

Meeting of the Communities, Environment and Housing Overview and Scrutiny Committee

3 November 2025

Responses to Recommendations / Additional Information Requested

	Recommendations / Information Requested:	Response:	Accepted / Partially Accepted / Not Accepted:
Net Zero Strategy			
Recommendations:			
1	The Committee discussed that 71% of the Council's emissions came from the supply chain and recommended that consideration be given to additional resource being allocated to seeking technical expertise to develop a low carbon and local supply chain.	The Decarbonisation programme team will prioritise supporting the Procurement team and commissioning officers to work with suppliers so that supply chain emissions can be better calculated and suppliers can be supported to move to lower carbon activities. A specific supply chain action plan for 2026-27 will be agreed with the Decarbonisation Programme Board in March 2026.	Accepted
2	The Committee expressed concern regarding the unlikelihood of meeting the 2030 Net Zero target given the funding for the identified cost of £109 Million for implementation that would be needed and recommended that Cabinet reconsider its commitment to the 2030 target, request the Welsh Government (WG) to review their target for Net Zero and provide guidance on how to proceed.	Reported to Cabinet on 3 February 2026 .	
3	The Committee expressed concern about the consultation questionnaire in Appendix 3, in particular that the first question provided responders with the option to	The consultation was published as presented in Appendix 3.	Accepted

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	<p>'Strongly Disagree' or 'Disagree' and recommended that it be reworded and that a question regarding the level of understanding and awareness of Net Zero in the wider community be included.</p>		
Additional Information Requested:			
4	<p>The Committee requested a copy of any correspondence with WLGA or WG in respect of the following recommendations from its 7 April 2025 meeting:</p> <p><i>“The Committee discussed the challenges of the Authority achieving Net Zero Carbon 2030 and recommended that consideration be given to approaching the Welsh Local Government Association (WLGA) to seek clarity as to the current status of strategies to reach net zero by 2030 in the other Welsh local authorities, following which, if other Welsh local authorities are experiencing similar challenges, the Committee further recommended that a follow-up request be made to ask the WLGA to make the Welsh Government aware of the situation and consider extending its net zero carbon strategy from 2030 to align it with that of the UK Government, to reach net zero by 2050.”</i></p>	<p>Correspondence will be sent through for distribution.</p>	<p>Accepted</p>

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Electric Vehicle Charging Strategy			
Recommendations:			
5	<p>The Committee discussed the disparity between the availability, capacity and speed of electric vehicle (EV) chargers in Bridgend supermarkets compared to the town centre and recommended that the strategy, which is to be developed following the consultation, focusses on the need to install affordable EV chargers with greater charging capacity in the town centre, and especially in Rhiw car park, as a matter of urgency.</p>	<p>We have now had our response to the EV charging strategy and respondents have highlighted areas where they think we need to target as a council. They are supportive of the strategy but also want us to make sure we focus on residential charging either through lamppost charging and gullies for home charging. We will no want to come back to scrutiny to present the findings from the consultation before Cabinet approve the final strategy that will set the overall vision for the whole of Bridgend CBC.</p> <div style="text-align: center;">  <p>Bridgend EV Charging Survey_Res</p> </div>	Accepted

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6	<p>The Committee recommended that consideration be given to exploring the feasibility:</p> <ul style="list-style-type: none"> a. of developing large-scale EV charging stations to be located on industrial estates; and b. the commercial viability of developing a commercial service to provide EV chargers of our own, possibly involving a third-party supplier which could be a source of revenue for the Local Authority. 	<ul style="list-style-type: none"> a. agree that this can be investigated. b. The option of revenue sharing has been included as part of the concession contract that is currently out to tender and officers will make sure that this remains on the agenda with whichever CPO appointed. 	Accepted
7	<p>The Committee recommended that energy providers are consulted to understand the potential challenges with grid capacity across the Borough if there is a substantial increase in the number of EV chargers, in homes, businesses, town centres and industrial estates.</p>	<p>The sustainable development manager attends regional local area energy plan meetings in which DNOs attend and this is an issue that is discussed.</p>	Accepted
8	<p>The Committee recommended that the consultation needed to address a number of issues:</p>		Accepted

