scheme was granted in 2014, including full consent for residential use to the south of the site and outline consent for employment use to the north. An access off the main estate road was also required to be provided to enable the employment development to be completed. The residential element of the site was complete by the end of 2016/17 and 2.23ha of employment land remains.

### Key Site Issues and Constraints

#### Market Commentary

The site materially changed when the residential development was completed by the end of 2016/17 and it now represents a modest, yet accessible employment opportunity. Whilst there is a large employment area close by, which has scope for regeneration and intensification of activity, this site will be attractive for smaller employment occupiers and developers because of its motorway access. It is considered that proactive investment in levelling works (to provide a development plateau), as per the original hybrid planning consent, would enable the site to come forward for the employment use intended. This would properly test the market and progress initial enquiries further than has been possible hitherto. In the context of a fifteen-year plan, only five years has passed since the site materially changed in nature, and two of those years were heavily influenced by the impacts of the global pandemic. As per the findings of the Economic Evidence Base Study (2019) and Update (2021), it is reasonable to give the site more time to come forward as a more modest, yet accessible, serviced employment opportunity. Once the commitment to undertake the enabling works, as required by the Section 106 Agreement, is fulfilled, the

site will be properly readied for the market. It is then expected to be in a prime position to come forward for employment uses over the plan period.

### **Highways and Transport**

The site is located within 500m of a traffic congestion point (as identified by BCBC Highways). As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

### **Air Quality**

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

### **Flood Risk**

The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

### **Land Ownership**

No known issues/constraints.

### **Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)



## ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(12): Ewenny Road, Maesteg and the Llynfi Valley Regeneration Growth Area	3.5 ha	Employment Site	B1,B2,B8	<p><u>Already Delivered</u>            August 2018: 0ha            August 2019: 0ha            August 2020: 0ha            August 2021: 0ha</p> <p>Short 18/19 – 22/23: 0ha            Medium 23/24 – 27/28: 0ha            Long 28/29 – 32/33: 3.5ha</p>

### Site Description

The site is located within a long-established industrial area, and is currently cleared for development. The site is close to Maesteg town centre, 11 kms north of J36 M4 and is served by Ewenny Railway Station. It must be noted that the site represents a flat development opportunity in an area where topographical issues are normally challenging.

### Key Site Issues and Constraints

#### Market Commentary

Part of the site is in Council ownership and is expected to come forward as part of a mixed-use development, with small units likely to be popular in this location.

This site remains suitable and available for significant mixed-use development and should be the focus for all available cross-subsidy opportunities for Maesteg.

#### Highways and Transport

The site is located 2km beyond the Strategic Road Network.

#### Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

#### Flood Risk

Site situated immediately west of Llynfi River and within Flood Zone 2 and 3 (Flood Map for Planning), giving rise to potential impacts on water quality and flooding from construction and operational activities. As such a Flood Consequences Assessment will be required to be undertaken. Furthermore, for proposals discharging into the Llynfi River, an assessment of water quality impacts will also be required to be undertaken.

**Land Ownership**

No known issues/constraints.

**Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

**Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer.

No additional known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

Natural Resources Wales indicate that previous use could have caused contamination.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(13): The Triangle Site, Bocam Park, Pencoed Sustainable Growth Area	1.0 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 1.0ha Long 28/29 – 32/33: 0ha

### Site Description

A largely developed office park in a prominent gateway location at Pencoed, adjacent to M4 J35. The Park has excellent access to the motorway via the A473 dual carriageway. It is located in the south-west quadrant of M4 J35, with the Pencoed Technology Park on the diagonally opposite quadrant to the north. The proximity to the Technology Park provides supply chain opportunities.

### Key Site Issues and Constraints

#### Market Commentary

The Economic Evidence Base Study (2019) considered the site to be a good quality office park with a flexible size, range of units with competitive rents and excellent link to M4 J35. Given the lack of modern purpose built space in the borough this is likely to remain popular for occupiers. Given the site's location and suitable surrounding uses the site is likely to deliver additional employment uses over the plan period and it should be noted that this is only one of two office park developments in the Borough.

