

**REFERENCE:** P/24/313/FUL

**APPLICANT:** Lewis Homes (South Wales) Ltd c/o Savills , 2 Kingsway, Cardiff, CF10 3FD

**LOCATION:** Land south of Pont-Rhyd-Y-Cyff Bridgend Road Llangynwyd CF34 9RW

**PROPOSAL:** Erection of 82 new units (73 dwellings and 9 flats), open space, landscaping, access roads and paths and associated infrastructure

**RECEIVED:** 30 May 2024

### **APPLICATION/SITE DESCRIPTION**

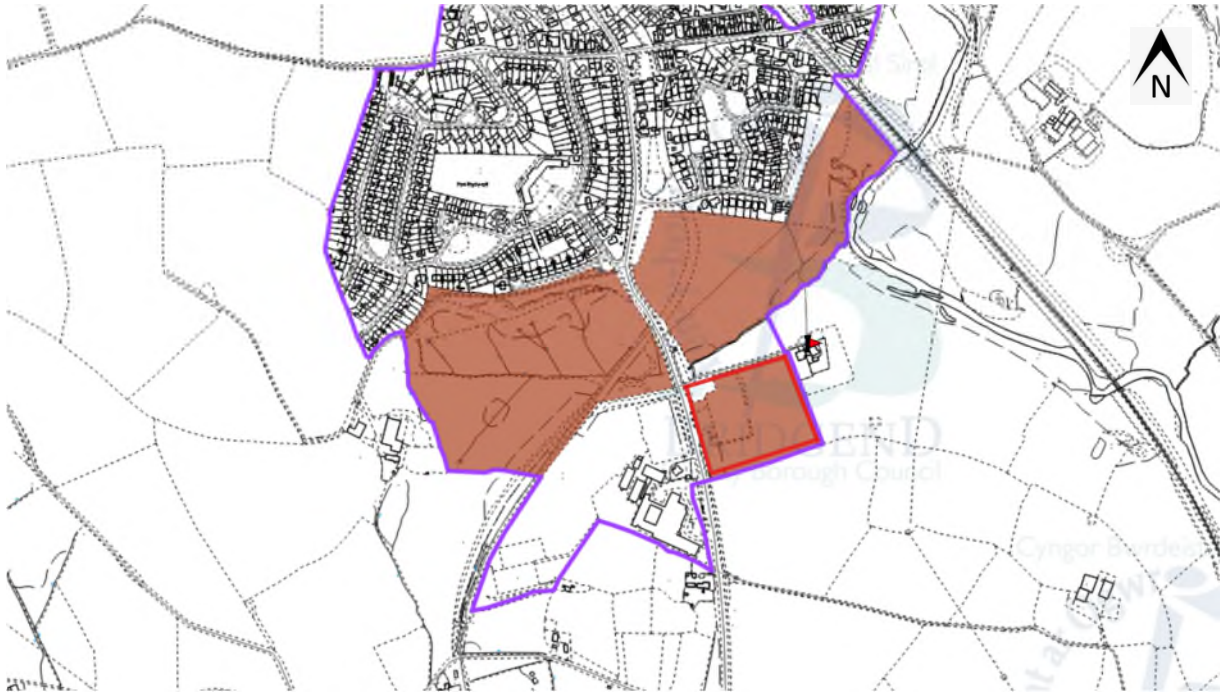
The Application seeks full planning permission for erection of 82 new residential units (73 dwellings and 9 flats), open space, landscaping, access roads and paths and associated infrastructure at Land south of Pont-Rhyd-Y-Cyff, Bridgend Road, Llangynwyd, shown below in figure 1.

*Figure 1 – Site Location Plan*



The site which is roughly square in shape is a partially brownfield site and previously accommodated a petrol filling station, which has since been de-commissioned; it measures approximately 2.3ha and is situated to the south of Pont-Rhyd-Y-Cyff. There are two bus stops close to the site entrance. The closest shops are located approximately 450m away to the North which is also the location of Llangynwyd village hall. The nearest school is across the road which is Ysgol Gyfun Gymraeg Llangynwyd Secondary School and there is another school, Llangynwyd Primary, located approximately 300m to the North. The Application site is one of three allocated housing sites within the area. Figure 2 below shows the 3 housing allocations in brown and the settlement limit in purple.

**Figure 2 – housing allocation and settlement limit**



The site slopes from its highest point in the South to its lowest point in the North, there is a level difference of approximately 9m from one side to the other. The nearest residential properties are located to the Northeast corner; these are 1-3 *Gelli Siriol Cottage* with No.3 being the closest. The Northern boundary is tree lined with footpath LDM/2/1 being located the other side of the trees outside of the site which runs along the access road to the dwellings at *Gelli Siriol Cottage*. The Southern boundary is tree lined with open fields beyond; the Eastern boundary is mix of hedgerow fencing and trees with open countryside beyond which form part of the Western Uplands Special Landscape Area. Bridgend Road (A4063) runs along the Western boundary with a school across the road; this can be seen below in figure 3.

**Figure 3 – Aerial photo of site**



The Application proposes 82 new residential units (73 dwellings and 9 flats), with a mix of terrace/townhouse, semi-detached, and detached houses, as well as some new apartments.

Each dwelling is finished in a combination of brickwork and render and weatherboard panelling; details of the materials have not been provided. The entire development is to make use of electric heating exclusively on the site and all properties have been designed to facilitate this and will incorporate air source heat pumps and solar panels. 15% of the units (12 units) will be provided as Affordable Housing all of which are WDQR compliant. Due to the sloping topography there will be some retaining works provided to facilitate the development; for the most part these are relatively small structures and will be finished in facing brick where they can be seen from any public vantage point. However, some larger structures are required up to 2m high to get the appropriate levels through the site, however these are not located in highly prominent locations.

The access road into the site is centrally located and forms a loop design with several small cul-de-sacs and small shared drives off it. The site has been designed to create a strong frontage onto Bridgend Road by facing properties and locating the taller properties and the 3 storey flats onto this part of the site, creating a sense of place. A new active travel route is proposed to provide safe pedestrian cycle and walking routes to the village and the school, including a controlled crossing as part of the development. The three separate allocated housing sites will deliver this new active travel route between them.

A Sustainable Drainage System (SuDS) incorporating a drainage basin is located to the North of the entrance providing an opportunity for additional landscaping and creating a pleasant green area at the entrance which enhances the scheme. Whilst some trees on the frontage and within the site will be felled to enable safe access, the existing trees on the Northern and Southern boundaries are to be retained as a buffer zone creating a wildlife corridor. This will also act as a visual buffer from the wider area. In addition to this green buffer, a landscaping scheme also shows several trees, hedgerows and plants being proposed to be planted around the site to compensate for any loss of trees. This can be seen in the site layout below (Figure 4).

**Figure 4 - Proposed Site Layout**



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

- Design and Access Statement by Spring Design Dec 2025
- Planning Statement by Savills Dated April 2024
- PAC Report by Savills Dated May 2024
- Energy Strategy Statement June 2024
- Desk Study report by Integral Geotechnique Jan 2024
- Site investigation Report by Integral Geotechnique Sep 2023
- Green Infrastructure Statement by DP landscape architecture May 2024
- Landscape and Visual technical Note Dec 2025
- Tree removal letter by I and G Ecological Consulting
- Tree Survey by Treescene June 2023
- Tree constraints Plans by Treescene
- Tree survey for bat roosting potential by I and G Ecological Consulting Aug 2024
- Soft Landscaping proposal
- Biodiversity Enhancement Scheme by I and G Consulting Nov 2025
- Arboricultural Impact assessment and method statement by Treescene Nov 2025
- Tree Protection Plan by Treescene
- Ecological Appraisal Report by I and G Ecological Consulting Feb 2023
- Retaining wall structural information by Spring Design Dated June 2024
- Transport Assessment by Asbri Trasport Nov 2025

### **PRE-APPLICATION CONSULTATION**

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

The consultation exercise took place between 25 April 2024 and the 22 June 2024. The consultation involved notifying local residents within the surrounding area, together with Ward members, and specialist consultees.

### **RELEVANT HISTORY**

**P/21/428/FUL** Retention of 2 storage containers - Refused 8 November 2021

**P/00/824/FUL** Construction of Single Storey Foodstore Class A1 with 112 Parking Spaces - Refused 5 July 2001

**P/98/10/FUL** Extension to Sales Building & Relocation of Air/Water Facilities - Approved 24 March 1998

**A/98/1/ADV** Internally Illuminated Signs - Approved 24 February 1998

### **PUBLICITY**

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

### **CONSULTATION RESPONSES**

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

**Ecology:** No Objection subject to conditions

**Highways Officer:** No Objection subject to conditions

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

**Natural Resources Wales:** No objection subject to conditions.

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

**Crime Prevention Design South Wales Police:** Have made general comment in relation to secure by design.

**Coal Authority:** No objection.

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

**Structural Engineer:** No objection.

## **REPRESENTATIONS RECEIVED**

1 letter of support and 9 letters of objection have been received which raise the following issues:

### **Visual Amenity**

- a) 3 storey buildings are not suitable in the area.
- b) The general scale, size of the project I would suggest is rather large for the amount of land it covers it is ugly and an eye sore.