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	<ul style="list-style-type: none"> - The demand for and affordability of electric cars across communities. This could provide valuable data to inform priorities for the roll out of infrastructure as part of a future EV strategy. - The need to consult schools directly across the Borough on the possible use of schools as locations for EV chargers. - The questionnaire needed to provide respondents with an opportunity to supply basic location data (e.g. postcode) to help inform the development of the EV strategy, and especially the potential challenges of rolling out EV charging capacity across the County Borough. 	<p>The consultation asked the question of likelihood of switching to EV. It also asked the type of infrastructure that was favoured. Please see copy of consultation report.</p> <p>Agreed that this can be investigate in conjunction with our decarbonisation team and school leads. There would need to be very specific criteria met to ensure that safeguarding and traffic safety was always maintained.</p> <p>Charging locations are fundamentally determined through the use of NEAVIS data and a new tool has this tool has been made available through WG and TfW for all LAs in Wales.</p>	
Additional Information Requested:			
9	The Committee requested the number and capacity of EV charging points in supermarkets in the Borough.	Officers do not hold this information unless all supermarkets were visited and the charge points counted. However, Zapmap can provide details of charge points available across the whole county.	Not Accepted

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		https://www.zapmap.com/	
10	<p>The Committee queried whether reference to the development of EV infrastructure as part of Section 106 of residential developments in the Local Development Plan is a requirement or a request and requested details regarding the powers available to the Local Authority to ensure the efficient installation of EV charging infrastructure in future.</p>	<p>Planning obligations (via s106 agreements) should only be used for a development where it is not possible to address unacceptable impacts through a planning condition. This typically includes where developments have significant impacts that cannot be managed conditions alone, or when financial payments, land transfer, or long-term management arrangements are required.</p> <p>EV infrastructure within a development is therefore typically secured by planning condition rather than via s106. This is usually because the development is on private land and part of the site's internal design, not an off-site mitigation package. Even if s106 contributions were secured to this end, the Council would not be able to undertake the works on third party land and so a planning condition is the most appropriate route.</p> <p>There is both national and local planning policy in this respect:</p>	Accepted

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		<ul style="list-style-type: none">• Future Wales Policy 12 / Regional Connectivity expects that where car parking is provided for new non-residential development, Local Planning Authorities should seek a minimum of 10% of spaces to have EV charging points.• Welsh Government EV Charging Strategy (2021) and action plan – sets the national direction and expectations for increasing charging provision, including through new development.• Adopted Local Development Plan Policy SP5: Sustainable Transport and Accessibility sets out criteria to ensure development must be supported by appropriate transport measures and infrastructure. Criterion 9 states, “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”.	

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		<p>As such, provision of EV infrastructure is a policy requirement where proportionate to the proposal, necessary to mitigate the impacts of development and both fairly and reasonably related to the development. All the needs and requirements for EV would be secured through precise planning conditions rather than s106 agreements, but the nature of provision would vary depending on the nature, type and scale of development. For example, some developments may only provide EV-ready ducting/cabling. This would be determined through the Development Management process.</p>	
Forward Work Programme:			
11	<p>The Committee requested that:</p> <p>a. The Maesteg Town Hall report scheduled for 23 February be brought forward to 8 December meeting, in place of the Grand Pavilion report.</p> <p>b. The report on Bridgend Town Centre Regeneration included on the Forward Work Programme be scheduled for</p>	<p>Scheduling of requested reports to be actioned by Scrutiny, Chair of Committee and Corporate Director in Work Planning Meetings</p>	

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	<p>consideration as soon as possible.</p> <p>c. A report on water quality and pollution, the capacity of the Penybont Wastewater Treatment Works and plans to meet future demand from significant increases in the number of properties planned from a number of new developments, and that Welsh Water and Natural Resources Wales be invited to attend.</p>		