#### Highways and Transport

No known issues/constraints.

#### Flood Risk

The Ewenny River flows through the site, and lies within Flood Zone 3 (Flood Map for Planning). However, employment uses are classified as less vulnerable development of which could come forward for development with suitable mitigation. The river could also give rise to potential water quality impacts from development. As such an assessment of impacts on water quality should be carried out.

#### Land Ownership

No known issues/constraints.

#### Protected Environmental / Ecological Species and Designations

No known issues/constraints.

### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 150mm foul sewer for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(14): Brynmenyn Industrial Estate

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(14): Brynmenyn Industrial Estate	2.0 ha	Employment Site	B1,B2 ,B8	<u>Already Delivered</u> August 2018: 0.03ha August 2019: 0ha August 2020: 0.58ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 1.0ha Long 28/29 – 32/33: 1.0ha

### Site Description

Brynmenyn Industrial Estate is in Abergarw, east of Tondu/north of the M4. The estate has good access to junction 36 of the M4. The estate is the largest industrial area in the Valleys Gateway. The estate comprises a mix of small and medium-sized warehouses and workshops. It adjoins the former Christie's site immediately to the north and is close to the Abergarw industrial estate. The available employment expansion land is greenfield to the southeast.

### Key Site Issues and Constraints

#### Market Commentary

Brynmenyn Industrial Estate is one of the key focusses of the industrial market in the Valleys Gateway. It is an established industrial estate, which provides range of size and quality of units. The estate is well occupied and given its links to the motorway it is likely to remain attractive to occupiers, perhaps most likely to be attractive to a small industrial occupier.

#### Highways and Transport

Site is located 2km beyond of the Strategic Road Network but is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

#### Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

#### Flood Risk

No known issues/constraints.

### **Land Ownership**

No known issues/constraints.

### **Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer. The eastern section of the site is crossed by a 525mm combined sewer and a 400mm trunk water main for which protection measures will be required in the form of easements or diversions. The western parcel is crossed by a 450mm combined sewer and a 150mm combined storm overflow for which protection measures will be required in the form of easements or diversions. This may restrict what can be delivered.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(15): Land adjacent to Sarn Park Services

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(15): Land adjacent to Sarn Park Services	2.7 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 2.7ha Long 28/29 – 32/33: 0ha

### Site Description

Greenfield site wedged between the M4 and A4063 immediately south of Sarn village and adjoining Sarn Park services at M4 J36.

### Key Site Issues and Constraints

#### Market Commentary

The Economic Evidence Base Study (2019) concluded that this is an attractive site for logistics/ warehouse occupiers, and represents one of the very few in the Borough that should be retained to allow for market choice. The site's location and configuration make it attractive to B8 occupier, and it is most likely to come forward with a pre-let in place.

#### Highways and Transport

No known issues/constraints.

#### Flood Risk

The site is located within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

#### Land Ownership

No known issues/constraints.

#### Protected Environmental / Ecological Species and Designations

No known issues/constraints.

#### Utilities

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer, although some level of offsite sewers and mains will be required. Site is crossed by 1000mm trunk water main and a 600mm trunk water main for which protection measures will be required in the form of easement widths or diversions.



The north eastern parcel of the site is within Welsh Water's ownership and contains a water pumping station (WPS). As such, this parcel cannot be developed and the WPS requires consideration in any future development. These elements may restrict what can be delivered.

No additional known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(16): Land west of Maesteg Road, Tondu

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(16): Land west of Maesteg Road, Tondu	0.3 ha	Employment Site	B1	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0.3ha Long 28/29 – 32/33: 0ha

### Site Description

The site is located on the western edge of Tondu village 2.5 kms north of M4 J36. The core of site was previously developed land (NCB offices). Access is via the A4063, which to facilitate the full development of the whole site requires upgrade.