### **Residential Amenity**

- c) The proposed development would be right alongside our homes and directly looking over what is currently a private space. The cottages are currently not overlooked by any houses.
- d) Noise pollution will significantly impact the quality of life for residents in the vicinity of the proposed development, not only from the proposed development, but also from increased vehicles.

### **Highways and Pedestrian Safety**

- e) The proposed site for the new houses is in close proximity to a local school. Currently, the roads around this area are already congested, particularly during school drop-off and pick-up times. The addition of new houses will significantly increase traffic volume, posing a serious danger to children and other pedestrians. Moreover, the absence of traffic lights and other traffic calming measures further heightens the risk of accidents and create safety hazards for pedestrians and cyclists.

- f) An objector has raised that BCBC's Local Development Plan (LDP) 2018-2033 states:

*"4.5 The existing junction layout assessment and the analysis of the efficiency, capacity and congestion issues (Capita - M4 Junction 36 Improvements Stage 5 Report, 2016) highlight that Junction 36 had reached its operational traffic capacity limit and there are significant queue lengths on all of the six junction approaches during peak periods."*

*"6.6 It is recognised that the current problems and issues experienced at Junction 36 will negatively impact the deliverability of achieving the spatial distribution of regeneration activities and needs across the county borough."*

*6.9 Without intervention, there is serious risk that businesses and developers will be discouraged from locating in the vicinity of Junction 36, or to areas that will be accessed via this junction, as a consequence of the congestion and connectivity problems."*

They believe this presents a compelling argument against further development, considering the impact such an increase in traffic will have on all the feeder roads to the A4063 as well as increased congestion problems all along the Llynfi Valley, right up to and including Junction 36.

- g) There have been several Road Traffic Accidents (RTA) outside Ysgol Llangynwyd directly opposite the proposed development in recent months alone. I fear for the safety of not only my children but all the children attending the school, an additional junction entering onto the road would only exacerbate the already strained road/traffic issues.

### **Drainage**

- h) There have been Issues with sewerage overflowing into the lane when there is heavy rain.
- i) The sewerage system in the area has no capacity to take any more dwellings.
- j) There have been Issues with surface water running onto the road.

### **Biodiversity**

- k) Concerns over the destruction of habitats, the loss of green spaces, and the disruption of wildlife. and the effect on the local ecosystems.
- l) Why was the land cleared numerous times? Were the surveys conducted before the land was cleared.
- m) Concerns over the removal of trees.
- n) There is the potential for water pollution, both free running and mains service, that will affect the wellbeing of the community.

### **Other**

- o) Concerns over the potential impact of the proposed development on local amenities and services. Would lead to increased strain on infrastructure, such as schools, GP surgeries, dentists and other healthcare facilities, most of which are in Maesteg, there are very few services in the village, and the Princess of Wales Hospital is already under resourced and struggling with demand. Additional housing would further compromise the quality of life in the community.
- p) The broader local infrastructure is not equipped to handle such a large development. This includes everything from public transportation to recreational facilities. In this area the facilities comprise only one local shop and a fast food takeaway shop and a small village hall.
- q) This will not be in keeping with the context or scale of the area. The population of Llangynwyd Middle Parish as per the 2021 census was 2,966. If the full 500 dwellings are built with an average of 3 people per household, this would increase the population by 1,500, a 50% increase. This would result in a layout and density that is inappropriate for the area.
- r) The potential pollution from construction activities, such as air quality, from construction dust, and exhaust emissions from heavy plant, and increased road traffic.
- s) This proposal would affect the character and appearance of the neighbourhood, this development would be at the entrance to the village, which is linked to the historic Village of Llangynwyd, and its Church and famous Old House which are only a short distance away.
- t) Council would also fear for the additional strain on existing services of Water, Sewerage, and demand on the electric grid.
- u) During testing of the ground (last August) holes were being drilled and this caused issue on nearby ground.
- v) One objector claims they own the land and do not give permission for it to be developed.

## **Comments on Representations received**

### **Visual Amenity**

The concerns raised in relation to visual amenity are addressed within the appropriate sections of the report.

### **Residential Amenity**

The concerns raised in relation to residential amenity are addressed within the appropriate sections of the report.

### **Highways and Pedestrian Safety**

- e) This is addressed within the report.
- f) A collective Transport Assessment (**TA**) was undertaken by Asbri Transport to support the allocation of the three sites in Pont-Rhyd-Y-Cyff . The TA undertook an analysis of the potential traffic impact on Junction 36 of the M4 in relation to the development of the three proposed housing allocations (COM1(2): Land Southeast of Pont-Rhyd-Y-Cyff, COM1(3); Land South of Pont-Rhyd-Y-Cyff & COM1(4); Land South West of Pont-Rhyd-Y-Cyff). It was determined that the three allocations would have a high degree of their forecasted 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 Borough's second largest settlement), and Sarn and direct connection to Bridgend Town Centre via the A4063 Bridgend Road, thereby reducing the proportion of the forecasted 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.
- g) This is addressed within the report.

### **Drainage**

- h) Dwr Cymru/Welsh Water and the Local Authority's Land Drainage Officer have not identified any such issues within the area, nevertheless this development would be subject to a SAB Application to ensure surface water is adequately drained and Dwr Cymru/Welsh Water have advised that all sewerage can be accommodated within the existing sewer system which has available capacity.
- i) Dwr Cymru/Welsh Water have advised that the existing sewerage system has capacity for the development.
- j) This is an existing issue, however, a condition can be imposed to ensure no surface water discharges onto the highway.

### **Biodiversity**

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

### **Other**

- o) Whilst there is no Health Impact Assessment (**HIA**) submitted with this Application Policy SP8 does not impose a blanket requirement for an HIA for all development proposals. The wording "*where appropriate*" is intended to apply the requirement in a manner commensurate with the scale, nature and likely impacts of the proposal. Policy SP8 was developed primarily in the context of the strategic site allocations, which will give rise to a significant quantum of housing that would be capable of materially altering the health determinants in the area. It is in those circumstances, where there is demonstrable potential for significant impacts, that a comprehensive HIA is clearly appropriate and necessary to satisfy Policy SP8.

Nevertheless, infrastructure capacity was a key consideration throughout the plan-making process. The RLDP (Revised Local Development Plan adopted March 2024) evidence base, specifically the Infrastructure Delivery Plan informed the allocation of the site and confirmed the infrastructure requirements and mitigation measures required to make development acceptable through consultation with service providers and internal Council departments. This included infrastructure relating to transport, education, health, environmental management, utilities and community/cultural infrastructure.

Additionally, a plan wide HIA was undertaken on the RLDP, which identified a number of key health and well-being impacts and priorities, which were reflected and addressed in the final adopted RLDP. The Health Board were also consulted on the suite of allocations within the RLDP at the plan making stage to help inform alignment of future healthcare service provision against housing growth. No objections were raised.

- p) The site is located within settlement limits and is considered to be in a suitable location. Active travel improvements are also being proposed, making it easier for people to walk or cycle, and improving public transport links. This would promote Active Travel and would make getting around easier and accessible to all. The site is also in close proximity to Maesteg.
- q) Whilst densities of new development are generally higher than any existing settlement, this is required by National and Local Planning Policy and necessary to make the best use of the land and maximise housing for residents and meet the targets set by the RLDP. The layout submitted, whilst slightly less than the allocated density, is considered to be appropriate for the area. Furthermore, there is no strong architectural language present within the area to inform the design for the new dwellings; as such the development has the opportunity to create its own unique sense of place. The three developments once completed will, in effect, extend the village.
- r) The proposal has been assessed by Shared Regulatory Services who have not raised any concerns with regards to Air Quality, nevertheless construction traffic would be transient in nature and unlikely to cause any significant concerns relating to Air Quality.
- s) The development has been designed to have a presence off Bridgend Road, however the design and style of the dwelling and apartments would create an attractive development with a mix of houses and landscaping whilst retaining as much of the existing trees as possible. It is considered that this would not detract from the character and appearance of the area and, if anything, would remove an unsightly derelict brownfield site improving the overall aesthetics of the Historic village.
- t) No concerns have been raised from any statutory undertakers with regards to this development.
- u) This would be a private matter between the owner of the site and the local resident.
- v) In relation to the objector claiming they own the site; the Applicant has confirmed that the Applicant is the owner of the site and advised the claims are not correct and that the correct certificate has been completed as part of this Application. Nevertheless, land ownership is not a material planning consideration.

## **PLANNING POLICY**

### **National Planning Policy and Guidance**

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

Future Wales now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being

of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the development plan need to accord with Future Wales.

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

Paragraph 1.30 of **PPW12** confirms that: *“Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning Applications.”*

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

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

**PPW12** states at paragraphs 2.22 and 2.23 that the Planning system should *“ensure that a post-Covid world has people’s well-being at its heart”* and recognises the *“pivotal role that planners play in shaping our society for the future”* prioritising *“placemaking, decarbonisation and well-being.”*

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

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

Paragraph 6.4.4 states: *“It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals.”* It further states: *“All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on biodiversity and ecosystem resilience cannot be avoided, minimised or mitigated/restored, and as a last resort compensated for, it will be necessary to refuse planning permission.”*

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

### **Technical Advice Notes**

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

- Technical Advice Note 5 – Nature Conservation and Planning (2009).
- Technical Advice Note 12 - Design (2016)
- Technical Advice Note 15 – Development and Flood Risk (2004)
- Technical Advice Note 18 – Transport (2007).