### Key Site Issues and Constraints

#### Market Commentary

The site would be suitable for small flexible workspace units and is likely to come forward as a cross funded development with a residential element

The scheme currently in planning proposes only a very minor element of employment as part of mixed use proposal (0.25 Ha).

#### Highways and Transport

Site is within 500m of an identified traffic congestion pinch point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

#### Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

#### Flood Risk

The site is within 500m of a Main River. However, the proposed development would be situated outside the area of flood risk and the site is therefore, not considered to be at risk of fluvial or tidal/coastal flooding.

#### Land Ownership

No known issues/constraints.

### **Protected Environmental / Ecological Species and Designations**

The site includes Ancient Woodland and Important Trees, Hedgerows or TPOs. As such, an Arboricultural/Ecological Assessment will be required in order to provide sufficient mitigation.

### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to public sewer, although some level of offsite sewers and mains will be required.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(17): Isfryn Industrial Estate, Blackmill

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(17): Isfryn Industrial Estate, Blackmill	0.4 ha	Employment Site	B1,B2,B8	<u>Already Delivered</u> August 2018: 0ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 0.4ha

### Site Description

The site is four miles north of M4 J36 and comprises an office building and three large industrial buildings all occupied by Coppice Alupack, a metals manufacturing firm. The existing employment site is fully built-out, with a relatively high floorspace density.

### Key Site Issues and Constraints

#### Market Commentary

The site remains attractive to existing single occupier, Coppice and the Economic Evidence Base Study (2019) recommended that the site should remain within the employment land supply on this basis.

#### Highways and Transport

The site is located 2km beyond the Strategic Road Network but within 500m of an identified traffic congestion point (as identified by BCBC Highways), giving rise to potential congestion and associated air quality impacts. As such, a Transport Assessment will be required to be undertaken in order to evaluate the potential transport impacts of future development.

#### Air Quality

An Air Quality Assessment will be required to be undertaken to determine the potential impacts from future development on local air quality and impacts upon public health and/or the local environment.

#### Flood Risk

Ogwr Fach bounds the site to the south east and flows through the site, giving rise to potential impacts on water quality from development. As such, an assessment of water quality impacts should be undertaken.

#### Land Ownership

No known issues/constraints.

### **Protected Environmental / Ecological Species and Designations**

No known issues/constraints.

### **Utilities**

Dwr Cymru indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 6" combined sewer for which protection measures will be required in the form of an easement of diversion. This may restrict what can be delivered.

No additional known issues/constraints.

### **Welsh Language**

The site is not located in a Welsh language sensitive area.

### **Archaeology**

No known issues/constraints.

### **Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

### **Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

### **Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

### **Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)

## ENT1(18): Abergarw Industrial Estate, Brynmenyn

Site Allocation Name / Ref	Available Land (ha)	Allocation Type (Housing, Employment, Mixed Use)	Uses	Availability
ENT1(18): Abergarw Industrial Estate, Brynmenyn	1.4 ha	Employment Site	B1,B2, B8	<u>Already Delivered</u> August 2018: 0.88ha August 2019: 0ha August 2020: 0ha August 2021: 0ha  Short 18/19 – 22/23: 0ha Medium 23/24 – 27/28: 0ha Long 28/29 – 32/33: 1.4ha

### **Site Description**

Located east of the A4064 at Abergarw and within 1.5 kms of J36 M4, the site is predominantly flat. Access is from Abergarw Road that also serves Ogmores School (a special needs school), which could give rise to conflict. The parcel of available land is at the eastern end of the estate

### **Key Site Issues and Constraints**

#### **Market Commentary**

Established industrial area with a mix of age and size of units. The estate is well occupied and is likely to remain popular given its access to the motorway.

#### **Highways and Transport**

No known issues/constraints.

#### **Flood Risk**

The site is situated immediately south east of Ogmores River, giving rise to potential impacts on the water environment from construction and operational activities. As such, for proposals discharging into the Ogmores River, an assessment of water quality impacts should be undertaken.

#### **Land Ownership**

No known issues/constraints.

#### **Protected Environmental / Ecological Species and Designations**

The site is located within 1km of Blackmill Woodlands SAC and SSSI, however development is not considered likely to result in an any adverse impact.

#### **Utilities**

Dwr Cymru Welsh Water indicate that there are no issues in providing a supply of clean water or connection to the public sewer. The site is crossed by a 450mm combined sewer

for which protection measures will be required in the form of an easement or diversion. This may restrict what can be delivered.

No additional known issues/constraints.

**Welsh Language**

The site is not located in a Welsh language sensitive area.

**Archaeology**

No known issues/constraints.

**Contamination/Remediation**

No known issues/constraints.

**Key Infrastructure and Policy Requirements** (including broad costs or formulae set out in SPG where known) For example:

**Access**

Refer to Highway Improvement Schedule and Infrastructure Delivery Plan.

**Utilities**

To be delivered in accordance with the Infrastructure Development Plan.

**Key Supporting Information Requirements**

- Economic Evidence Base Study (2019)
- Economic Evidence Base Update (2021)



## Appendix 6: Sustainability Appraisal Policy Level Mitigation

Proposed Allocations: Strategic, Stage 2 Housing & Employment, Gypsy, Traveller and Showpeople & Retail Sites

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
<b>Strategic Sites (SP2 &amp; PLA1 – 5)</b>									
SP2 (1)	Porthcawl Waterfront Regeneration Area	Sandy Bay (Phase 2)	Strategic Mixed Use	N/A					
		(Phase 1)							
		Salt Lake Car Park Dock Street		N/A					
COM1(R3)	Maesteg Washery	Maesteg Washery	Strategic Mixed Use (Regeneration)	PLA6	SP4, DNP9	SP3, SP6			
COM1 (R2)	Former Cooper Standard Site, Ewenny Road	Former Cooper Standard Site	Strategic Mixed Use (Regeneration)	PLA6	COM3 COM4	SP4, DNP9	SP18		
SP2 (2)	Land South of Bridgend (Island Farm),	Island Farm	Strategic Residential Led Mixed Use	PLA2					
SP2 (3)	Land West of Bridgend	Bridgend (Land West of) - Llanmoor	Strategic Mixed Use – Residential Led	SP10	PLA6				
		Bridgend (West of) - Expansion Area (only part of originally promoted site)		PLA3	SP5, PLA6	DNP9	SP17, DNP6, DNP7	DNP5, DNP6	SP3, SP18, DNP4
SP2(4)	Land East of Pencoed	Pencoed Campus	Strategic Mixed Use	SP18					
SP2 (5)	Land East of Pyle	Land East of Pyle	Strategic Mixed Use	PLA5	SP18				

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
SP11 (1a)	SP11 – Strategic Employment Sites and ENT1	Brocastle	Strategic Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9		
SP11 (1b)		Pencoed Technology Park	Strategic Employment	SP4, DNP9	SP3, SP15, ENT16				
<b>Stage 2 Housing &amp; Mixed Use Non-Strategic Sites</b>									
COM1 (1)	Parc Afon Ewenni	Parc Afon Ewenni	Strategic Mixed Use (Regeneration)	SP4	DNP9				
COM1 (2)	Craig y Parcau	Craig y Parcau	Residential	SP10	PLA6	SP17, DNP6, DNP7	SP4, DNP9		
COM1(3-5) Land South East / South / South West of Pont Rhyd-y-cyff	COM1(3)	Bridgend Road (Land East of)	Strategic Mixed Use (Regeneration)	SP4, DNP9	SP3, DNP4				
	COM1(4)	Llangynwyd Former Four Sevens Service Station		SP4, DNP9					
	COM1(5)	Llangynwyd (South of)		PLA6	SP4, DNP9				
COM1(R1)/ ENT2	Coegnant Reclamation Site	Coegnant Reclamation Site	Residential / Employment / Recreation	SP10	PLA6	SP5, PLA6	SP4, DNP9	SP18	
<b>Gypsy, Traveller and Showpeople Sites</b>									
SP7(1)	GTAA1	Pen-y-fai Site Area	Gypsy, Traveller and Showperson Sites – permanent pitches	COM8					
SP7(20)	GTAA2	Bryncethin Depot Site Area	Gypsy, Traveller and Showperson	COM8					