### **The Well-being Duty on Public Bodies**

Sections 2, 3, 4 and 5 of the Well-being of Future Generations (Wales) Act 2015 together impose a duty on public bodies to carry out sustainable development, aimed at achieving the well-being goals, in accordance with the sustainable development principle. The public body must act in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs.

The well-being goals identified in the Act are:

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

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

### **The Socio- Economic Duty**

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

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

### **The Biodiversity and Resilience of Ecosystems Duty**

Section 6 of the Environment (Wales) Act 2016 requires that “*A public authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions.*”

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

### **Local Planning Policy and Guidance**

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

relevance:

### Strategic Policy

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

### Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy COM1: Housing Allocations
- Policy COM2: Affordable Housing
- Policy COM3: On site provision of Affordable Housing
- Policy COM6: Residential Density
- Policy ENT10: Low Carbon Heating Technologies for New Development
- Policy ENT15: Waste Movement in new development
- Policy DNP4: Special Landscaped Areas
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural resource and Public Health

### **Supplementary Planning Guidance:**

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

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

### **EIA Screening**

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

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

### **APPRAISAL**

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

## **Issues**

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

## **Principle of Development**

The primary objective of Planning Policy Wales 12 (**PPW12**) is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. **PPW12** and the National Development Framework (**NDF**) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (**SDPs**) and Local Development Plans (**LDPs**).

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

**Policy SP6** - Sustainable Housing Strategy of the RLDP supports *Edge of Settlement Sites* within, and on the edge of, established settlements. The proposed site would constitute an Edge of Settlement Site under Policy SP6 and could contribute towards the delivery of the overall housing requirement. The majority of the site (excluding a small corner) site is allocated for 102 units (including 15 affordable housing units) under **Policy COM1(3)** – Land South of Pont-Rhyd-Y-Cyff. The site also incorporates an area of land (northwestern boundary) that does not form part of the allocation. However, this is located within the settlement boundary where residential development would be acceptable in principle.

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

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

The density of the proposed development consists of 37dph compared to 51dph illustrated on the proving layout which supported the site at examination. Whilst 37dph is below the proposed benchmark within Policy COM6 and National planning policy, the reduction is broadly considered to be acceptable as the proving layout that supported the site at examination placed a greater reliance on apartments. In contrast, the Applicant has sought to deliver a wider mix of house types, which is considered appropriate in this location.

It is noted that the proposed layout incorporates dwellings in the form of 1-bed (11%), 2-bed (30%), 3-bed (44%) and 4-bed (15%) on-site. Policy COM1 requires new housing developments to incorporate an appropriate mix of house types, sizes and tenures to cater

for a range of housing needs. The proposal is therefore considered to provide an acceptable mix of types and sizes.

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

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

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

### **Impact on Visual Amenity and Character.**

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

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

Strategic Policy SP3 *Good Design and Sustainable Place Making* seeks to conserve and enhance the built environment and states: *“All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.”* Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area. Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The site is presently a derelict brownfield site and, therefore, it is accepted that the proposed housing development would alter its character permanently. However, as detailed above, the principle of developing the site for residential purposes has been established with the housing allocation under COM1/3 of the Replacement Local Development Plan, and the allocation of this land for residential use has already taken into consideration the wider contextual character issues with regard to the use of the land.

Within this overarching Policy context and noting especially the need to embrace the principles of place- making, it is clear that this development has at its heart a determination to not only improve the visual appearance of the area, but more importantly to improve the quality of the area and create a desirable place to live. The proposed layout, scale and design of the development have been refined from its initial concept, directly addressing discussions with the Local Planning Authority,

This revised layout establishes a distinctive central entrance, leading into a permeable loop-road configuration punctuated by intimate cul-de-sacs and private shared drives. The site’s layout is strategically engineered to establish a robust building line along Bridgend Road, and, by orientating dwellings outward and concentrating the three-storey apartment blocks

and taller units along this frontage, the design creates a prominent sense of arrival and a distinct sense of place, seen below in figure 5.

**Figure 5 – Computer Generated Image of the Layout**



The internal loop arrangement, which was added following advice from the Local Highway Authority, provides ease of movement around the site, making it accessible and safe for future residents to use. The road surface will be finished in a number of different finishes adding visual interest to the development. Shared drives would also have bin collection points for residents to present their bins on collection day. A bin store and cycle store is shown on the layout however no details have been provided; as such a condition can be imposed requiring details to ensure both are appropriately designed.

Immediately North of the entrance is a Sustainable Drainage System (SuDS) basin which serves as a dual-purpose feature, integrating essential infrastructure with aesthetic landscaping to provide a grassy, welcoming gateway to the scheme. Whilst some tree removal is required at the site's entrance along Bridgend Road to ensure safe visibility splays, the existing rows of trees along the Northern and Southern boundaries will be retained. These mature trees function as essential visual buffers screening the development from the wider landscape. The Local Planning Authority will also be protecting these trees as part of a formal Tree Preservation Order (separate to this planning Application), to ensure their retention and longevity. In addition, the Application is accompanied by arboricultural surveys and details of how the existing trees can be protected during construction works. A condition can be imposed to ensure the protection measures are in place throughout the construction phase of the site. To further enhance the site's ecology and visual interest, a comprehensive soft landscaping strategy is proposed, introducing significant new tree and shrub planting to offset any losses and to ensure a net gain in green infrastructure. A condition can be imposed to ensure this is implemented and managed accordingly.

The development incorporates a range of different house types, apartments and flats and the Applicant has worked with the Local Planning Authority with regards to the layout and density. Figure 6 below shows a selection of the house types being proposed. Whilst the design of the dwellings is considered acceptable and aesthetically pleasing, it is considered that it would be beneficial to further enhance the scheme by have a contrasting brick or render on some of the plots making them focal points within the wider development. This

has been discussed with the Applicant who is content to do this. As such a condition can be imposed to ensure that this is achieved.

**Figure 6 – Examples of House types**



The layout plan illustrates that the means of enclosure to the properties will be a combination of close boarded fencing and a screen wall with brick piers. The screen walls will generally be in the public areas with the close boarded fencing in the rear gardens to provide privacy to future residents.

There are some areas where there is fencing proposed in public areas which would not be acceptable. As such, a condition can be imposed to ensure that screen walls are provided in prominent areas with the fencing used in less prominent locations. Due to the sloping topography of the site, there will be some retaining works provided to facilitate the development; for the most part these are relatively small structures and will be finished in facing brick where they can be seen from any public vantage point. However, the engineering drawings appear to show some retaining walls seen from shared drives and roads within the site as masonry structures. A condition can be imposed to ensure prominent or large walls visible from public vantage points will be faced with brick so that they are more aesthetically pleasing.

With regards to the wider special landscaped area, Western Uplands under Policy DNP4, the site is allocated for a residential use and as such there would be some degree of change. Nevertheless the Applicant has provided a Landscape and Visual technical note where they have assessed the impact of the development on the wider special landscaped area. This note concluded that, due to the retention of trees which screen much of the site, the additional landscaping proposed and the overall design and layout of the development, it would not have any unacceptable impact upon the wider Special Landscape Area. A condition can be imposed to ensure that the landscaping is implemented and appropriately managed.

Due to constraints relating to density and housing numbers, no play provision has been provided on this site. However, a contribution will be secured to enhance existing play facilities in the area and the active travel improvements (discussed later in this report), would ensure that these play facilities are easily accessible to future residents. It should also be noted that there are small informal areas of open space throughout this development.

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

### **Residential/Neighbouring Amenity**

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

The only residential properties in proximity are 1 to 3 Gelli Siriol Cottages, located to the Northeast of the site. The remainder of the site is bounded by trees, open countryside and Bridgend Road. The Cottages are circled in orange on figure 7 below.

**Figure 7– Nearest Existing houses (Gelli Siriol Cottages)**



### **Overbearing/Overshadowing**

Plots 15 and 16 are the closest to No 3 Gelli Siriol Cottages. The proposed dwellings are positioned in excess of 15m from the boundary of Gelli Siriol and in excess of 27m to the side elevation of the existing dwelling. It is considered that the separation distances of the proposed dwellings are sufficient to ensure that there are no unacceptable levels of overshadowing or overbearing to any of the existing dwellings or private garden areas. The relationship is shown below in Figure 8.

**Figure 8 - Site plan showing sections to nearest residential properties**



### Overlooking

In term of overlooking, the proposed dwellings are positioned in excess of 15m from the boundary of Gelli Siriol and in excess of 27m to the side elevation of the existing dwelling. This is considered a sufficient distance to ensure that there is no unacceptable impact regarding overlooking or loss of privacy. It should also be noted that a new 1.8m high close boarded fence and a new hedgerow will be positioned along the entire North-eastern boundary.