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
			Sites – permanent pitches						
<b>Employment Sites</b>									
ENT1/ENT2	ENT1(15) / ENT2(32)	Land adjacent to Sarn Park Services	Employment	SP10	SP4, DNP9				
ENT1/ENT2	ENT1(6)/ ENT2(11)	Crosby Yard, Bridgend	Employment	SP4, DNP9	SP3, SP19	SP15, ENT16			
ENT2	ENT2(34)	Georgia Pacific	Employment	SP10	PLA6	SP4, DNP9	SP3, SP19	DNP4	SP15, ENT16
ENT1/ENT2	ENT1(8)/ ENT2(8)	Waterton Industrial Estate	Employment	SP10	SP5, PLA6	SP4, DNP9	SP3	SP15, ENT16	
ENT1/ ENT2	ENT1(16)	Land West Of Maesteg Road, Tondy	Contains REG1(21)	SP10	SP5, PLA6	SP4, DNP9	SP18		
ENT1/ ENT2	ENT1(4)/ENT2(2)	Bridgend Industrial Estate	Employment	PLA6	SP5, PLA6	SP4, DNP9	SP3	SP15, ENT16	SP18
ENT1/ENT2	ENT1(18)	Abergarw Industrial Estate, Brynmenyn	Employment	SP10	SP4, DNP9				
ENT2	ENT2(23)	South Cornelly Industrial	Employment	SP10	SP4, DNP9				
ENT1/ ENT2	ENT1(17)	Isfryn Industrial Estate, Blackmill	Employment	SP5, PLA9	SP10	PLA6	SP3, DNP4	SP4, DNP9	SP17
ENT2	ENT2(14)	Forge Industrial Estate, Maesteg	Employment	SP5, PLA9	PLA6	SP4, DNP9			
ENT2	ENT2(35)	Green Meadow, Llangeinor	Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9		

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
ENT2	ENT2(22)	Penllwyngwent, Ogmores Vale	Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9	SP3	SP15, ENT16
ENT1/ENT2	ENT1(14)/ENT2(28)	Brynmenyn Industrial Estate	Employment	SP10	SP5, PLA6	SP4, DNP9			
ENT1	ENT1(10)	Village Farm Industrial Estate, Pyle	Employment	SP5, PLA6	SP4, DNP9	SP17	SP17, DNP8		
ENT2	ENT2(20)	Dunraven House, near Pyle	Employment	SP5, PLA6	SP4, DNP9				
ENT2	ENT2(15)	Heol Ty Gwyn, Maesteg	Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9		
ENT2	ENT2(37)	Wern Tarw	Employment	SP5, PLA9	SP10	PLA6	SP3	SP4, DNP9	SP15, ENT16
ENT1/ ENT2	ENT1(4)/ENT2(2)	Bridgend Industrial Estate	Employment	SP5, PLA9	PLA6	SP4, DNP9	SP15, ENT16	SP18	SP3
ENT1/ENT2	ENT1(8)/ENT2(8)	Waterton Industrial Estate	Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9	SP15, ENT16	SP3
ENT1/ ENT2	ENT1(5)/ENT2(4)	Coychurch Yard, Bridgend	Employment	SP5, PLA9	PLA6	SP4, DNP9	SP15, ENT16	SP3	
ENT2	ENT2(18)	Glan Road, Porthcawl	Employment	SP5, PLA9	PLA6	SP4, DNP9			
ENT2	ENT1(10)	Trews Field, Bridgend	Employment	SP4, DNP9					
ENT2	ENT2(30)	Enterprise Centre, Tondy	Employment	SP10	SP5, PLA6	SP4, DNP9			
ENT2	ENT2(16)	Spelter Industrial Estate, Maesteg	Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9		
ENT2	ENT2(33)	Ffaldau Industrial Estate, Blaengarw	Employment	SP5, PLA9	SP10	PLA6	SP4, DNP9	SP3	SP15, ENT16

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
ENT2	ENT2(7)	Penybont Industrial Estate, Bridgend	Employment	SP4, DNP9					
ENT1/ENT2	ENT1(6)/ ENT2(11)	Crosby Yard, Bridgend	Employment	SP4, DNP9					
ENT2	ENT2(9)	Bridgend Science Park	Employment	SP5, PLA9	PLA6	SP4, DNP9	SP3	SP15, ENT16	
ENT2	ENT2(17)	Land SW Pencoed Technology Park (Pencoed Business Park)	Employment	SP4, DNP9	SP3, SP15, ENT16				
ENT1	ENT1(13)	The Triangle Site, (Bocam Park), Pencoed	Employment	SP4, DNP9	SP3, SP15, ENT16				
ENT1/ ENT2	ENT1(7)/ENT2(6)	Parc Afon Ewenni	Employment	SP10	SP4, DNP9				
ENT1/ ENT2	ENT1(15)/ ENT2(32)	Land adjacent to Sarn Park Services	Employment	SP10	SP4, DNP9				
ENT2	ENT2(19)	Pwll y Waun, Porthcawl	Employment	SP5, PLA9	PLA6	SP4, DNP9			
ENT2	ENT2(27)	Bryncethin Depot	Employment	SP10	SP4, DNP9				
ENT1/ ENT2	ENT1(12)/ ENT2(13)	Ewenny Road, Maesteg	Employment	SP5, PLA9	PLA6	SP4, DNP9			
ENT2	ENT2(5)	Litchard Industrial Estate	Employment	SP4, DNP9					
ENT1/ ENT2	ENT1(3)/ENT2(1)	Brackla Industrial Estate	Employment	SP4, DNP9					
ENT2	ENT2(12)	Coegnant Reclamation Site, Maesteg	Residential / Employment / Recreation	SP5, PLA9	SP10	PLA6	SP4, DNP9		
ENT2	ENT2(3)	Coity Sidings, Bridgend	Employment	SP4, DNP9					

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
ENT2	ENT2(29)	Former Christie Tyler Site	Employment	SP10	SP4, DNP9				
ENT1/ ENT2	ENT1(9)/ ENT2(21)	Land at Gibbons Way, North Cornelly	Employment	SP10	SP4, DNP9				
ENT1/ENT2	ENT1(11)/ ENT2(25)	Ty Draw Farm, Pyle	Employment	SP5, PLA6	SP4, DNP9				
<b>Retail Sites</b>									
ENT6	ENT6(2)	Porthcawl Waterfront Regeneration Area	Retail Provision within Regeneration and Mixed Use Development Scheme	PLA1	SP5, PLA6	SP17, DNP7	SP4, DNP9	SP18	SP3, DNP4
ENT6	ENT6(1)	Southside, Land at The Brackla Centre, Cheapside, Police Station and Surface Car Park, Bridgend	Retail and Commercial Development Site	PLA6	SP5, PLA6	SP4, DNP9			
ENT9	ENT9	Waterton Retail Park	Existing Out-of- Centre Retail Development Site	SP10	SP5, PLA6	SP17, DNP7	SP4, DNP9	SP3, SP15, ENT16	
ENT9		Sainsburys, Cefn Hirgoed	Existing Out-of- Centre Retail Development Site	SP10	SP5, PLA6	SP17, DNP7			
ENT9		Tesco, Brewery Lane, Bridgend	Existing Out-of- Centre Retail	PLA6	SP5, PLA6	SP4, DNP9			

Policy Ref	Site Name	Candidate Site Name	Site Type	SA Policy Level Mitigation					
			Development Site						
ENT9		Bridgend Designer Outlet Village	Bridgend Designer Outlet Village	SP10	SP5, PLA6	SP17, DNP7	SP4, DNP9		
ENT9		Tesco, Llynfi Lane, Maesteg	Out-of-Centre Retail Development Site	PLA6	SP4, DNP9				
ENT9		Bridgend Retail Park	Out-of-Centre Retail Development Site	SP5, PLA6	SP4, DNP9	SP3, SP15, ENT16			