### Residential amenity Future occupiers

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

With regards to private amenity space, garden sizes are considered to be appropriately sized to ensure that future occupiers have sufficient outdoor amenity space. Plots 25 to 42 back onto trees which will be protected and permitted development rights for outbuildings will be removed from these plots so that any outbuilding is assessed to ensure the root protection areas of the trees are not compromised. A similar situation occurs with plots 1 and 6 to 14 on the opposite side of the site.

### Noise and Nuisance

Policy SP3(g) also states: *"Development should Avoid or minimise noise, air, soil and water pollution"*. SRS have assessed the proposal and have noted that the development fronts onto the A4063 and will be subject to road traffic noise. In addition, the bin store provided for the apartments (Type 211) appears small for the number of proposed units and needs careful management as these types of communal bin stores tend to generate complaints of excessive build up of accumulations of waste which attract rodents due to tenants

generating more waste than they are permitted. The Applicant has also stated that all houses will be installed with air source heat pumps.

As such Shared Regulatory Services (Environmental Health) have no objections subject to several recommendations to protect the amenity of nearby residents and future occupiers of the scheme. These relate to a noise assessment in relation to traffic noise and exposure levels to the proposed houses fronting the road, and a scheme providing mitigation if required where there are gaps in fencing/walls to plots 1-7, 63-64 and apartment block 65-73. SRS also require a revised bin storage scheme, to ensure it can accommodate the level of waste and that it is managed appropriately to prevent fly tipping, and a Construction Environmental Management (**CEMP**) relating to noise and vibration mitigation, hours of operation, timescales for phases and measure to control dust and dirt.

The energy assessment states that all dwellings and apartments will be installed with air source heat pumps; a scheme can be submitted detailing the locations and sound power levels of each of the ASHPs to be installed at each property and the predicted overall cumulative noise levels of the ASHPs that will be experienced to the existing properties adjacent to the proposed development.

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

### Lighting

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

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

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

### Access and Parking

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

**Criterion e)** of RLDP Policy **SP3** obliges development to *“Maximise opportunities for active*

*travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all...*

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

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

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

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

The Application seeks consent for the construction of 82 dwellings on a brownfield site with access gained from the A4063. It should be noted that the site has been considered as part of the process leading to the adoption of the Replacement Local Development Plan in March 2024 (RLDP) and is allocated for housing in the Plan. As such, a significant amount of consultation and consideration of the traffic which will be generated by the proposed development has already been undertaken and agreed through the plan-making and examination process for the RLDP. Nevertheless, to support this Application a Transport Statement has been undertaken by Asbri Transport dated November 2025, which identifies the following:

- The RLDP process has established in allocating the site that this development is appropriately located and acceptable in traffic and transport terms.
- The traffic and movements by all modes generated by the development proposals could be accommodated on the highway network and will not have a detrimental impact on the free flow of traffic using the local highway network.
- The proposed development site is located with good access to public transport services, with frequent services running from bus stops within the site’s immediate vicinity on the A4063.
- The site is also situated within walking distance of several amenities/facilities, including 2 schools, reducing the need for private car-borne trips. The site will also be accessible to movement by active travel modes (a new active travel route to be provided as part of this and the other two developments in the area).

As such, the Asbri report concludes that the site is considered both accessible and sustainable and will not give rise to any significant transport impacts.

The Local Authority’s Highway’s Officer has reviewed the submitted Transport Statement, proposed planning layout, house type information, and the additional information relating to the active travel improvements proposed along the A4063 corridor.

The Transport Assessment confirms that the current Application relates to 82 dwellings and that the site forms part of the allocated housing land to the south of Pont Rhyd-Y-Cyff. The Assessment also confirms that earlier transport work was undertaken in support of the allocation of the site and that the current Transport Assessment supersedes previous versions.

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

Access to the development is proposed via a new priority junction onto the A4063, located between the two existing access points. The Transport Assessment states that the historic access points are shown on the site plan and that the proposed access has been designed with visibility splays based on observed 85th percentile speeds. The Assessment also states that the access and internal layout have been tracked for emergency service vehicles and an 11.5m refuse vehicle. Subject to the detailed design being secured through the appropriate highway agreement, the proposed means of access is considered acceptable in principle.

The Highway Authority (**HA**) notes that a number of local objections have raised concerns regarding traffic conditions in the vicinity of the school, particularly during school drop-off and pick-up periods. These concerns are understood, as school peak periods can create localised congestion and can affect driver behaviour in the immediate vicinity of school entrances. However, the proposed development needs to be considered in the context of the adopted RLDP allocation, the submitted Transport Assessment and the mitigation now proposed as part of the wider A4063 active travel scheme.

The section of the A4063 (Bridgend Road) fronting the site and school is subject to the national default 20mph speed limit in Wales during school hours only. This materially assists in managing the speed environment in the vicinity of the school and proposed site access, however, it is considered that a permanent 20mph speed limit would be appropriate when all development is completed. In addition, the active travel package proposes pedestrian and cyclist crossing provision on the A4063, with the type and location to be agreed with the HA. The Transport Assessment confirms that pedestrian and cyclist crossing provision will form part of the agreed active travel works on the A4063, which will provide a better controlled, signalised crossing for school pupils, residents, and other pedestrians to cross the A4063, than currently exists.

The Local Authority's Highways Officer also notes the concerns raised regarding recent collisions. The Transport Assessment has reviewed Personal Injury Collision data for the latest available five-year period and identifies 10 collisions along the wider A4063 study area, comprising 6 slight, 3 serious and 1 fatal collision. Importantly, the Assessment records that no collisions involved pedestrians or cyclists, and that only one slight collision was recorded in the vicinity of the site access and school, with no collision cluster identified in close proximity to the site. Whilst all collisions are regrettable, the available data does not indicate a pattern of pedestrian or cyclist collisions at this location that would justify a highway safety objection to the principle of the proposed access, particularly when considered alongside the 20mph speed environment and the delivery of new active travel and crossing infrastructure which will act as a traffic calming feature.

The submitted Transport Assessment identifies that the development will be within walking distance of a number of local facilities, including *Ysgol Gyfun Gymraeg Llangynwyd* approximately 170m from the site and *Llangynwyd Primary School* approximately 350m from the site. Given the proximity of these facilities, it is important that the development does not simply rely on vehicular access but also delivers improved pedestrian and cycle infrastructure. The HA therefore places significant weight on the active travel works being secured and delivered at an appropriate stage. The LPA has worked continuously with all of the developers for this RLDP allocation to agree a suitable legal mechanism to secure the active travel route improvements (**Active Travel Route**), and appropriate triggers for the timing of their delivery.

The proposed Active Travel Route is being considered as part of a wider package of works associated with the two other allocated housing sites in Pont Rhyd-Y-Cyff. The HA understands that responsibility for the delivery of the Active Travel Route will be shared between the three sites, with completion of the Active Travel Route to be provided at the latest by the construction of a combined total of 100 dwellings shared across the three sites allocated for housing. The apportionment of this total is in the order of (i) 60 dwellings from the Persimmon site (ii) 35 dwellings from this Lewis Homes Application and (iii) 5 dwellings from the Trivallis site. On that basis, no more than 35 dwellings on this Application site could be occupied until the Active Travel Route works have been completed in accordance with the relevant highway agreement and to the satisfaction of the Local Planning Authority in consultation with the HA. The Active Travel Route (**ATR**) works are considered necessary to provide suitable pedestrian and cyclist connectivity between the three allocated housing sites, the school, existing bus stops and the wider settlement. The Transport Assessment confirms that the works will include a 3m Active Travel Route on the western side of the A4063, linking the wider allocation to *Ysgol Gyfun Gymraeg Llangynwyd*, footway improvements on the eastern side of the A4063 in the vicinity of this site, and pedestrian/cyclist crossing provision on the A4063. These ATR works are considered directly related to and in mitigation of the development and necessary to make the proposal acceptable in highway and active travel terms.

The Local Authority's Highways Officer is also aware that the RLDP allocation identified an aspiration for pedestrian permeability towards the Public Right of Way to the north of the site. The Applicant has provided justification as to why this connection cannot be delivered as part of the current Application. This includes the substantial level difference between the Application site and the land to the north, the likely engineering works and tree removal that would be required along the northern boundary, the presence of intervening third-party land outside the Applicant's control, and the existence of a watercourse between the sites which would require a crossing on land outside the Applicant's ownership. Having reviewed these matters, the HA accepts that the northern connection is not deliverable by this Applicant as part of the current scheme for this Application.

Whilst the Northern PRow connection would have provided an additional element of permeability, the Local Authority's Highways Officer does not consider it necessary in order to make the development acceptable in highway terms. The principal active travel mitigation for this Application is the delivery of the A4063 corridor improvements, including improved pedestrian and cyclist facilities and controlled crossing provision in the vicinity of the site and school. These ATR works will provide the more direct and functional connection between the development, local schools, bus stops and the wider settlement, and are therefore afforded greater weight by the Highway Authority in considering the acceptability of the scheme. In addition to the Active Travel Route works, the HA seeks a proportionate contribution towards public transport infrastructure serving the site. The existing bus stops on the A4063 provide access to services between Bridgend, Maesteg and Cymmer, and are therefore important to the sustainability of the development. To improve the attractiveness and usability of these services, a contribution of £28,000 is sought towards bus stop

upgrades, including real-time passenger information/API provision. This bus stops contribution is to be split equally between the three allocated housing sites and secured through the Section 106 agreement. The bus stops contribution is considered necessary to support modal shift and to improve the sustainable transport offer for future residents of the wider housing allocation.

In respect of parking, the HA has reviewed the submitted house type information and proposed parking provision. The scheme comprises a mix of 1-bed flats, 2-bed houses, 3-bed houses and 4-bed houses. The 421 affordable house type is confirmed as a 2-bed dwelling, with the remaining house types comprising 1-bed flats, 2-bed Camara units, 3-bed Hyatt and Rochester units, and 4-bed Shelby units. Applying the Council's adopted parking standards on a plot-by-plot basis, including the maximum cap of 3 spaces per dwelling and visitor parking at 1 space per 5 units, the submitted layout is considered to provide parking in accordance with the adopted SPG. Any parking spaces shown on the approved layout should be provided prior to the beneficial occupation of the dwelling to which they relate and retained thereafter for parking purposes.

The HA has also reviewed the proposed cycle parking arrangements. Where dwellings are served by garages, cycle storage can be accommodated within the curtilage of the dwelling. Where house types are not provided with garages, dedicated sheds are shown within the rear gardens and are confirmed as being provided for secure cycle storage. Communal cycle storage is also shown for the apartment element of the scheme. This approach is considered acceptable and will support the use of cycles for local journeys, particularly given the site's proximity to schools, bus stops and the proposed A4063 Active Travel Route improvements. The provision of secure cycle storage is consistent with the aims of the Active Travel (Wales) Act 2013 and the sustainable transport objectives of Planning Policy Wales and the Bridgend Replacement Local Development Plan.

The HA has reviewed the internal layout and notes that the private drive arrangement serving Plots 1–5 requires further amendment. The turning head shown at this location appears constrained and is unlikely to allow vehicles to turn within the private drive in a convenient and consistent manner. Given the proximity of these plots to the site entrance, this could result in vehicles reversing from the private drive towards the principal estate road and access junction, which is not acceptable in highway safety terms. The HA therefore requires the turning head serving Plots 1–5 to be enlarged and amended to ensure that vehicles can enter and leave the private drive in a forward gear. A number of other private drive arrangements within the site are also relatively tight. However, these serve smaller groups of dwellings and discharge onto the internal circular spine road, where vehicle speeds and traffic movements will be lower. As such, the HA does not consider those arrangements to give rise to the same level of concern, subject to the final estate road and private drive details being secured through a suitably worded condition.

The proposed layout includes retaining structures in proximity to the estate road, including areas which may affect the future adopted highway. The submitted structural calculations have been reviewed by the Council's structural engineer and are considered acceptable for the purposes of the planning consultation. The final construction details, adoption limits and maintenance responsibilities will be addressed through the detailed technical approval process.

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

school-related pedestrian activity and peak-period traffic associated with school drop-off and pick-up times. The Construction Traffic Management Plan should therefore include details of construction access, delivery routes, contractor parking, site compound arrangements, wheel washing, hours of deliveries, measures to prevent mud and debris being deposited on the highway, and controls to avoid construction deliveries during school start and finish times. This can be imposed via a suitably worded condition.

In summary, the Local Authority's Highways Officer raises no objection to the proposed development, subject to the completion of the necessary legal agreements and the imposition of suitably worded planning conditions.

To conclude the Highway Authority raises no objection subject to conditions relating to the following:

Details of the Active Travel Route and ensuring its provision; revising the turning head for plots 1-5; providing a construction Traffic Management Plan; Stopping up the Existing Access; parking, garage and cycle provision, internal roads; access restrictions to the A4063, vision splays and a Travel Plan for future residents.

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

### **Drainage**

The submission indicates the development proposes to discharge foul and surface water to the sewer and a sustainable drainage system respectively.

#### *Foul Sewerage*

Dwr Cymru/Welsh Water have advised that the proposed development site is located in the catchment of a public sewerage system which drains to Afan New Works Wastewater Treatment Works (WwTW). We have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system. A condition can be imposed to ensure that the foul from all dwellings are connected to the mains sewer prior to their first beneficial use.

#### *Surface water*

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

The submitted plans show that the surface water would drain to a retention basin and then be channelled via a surface water control chamber that will limit run offs to greenfield run off rates, to an existing surface water culvert. As the development is over 100m<sup>2</sup>, a SAB Application will be required. As such, subject to SAB approval being sought and approved the development is considered to be acceptable in relation to surface water drainage. A note can be attached advising the Applicant of this.

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

The Coal Authority have noted that, where SuDS are proposed as part of a development scheme, consideration will need to be given to the implications of this in relation to the

stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site. A note can be attached to the permission advising the Applicant of this.

#### Sewer Protection

Dwr Cymru/Welsh Water have advised that the site is crossed by a public sewer with their approximate position(s) being marked on the attached statutory public sewer record. In accordance with the Water Industry Act 1991, Dwr Cymru/Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs. Having regard to the plans, it appears the proposed development would be situated outside the protection zone of the public sewer measured 3 metres either side of the centreline and therefore acceptable in principle. A note can be attached to the permission advising the developer of this.

#### Water Supply

Dwr Cymru/Welsh Water have advised that capacity is currently available in the water supply system to accommodate the development. However, they reserve the right to reassess their position as part of the formal Application for the provision of new water mains under Section 41 and Section 51 of the Water Industry Act (1991) to ensure there is sufficient capacity available to serve the development without causing detriment to existing customers' supply as demands upon water systems change continually.

#### Biodiversity/Ecology

In assessing a planning application, the Local Planning Authority must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in so doing promote the resilience of ecosystems, so far as consistent with the proper exercise of those functions, under the Environment (Wales) Act 2016.

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

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

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

Policy DNP6 states *"All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be*

*given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species”*

Policy DNP7 states “development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted”. Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi functionality of the green infrastructure network.

To support the Application the Applicant submitted the following documents:

- Green Infrastructure Statement by DP Landscape Architecture May 2024
- Landscape and Visual technical Note December 2025
- Tree removal letter by I and G Ecological Consulting
- Tree Survey by Treescene June 2023
- Tree constraints Plans by Treescene
- Tree survey for bat roosting potential by I and G Ecological Consulting August 2024
- Soft Landscaping proposal
- Biodiversity Enhancement Scheme by I and G Consulting Nov 2025
- Arboricultural Impact assessment and method statement by Treescene Nov 2025
- Tree Protection Plan by Treescene
- Ecological Appraisal Report by I and G Ecological Consulting Feb 2023

The area of land is approximately 2.2 hectares and the Preliminary Ecological Appraisal (**PEA**) prepared by I&G Ecological Consulting (February 2023) found it to consist of marshy grassland, ephemeral, bare ground and native hedgerow and trees with a steep earth bank running through the site.

The PEA also found no signs of European protected species on site or immediately adjacent to the site boundary. Buddleia was present, but no other invasive non-native species were found. The report concluded that the majority of the site has *negligible* ecological value, except for the trees and hedgerow which offer valuable habitat for a range of species and recommended the retention and protection of this habitat.

The subsequent bat roost survey (August 2024), of the trees proposed to be removed concluded that whilst there are a limited number of suitable bat roosting features present on some of the trees, no bat roosts or evidence of bats were found and therefore, an EPS licence is not necessary for development to proceed. The report recommends that bat and bird enhancement measures are incorporated into the proposals which have been detailed within the Biodiversity Enhancement Scheme. A condition can be imposed to ensure that mitigation is provided.

A Tree Protection Plan & Arboricultural impact assessment and a plans and a method statement details which trees will need to be felled and how the trees being retained will be protected with fencing and a buffer area providing a wildlife corridor. A condition can be imposed to ensure the retained trees are protected during construction. It should also be noted that the Local Planning Authority are proposing to formally protect the two rows of trees along the Southern and Northern boundaries of the site which will ensure their longevity.

Enhancement measures have been proposed in the Biodiversity Enhancement Scheme prepared by I&G Ecological Consulting (June 2024) and include a number of measures to provide enhancements for a range of species including bats, birds, hedgehogs,

invertebrates and reptiles. A condition can be imposed to ensure these enhancement measures are implemented on site.

A detailed Soft Landscape Proposals & Landscape Strategy has been provided showing how the site would be enhanced with planting; a condition can be imposed to ensure the site is planted in accordance with the landscaping plan Strategy at appropriate times and managed accordingly. No details of lighting have been provided as such a scheme would be required to ensure that vegetation and wildlife corridors remain dark.

There have been some objections with regards to biodiversity, firstly in terms of the loss of green space; the site has been assessed as *negligible* in terms of ecology value and is a brownfield site, home to a former petrol station.

In terms of the loss of trees this is regrettable, however, whilst some trees would be removed the landscaping scheme does provide for tree and hedgerow planting to compensate for this. Furthermore, the two main banks of trees on the Northern and Southern boundary will be retained and will provide a buffer zone.

In regard to water pollution, a Construction Environmental Management Plan has been recommended as a condition which would look at water quality

In terms of the land being cleared before the survey work, the Local Planning Authority have no control over works such as this. However, the Application has been accompanied by several documents and surveys that consider ecology and biodiversity.