## Proposed Allocations - Infrastructure Proposals SA Policy Level Mitigation

Site Ref	Proposal Name	SA Policy Level Mitigation				
<b>Transport Infrastructure</b>						
PLA8(1)	Maesteg to Bridgend Bus Corridor	SP3, DNP4	SP5, PLA6	SP17, DNP5, DNP6, , DNP7	SP4, DNP9	SP18
PLA8(1)	Blaengarw to Bridgend Bus Corridor	SP3, DNP4	SP10	SP5, PLA6	SP17, DNP7	SP4, DNP9
PLA8(1)	Ogmore Vale to Bridgend bus corridor	SP3, DNP4	SP10	SP5, PLA6	SP17, DNP6, DNP7	SP4, DNP9
PLA8(1)	Bridgend to Talbot Green Bus Corridor	SP5, PLA6	SP17, DNP6, DNP7	SP4, DNP9		
PLA8(1)	Bridgend to Cowbridge Bus Corridor	PLA6	SP5, PLA6	SP17, DNP6, DNP7	SP4, DNP9	
PLA8(8)	Improvements at Ewenny and Broadlands Roundabout A48	PLA6	SP5, PLA6	SP4, DNP9		
PLA8(5)	Improve / Expand Existing Park and Ride Facility Pencoed	SP5, PLA6	SP4, DNP9	SP3, SP15, ENT16		
PLA8(11)	Improvements to Penprysg Road Bridge, Pencoed	SP5, PLA6	SP4, DNP9	SP3, SP15, ENT16		
PLA8(2)	New Bus Terminus at Porthcawl Waterfront Regeneration Waterfront	PLA6				
PLA8(4)	New Railway Station with Park and Ride Facility, Brackla	PLA6	SP3, SP15, ENT16			
PLA8(6)	Expand / Relocate Existing Railway Station Including Strategic Park & Ride Facilities Pyle	SP5, PLA6	SP4, DNP9			
PLA8(10)	Improvements to A4063 between Sarn and Maesteg	SP3, DNP4	SP5, PLA6	SP17, DNP5, DNP6	SP17, DNP7	SP4, DNP9
<b>Allotments and Community Food Network</b>						
COM12(1)	Caerau and Brynglas Market Garden	SP10	PLA6	SP4, DNP9		

Site Ref	Proposal Name	SA Policy Level Mitigation				
COM12(2)	Land to south of Llangeinor Football Club	SP10	PLA6	SP17, DNP6, DNP7	SP4, DNP9	
<b>Cemeteries</b>						
COM13(1)	Porthcawl Cemetery, Porthcawl	SP10	PLA6			
COM13(2)	Cornelly Cemetery, North Cornelly	SP10	SP5, PLA6	SP4, DNP9		
COM13(3)	Gelliron Cemetery, Pontycymmer	SP10	PLA6	SP4, DNP9	SP3, SP15, ENT16	SP3, DNP4
COM13(4)	Pencoed Cemetery, Pencoed	SP4, DNP9	SP3, SP15, ENT16			
COM13(5)	Sarn Cemetery, Sarn	SP10	SP5, PLA6	SP4, DNP9		
<b>Energy</b>						
ENT12	Parc Stormy	SP10				

## Appendix 7: Illustrative Strategic Site Masterplans

Concept masterplans for each strategic site are provided below for illustration purposes only. The final masterplans will be refined as part of future planning applications in accordance with the respective masterplan development principles detailed in Policies PLA1-5. Further consultation will also be undertaken as part of the Pre-Application Consultation process.

### SP2(1) Porthcawl Waterfront





SP2(2) Land South of Bridgend





# SP2(3) Land West of Bridgend





SP2(4) Land East of Pencoed





SP2(5) Land East of Pyle