To conclude, NRW and the Council's Biodiversity Policy Officer have no objection subject to the conditions mentioned above, therefore, on balance and having regard to the objections raised, the proposed development is compliant with Policies SP3, DNP6, 7 and 8 of the Bridgend Replacement Local Development Plan (2024), and is therefore acceptable in terms of Biodiversity.

### **Coal Mining Legacy**

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

The Coal Authority have advised that their records indicate that the Application site is likely to have been subject to historic unrecorded coal mine workings at shallow depth associated with a thick coal outcrop. Voids and broken ground associated with such workings can pose a risk of ground instability and may give rise to the emission of mine gases. The site also lies within a Surface Coal Resource Zone.

The Applicant has submitted the following documents in support of the planning Application:

- Intégral Géotechnique, September 2023 Site Investigation Report Ref: 14191/FG/23/SI; and
- Intégral Géotechnique, January 2024; Desk Study Report Ref: 14191/LP/24/DS/RevA.

The Coal Authority has advised that the Applicant has obtained appropriate and up-to-date coal mining information for the proposed development site. This information has been used to inform the Site Investigation Report (**SI Report**).

The SI Report identifies that six rotary open hole probe holes were drilled within the development area to investigate if there were any traces of the *Hughes seam* or any

associated underground shallow mine workings. A seam that may be interpreted as the *Hughes seam* was not encountered within the Boreholes, which were drilled to a depth of 30m. However, coal with mudstone bands was encountered within four of the boreholes at depths of between 7.5mbgl and 21.7mbgl. All coal with mudstone bands were encountered as intact, and no soft drill, loss of flush or void/mine workings were encountered in the rotary boreholes.

The SI Report considers that there is a low risk of shallow coal workings beneath the site with low-risk potential to cause mine related ground subsidence at the site surface and that no further works are recommended. This has been assessed by the Coal Authority who consider that the content and conclusions of the Coal Mining Risk Assessment Report, part of the SI Report, are sufficient for the purposes of the planning process and meets the requirements of Planning Policy Wales in demonstrating that the Application site is, or can be made, safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development.

### Mine Gas

The Coal Authority have advised that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered. As a result, Shared Regulatory Services (**SRS**) (Environment Team) have been consulted. SRS advise that the site investigation identified the presence of thick made ground deposits beneath previously developed parts of the site and evidence of pockets of organic materials and, as such, recommend a condition to investigate and monitor the site for gases and protection measures should gasses be found.

### Land Contamination

The Applicant has submitted the following documents in support of the planning Application:

- Intégral Géotechnique, September 2023 Site Investigation Report Ref: 14191/FG/23/SI; and
- Intégral Géotechnique, January 2024; Desk Study Report Ref 14191/LP/24/DS/RevA.

In relation to Human Health, Shared Regulatory Services (**SRS**) Environment Team have advised that the two above reports by Intégral Géotechnique also include a detailed assessment of potential contamination. Investigations identify contaminants of concern at levels in excess of those acceptable for a residential development such as this. Remediation works are required to ensure that the development is suitable for use. The SI Report includes outline remediation proposals, but a detailed remediation strategy and verification plan will need to be submitted for LPA approval. This can be imposed via a suitably worded condition. Depending on the findings of the ground gas monitoring programme mentioned above, the remediation strategy may also need to include ground gas protection measures.

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

As such Shared Regulatory Services have no objection subject to conditions relating to ground gas protection, contamination remediation and verification, unforeseen contamination, imported soils and aggregates, and use of site won materials.

In relation to Controlled Waters and the Environment, Natural Resources Wales (NRW) have reviewed the submitted report and have advised that, given the history of the site (including a former petrol station), there is a risk of land contamination on the site. They note from the submitted reports that the petrol station was decommissioned and subject to verification in 2010, however no evidence of this has been provided. NRW have also advised that controlled waters at the site are considered to be sensitive (underlying secondary aquifers and within close proximity to a minor watercourse), and therefore, based on the former use as a petrol station, NRW would expect to see groundwater monitoring and sampling data for the site.

In regard to the 2023 Site Investigation, NRW note that no leachate testing was undertaken. Furthermore, only one sample was tested for hydrocarbons within the former petrol filling station, whereas NRW would expect to see further testing sampling to confirm the current conditions. NRW have also advised that depths of the former underground fuel tanks are required to be established in order to determine whether they have been sufficiently targeted, as NRW note that boreholes WS01, WS01a and WS01b only reached 0.3 – 1m below ground. Furthermore, NRW have also noted that the submitted Desk Study refers to a previous groundwater monitoring report where concentrations of toluene and MTBE were recorded on site.

The site is located within 25m of an unnamed minor watercourse, which forms a tributary of the *Afon Llynfi* (main river). Due to the scale of the development, proximity to the watercourse and the slope of the land, NRW have advised that a Construction Environment Management Plan (**CEMP**) is attached to any planning consent and a condition can be imposed to secure this.

Overall, NRW consider that there is a risk from contamination, however, NRW have no objections subject to conditions requiring a preliminary risk assessment and site investigation covering contamination; remediation and verification; unforeseen contamination; piling and foundation design; and a Construction Environmental Management Plan.

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

The development is supported by an Energy Strategy Statement, as is required by Policy ENT10, Low Carbon Heating Technologies for New Development.

The Energy Strategy Statement for this development focuses on a "fabric first" methodology to reduce energy demand before employing efficient systems and renewables. The key energy improvements include:

- Enhanced Insulation: All dwellings target U-values that exceed the minimum requirements set by Building Regulations
- Heat Loss Form Factor: Most units are configured as semi-detached, terraced, or apartments to reduce external surface area relative to volume, thereby increasing latent energy efficiency
- Passive Cooling: Dwellings feature operable windows on parallel elevations to facilitate cross-ventilation, reducing the need for active mechanical cooling (p. 10).
- Heat Pump Technology: Houses will use air source heat pumps (ASHPs) for heating and hot water, operating at 300%+ efficiency
- Low-Temperature Heating: Ground floors will be equipped with underfloor heating to capitalise on the low-temperature output of the ASHPs
- Apartment Solutions: Flats will utilise integrated heat pump cylinders for hot water and electric panel heaters for space heating
- Solar Energy: Photovoltaic (PV) panels are proposed for all social housing and

offered as an option for market dwellings

Whilst the above is informative, it is considered that further information would be required in order to comply with Policy ENT10, as such a condition can be imposed requiring a scheme to demonstrate the development complies with Policy ENT10.

### **Waste Management**

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

### **Planning Obligations/Section 106 Contributions (Infrastructure)**

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

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

### **Affordable Housing**

Policy COM3 specifies a site-specific affordable housing policy requirement of 15% for this site, with an anticipated quantum of 15 affordable homes based on the allocated number of dwellings. The proposed development, with its reduced dwelling yield, has in turn resulted in 12 affordable dwellings being proposed, which is 3 fewer than anticipated in numeric terms compared to the original allocation. This is a direct result of a lower density being proposed. However, this proposal would still deliver 15% of the total units on site as affordable housing, which is otherwise policy compliant.

The developer would be required to deliver the following tenure and unit mix:

- **9 x no. 1-bed Social Rented flats; and**
- **3 x no. 2-bed semi-detached Intermediate houses.**

Planning Policy Wales (Edition 12) requires that '*all affordable housing, including that provided through planning obligations and planning conditions, must meet the Welsh Government's development quality standards*'. Supporting paragraph 5.3.27 to RLDP Policy COM3 equally states, '*where affordable housing is provided, it should be constructed to Development Quality Requirement (DQR) standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing should not be obviously segregated through layout, location or design*'. This is illustrated in the Design and Access Statement and the submitted plans which confirm that the design approach for the affordable homes will use the same package of materials and finishes as the rest of the development ensuring that there is no visual segregation

Paragraph 5.4 of the adopted Affordable Housing Supplementary Planning Guidance SPG13 states that Applicants must demonstrate that proposals for all new affordable housing (including Social Rented and Intermediate dwellings), meet these DQR standards. The Applicant has confirmed that all affordable housing would meet DQR standards

Social Rented dwellings will be transferred to a Council nominated RSL in accordance with the transfer values (which are 42% of the uplifted Welsh Government's Acceptable Cost Guidance values), as detailed within Appendix A (Table 2) of the adopted Affordable Housing SPG 13. Intermediate dwellings will be transferred to a Council nominated RSL at a transfer price equivalent to 70% of market value.

### **Education**

With regards to Education, the size of the site meets the threshold of 5 or more residential units identified in SPG16 *Educational Facilities & Residential Development*, as being large enough to place increased pressure on educational facilities within the catchment area.

Sustainable Communities for Learning have confirmed that *Llangynwyd Primary School* is currently over capacity and would require financial contributions for nursery school places and primary school places. This site, combined with the neighbouring housing allocation COM1(4) – Land South West of Pont-Rhyd-Y-Cyff, for which there is a current planning Application (Planning Application P/24/457/FUL), would collectively generate the need for 9 nursery school places and 32 primary school places. This equates to £167,391 for the nursery school places and £595,168 for the primary school places. Based upon an apportioned area split (Ha) between this site (2.09Ha/22.19%) and COM1(4) (7.33Ha/77.81%), the total education contribution required for this site is **£169,211.84**, to be secured by a Section 106 agreement

### **Public Open Space**

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

- Playing Pitches: 2,263.2m<sup>2</sup>
- Other Outdoor Sports (non-pitch): 3,017.6m<sup>2</sup>
- Local Equipped/Designated Play Areas: 467.4m<sup>2</sup>
- Other Outdoor Provision: 565.8m<sup>2</sup>
- Allotments: 377.2m<sup>2</sup>

Recognising that not all the above Outdoor Recreation Provision can be provided on a development of this size, the LPA would require a Local Equipped Area for Play (**LEAP**) on-site to achieve policy compliance. However, as there is limited capacity to implement this provision physically on-site, a commuted sum will be required. To cover the equivalent cost of providing and maintaining (over a 25-year period) 467.4m<sup>2</sup> of a LEAP on-site, a contribution of **£37,845.39** is required.

To achieve full compliance with Policy COM10, a commuted sum will also be required for Playing Pitches and Other Outdoor Provision. To cover the equivalent cost of providing and maintaining (over a 25-year period) 2,263.2m<sup>2</sup> of Playing Pitches on-site, a contribution of **£68,393.90** is required. Lastly, to cover the equivalent cost of providing and maintaining (over a 25-year period) 565.8m<sup>2</sup> of Other Outdoor Provision on-site, a contribution of **£70,815.53** is required.

These contributions will be used to upgrade the provision of Outdoor Recreational Facilities within the vicinity of the development site, amounting to a combined total financial contribution of **£177,054.82** to be secured by the s106 agreement.

### **Highways Active Travel**

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

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

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

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

### **CONCLUSION**

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

The site is identified as forming part of an overall wider strategic opportunity as one of three inter-connected sites allocated for housing under Policy COM1; the development would provide 82 new homes (12 of which are affordable), and deliver an Active Travel Route between the three allocated housing sites, the school and the wider community creating a sustainable development within the locality and regenerating the wider area.

On balance and having regard to the objections received, it is considered that the proposal represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP13, SP15, SP17, SF1, PLA11, PLA12, COM1, COM2, COM3, COM6, ENT10, ENT15, DNP4, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (adopted March 2024).

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

### **RECOMMENDATION**

**(A)** The Applicant enters into a Section 106 Agreement to secure as follows:

- I. Provide 15% (12 units) of the total number of residential units as affordable housing units in the mix 9 x no. 1-bed Social Rented flats and 3 x no. 2-bed semi-detached Intermediate houses;
- II. Provide a financial contribution of **£169,211.84** (Index Linked) towards Education provision within the locality of the Application site;

- III. Provide a financial contribution of **£177,054.82** (Index Linked) towards the upgrading of Outdoor Recreation Facilities and/or public realm within the locality of the Application site;
- IV. That no commencement of construction of any dwelling pursuant to this Application shall occur unless and until (i) a completed s278/s111 Agreement for the Active Travel Route (ATR) Works has been entered into by the Applicant AND (ii) a substantive start on the ATR Works has occurred and has been demonstrated to the satisfaction of both the Local Planning Authority and Highways Authority and confirmed in writing to the Applicant;
- V. Provide a financial contribution of **£9,000** (Indexed Linked) towards Traffic Regulation Orders to cover the cost of publication of the TRO Orders; and,
- VI. Provide **£9,333** (Index Linked) (representing a one -third apportionment of the total funding requirement) towards the upgrade of the bus stops within the vicinity of the development.

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

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

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

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

- (03)110 Rev F Planning Layout
- SHE(02)302 rev A plans and elevations Shelby
- HYA(03)301 rev A plans and Elevations Hyatt
- ROCH(03)301 rev A plans and Elevations Rochester
- CAM(03)301 rev A plans and Elevations Camara
- 421(03)301 rev A plans and Elevations 421
- 211(03)300 Rev B Side elevations 211
- 211(03)301 Rev B front and rear elevations 211
- 211(03)200Rev B ground floor plan 211
- 211(03)201Rev B first floor plan 211
- 211(03)202Rev B Second floor plan 211
- APT(03)200 Floor plans APT-1
- APT(03)300 Elevation APT-1
- 2695-520 rev K Engineering Layout
- 1208.01 Rev C Soft Landscape Proposals
- Design and Access Statement by Spring Design Dec 2025
- Planning Statement by Savills Dated April 2024
- PAC Report by Savills Dated May 2024
- Energy Strategy Statement June 2024
- Desk Study report by Integral Geotechnique Jan 2024
- Site investigation Report by Integral Geotechnique Sep 2023
- Green Infrastructure Statement by DP landscape architecture May 2024
- Landscape and Visual technical Note Dec 2025
- Tree removal letter by I and G Ecological Consulting
- Tree Survey by Treescene June 2023

- Tree Constraints Plan by Treescene
- Tree survey for bat roosting potential by I and G Ecological Consulting Aug 2024
- Soft Landscaping proposal
- Biodiversity Enhancement Scheme by I and G Consulting Nov 2025
- Arboricultural Impact Assessment & Method Statement by Treescene Nov 2025
- Tree Protection Plan by Treescene
- Ecological Appraisal Report by I and G Ecological Consulting Feb 2023
- Retaining wall structural information by Spring Design Dated June 2024
- Transport Assessment by Asbri Trasport Nov 2025

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

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

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

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

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

4. Notwithstanding the submitted plans, prior to their use in the construction of the development hereby permitted, details and samples of the materials to be used in the construction of the external surfaces of the development including details of the windows, doors shall be submitted to and approved in writing by the Local Planning Authority. An additional brick/render providing greater variation on some plots is required. The Development shall be carried out in accordance with the approved details.

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

5. Notwithstanding the submitted plans, prior to their implementation on site a scheme detailing the proposed siting, design and finish of all proposed means of enclosure and finish of any retaining structures to all property boundaries shall be submitted to and approved in writing with the Local Planning Authority. The scheme shall ensure there are no gaps in fencing/walls to plots 1-7 63-64 and apartment block 65-73. The development shall be carried out in accordance with the approved details prior to the first beneficial use of the respected part of development and retained as such thereafter.

Reason: In the interest of the visual amenity of the area, residential amenity and to ensure the development complies with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

6. All retain structures over 1.5m high shall be fully constructed in accordance with the structural calculations provided by Spring Design dated June 2024, prior to the first beneficial use of the respected part of development and retained as such thereafter.

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

7. No development shall commence until, a Waste Management Plan for the proper design, location, storage (including bin storage design for the apartments) and management, of any waste material generated during the demolition, construction and operation of the development shall be submitted to and approved in writing by the Local Planning Authority. All waste shall be treated in accordance with the agreed Waste Management Plan. The Plan shall be implemented as approved.

Reason: To ensure the appropriate disposal of any waste arising from the development in terms of protection of the environment and to ensure the sustainability principles are adopted during development and complies with Policies ENT15 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

8. Prior to the installation of any Air Source Heat Pumps (ASHPs), a scheme detailing the locations, sound power levels of each of the ASHPs to be installed at each property and the predicted overall cumulative noise levels of the ASHPs that will be experienced to the existing properties adjacent to proposed development shall be submitted to and agreed with the Local Planning Authority. Thereafter the ASHPs shall be installed by an MCS approved contractor and in accordance with the agreed details.

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

9. Notwithstanding the submitted Energy Strategy, prior to the construction of any dwelling, an Energy Masterplan shall be submitted to and approved in writing to the Local Planning Authority that demonstrates that the most sustainable heating and cooling systems have been selected, following the sequential approach to identify low carbon heating technologies in accordance Policy ENT10. The development shall be constructed in accordance with the agreed details and retained as such thereafter.

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

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

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

All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and

approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy DNP9 of the Bridgend Replacement Local Development Plan (2024).

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

The remediation strategy and its relevant components shall be carried out in accordance with the approved details.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment, and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination. Natural Resources Wales considers that the controlled waters at this site are of high environmental sensitivity and to ensure compliance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

12. Prior to the occupation or operation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning

Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long-term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.

Reason: To ensure the methods identified in the verification plan have been implemented and completed and the risk associated with the contamination at the site has been remediated prior to occupation or operation, to prevent both future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to ensure compliance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

13. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors to ensure compliance with Policies SP3 and DNP9 of the Bridgend Local Development Plan (2024).

14. No development shall commence until details of piling or any other foundation designs using penetrative methods sufficient to demonstrate that there is no unacceptable risk to groundwater have been submitted to and approved in writing by the Local Planning Authority. The piling/foundation designs shall be implemented in accordance with the approved details.

Reason: To ensure there is no unacceptable risk to groundwater during construction and methods/design are agreed prior to the commencement of development or phase of development and to ensure compliance with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

15. Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy DNP9 of the Bridgend Replacement Local Development Plan (2024).

16. Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy DNP9 of the Bridgend Replacement Local Development Plan (2024).

17. Any site won material including soils, aggregates, recycled materials shall be assessed for chemical or other potential contaminants in accordance with a sampling scheme which shall be submitted to and approved in writing by the Local Planning Authority in advance of the reuse of site won materials. Only material which meets site specific target values approved by the Local Planning Authority shall be reused.

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with Policy DNP9 of the Bridgend Replacement Local Development Plan (2024).

18. No development including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:
  - a) Construction methods: Method statement, details of materials, how waste generated will be managed.
  - b) General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any surface drain.
  - c) Soil Management: details of topsoil strip and storage
  - d) CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
  - e) Resource Management: details of fuel and chemical storage and containment
  - f) Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
  - g) Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
  - h) Noise and Nuisance: details relating to noise and vibration mitigation, hours of operation/construction, timescales for phases and measure to control dust and dirt. and Measures to control light spill during construction,

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

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

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

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

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

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

21. Notwithstanding Condition 1, the development shall be undertaken in accordance with Section 5.1: Conclusion and recommendations of the Ecology Appraisal Report by I and G Ecological Consulting dated February 2023

Reason: To avoid doubt and confusion, in the interest of biodiversity and in accordance with Policies SP3, SP16, DNP5, DNP6, DNP7, DNP8 and ENV6 of the Bridgend Replacement Local Development Plan (2024).

22. The Biodiversity Enhancement measures set out within the Biodiversity Enhancement Scheme by I and G Dated June 2024 shall be implemented on site prior to the first beneficial use of the respected part of development that they are located and retained as such thereafter.

Reason: To avoid doubt and confusion, in the interest of biodiversity enhancements and in accordance with Policies SP3, SP16, DNP5, DNP6, DNP7, DNP8 and ENV6 of the Bridgend Replacement Local Development Plan (2024).

23. Notwithstanding the submitted plans, prior to the occupation of any dwelling, a soft landscaping implementation programme shall be submitted to and approved in writing to the Local Planning Authority. This programme shall detail when the landscaping shall be planted having regard to any construction phases. All soft landscape works shall be carried out in accordance with drawing No.1208.01 Rev C soft landscaping proposal plan and the agreed implementation programme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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

24. Notwithstanding the submitted plans, prior to the first occupation of any dwelling, a landscape management plan, including the long-term design objectives, management responsibilities and maintenance schedules, for all landscaped areas including the tree buffer zones, shall have been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented and adhered to in accordance with the approved details thereafter.

Reason: In the interest of visual amenity, and to ensure the long-term management and maintenance of all landscaped areas within the site and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

25. No development shall take place, including any site clearance, until the tree protection fencing as detailed within the Arboricultural impact assessment and Arboricultural Impact Assessment by Treescene dated Nov 2025 and the Tree Protection Plan Rev B by Treescene has been erected. The protective fencing shall remain in place throughout the course of the development.

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

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

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

27. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), On plots 1, 6 to 14 and 25 to 42, no buildings shall be erected other than those expressly authorised by this permission and identified on the approved drawings.

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

28. No development shall commence, other than site clearance, enabling works, ecological mitigation, archaeological investigation, ground investigation or remediation works, until detailed engineering drawings of the Active Travel Route (ATR) Works have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The details for the ATR Works shall include, but not be limited to, the horizontal and vertical alignment of the route, construction details, drainage, tie-ins to the existing highway, tactile paving, pedestrian and cyclist crossing provision, lighting, road

markings, traffic signs, visibility requirements, any required retaining structures, and details of any land dedication, adoption or maintenance arrangements. The Active Travel Route Works shall thereafter be constructed and completed in accordance with the approved details and secured through the relevant Section 278/Section 111/Section 38 agreement as applicable.

Reason: To ensure that the development delivers appropriate active travel infrastructure and safe, convenient pedestrian and cyclist connections to local facilities, schools, public transport and the wider active travel network, in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

29. No more than 35 residential units hereby approved shall be occupied or brought into beneficial use until the Active Travel Route Works have been completed in accordance with the approved details and the relevant Section 278, Section 111 agreement and/or Section 38 Agreement (as applicable), to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the active travel infrastructure required to support the development is delivered at an appropriate stage and before occupation exceeds the agreed contribution trigger for this site, in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

30. Notwithstanding the submitted plans, no development above slab level shall commence on Plots 1–5 until amended details of the private drive and turning head serving those plots have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The amended details shall demonstrate that vehicles can enter and leave the private drive in a forward gear, without reversing towards the principal estate road or site access. The approved turning area shall be completed prior to the beneficial occupation of any of Plots 1–5 and shall thereafter be retained free of obstruction for turning purposes.

Reason: In the interests of highway safety and to ensure that vehicles serving Plots 1–5 can enter and leave the private drive in a forward gear, having regard to the proximity of the private drive to the main site access, in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

31. No development shall commence, including site clearance works, until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of:
- a) Construction access, routing of construction traffic,
  - b) the parking of vehicles of site operatives and visitors
  - c) loading and unloading of plant and materials
  - d) wheel washing facilities, measures to prevent mud and debris being deposited on the highway,
  - e) measures to control the emission of dust and dirt during construction.
  - f) hours of construction
  - g) The routeing and timing of construction traffic/deliveries to/from the site in order to avoid school drop off and pick up times
  - h) Details of Any construction lighting to no unacceptable impacts upon residents, the highways and any vegetation
  - i) the erection and maintenance of security hoarding ;

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

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

32. No development shall commence until a scheme for permanently stopping up the existing access and reinstating the vehicular crossing as a shared use active travel route has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to the development being brought into beneficial use.

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

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

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

34. The cycle parking and storage facilities shown on the approved plans, including garages, garden sheds and communal cycle storage where applicable, shall be provided prior to the beneficial occupation of the dwelling or apartment block to which they relate and shall thereafter be retained for cycle storage purposes.

Reason: To ensure that appropriate secure cycle parking is provided and retained, in the interests of encouraging active travel and reducing reliance on private car journeys.

35. Within 6 months of the beneficial occupation of the first dwelling, a Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to promote walking, cycling and public transport use by future residents, together with details of implementation, monitoring and review. The approved Travel Plan shall thereafter be implemented in accordance with the approved details.

Reason: To promote sustainable travel choices and reduce reliance on private car journeys, in accordance with national and local transport policy in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

36. No dwelling shall be occupied until the individual driveway and parking bays serving the dwelling have been laid out as approved and completed in permanent materials at gradients that do not exceed 8.33% (1 in 12) in accordance with the approved layout and shall be retained thereafter for parking purposes in perpetuity.

Reason: To ensure the provision and retention of sufficient off-street parking in the interests of highway safety in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

37. No dwelling shall be occupied until the internal access roads serving the dwellings and visitor parking bays have been laid out as approved and completed in permanent materials at gradients that do not exceed 8.33% (1 in 12) in accordance with the approved layout.

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

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

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

39. No individual vehicular access from this development onto the A4063 will be permitted.

Reason: In the interests of highway safety and free flow of traffic in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan (2024).

40. No structure, erection or planting exceeding 0.6 metres in height above adjacent carriage way level shall be placed within the required vision splay areas onto the A4063 at any time.

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

41. \* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

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

The site is identified as forming part of an overall wider strategic opportunity as one of three inter connected sites allocated for housing under Policy COM1; the development would provide 82 New homes (12 of which are affordable ) and deliver an active travel route between the three sites , the school and the wider community creating a sustainable development within the locality and regenerating the wider area. On Balance and having regards to the objections received It is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on visual amenity residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4. SP5,SP6, SP8, SP10, SP13, SP15. SP17, SF1, PLA11, PLA12, COM1, COM2, COM3, COM6, ENT10, ENT15, DNP4, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

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

#### B) HIGHWAYS ADVISORY NOTES

1. Street nameplates reflecting the official street name allocated by the Council shall be erected by the developer at locations and to a specification to be agreed with the

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

### C) DRAINAGE ADVISORY NOTE

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

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

### D) CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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

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

- Unprocessed / unsorted demolition wastes.
  - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
  - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

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

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

#### E) WELSH WATER ADVISORY NOTE (SEWER PROTECTION)

the site is crossed by a public sewer with their approximate position(s) being marked on the attached statutory public sewer record. In accordance with the Water Industry Act 1991, Dwr Cymru Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs. Having regard to the plans, it appears the proposed development would be situated outside the protection zone of the public sewer measured 3 metres either side of the centreline and therefore acceptable in principle. Please note, the distance specified for this protection zone is indicative and based on industry standard guidelines. However, the depth of the asset will need to be verified on site which may infer a greater protection zone. For completeness, we recommend the developer refer to their title deeds to confirm if there are any covenants or restrictions associated with the asset(s) crossing the proposed development site.

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#### F) WELSH WATER ADVISORY NOTES

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

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

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the Applicant is advised to take a sustainable approach in considering water

supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the Applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

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

Dwr Cymru Welsh Water is not responsible for fire protection or for providing suitable fire flows. Providing fire flows and fire protection are the responsibility of the appropriate regional Fire Services. We refer you to the 3rd Edition of the National Guidance Document on the Provision of Water for Fire Fighting published by the Local Government Association and Water UK.

#### G) COAL AUTHORITY NOTE

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

**JANINE NIGHTINGALE  
CORPORATE DIRECTOR COMMUNITIES**

#### **Background Papers**

None