

**REFERENCE:** P/25/731/FUL

**APPLICANT:** Bellway Homes Limited (Wales), Building One, Eastern Business Park, St Mellons, Cardiff CF3 5EA

**LOCATION:** Land to the south of A48, Craig Y Parcau, Bridgend

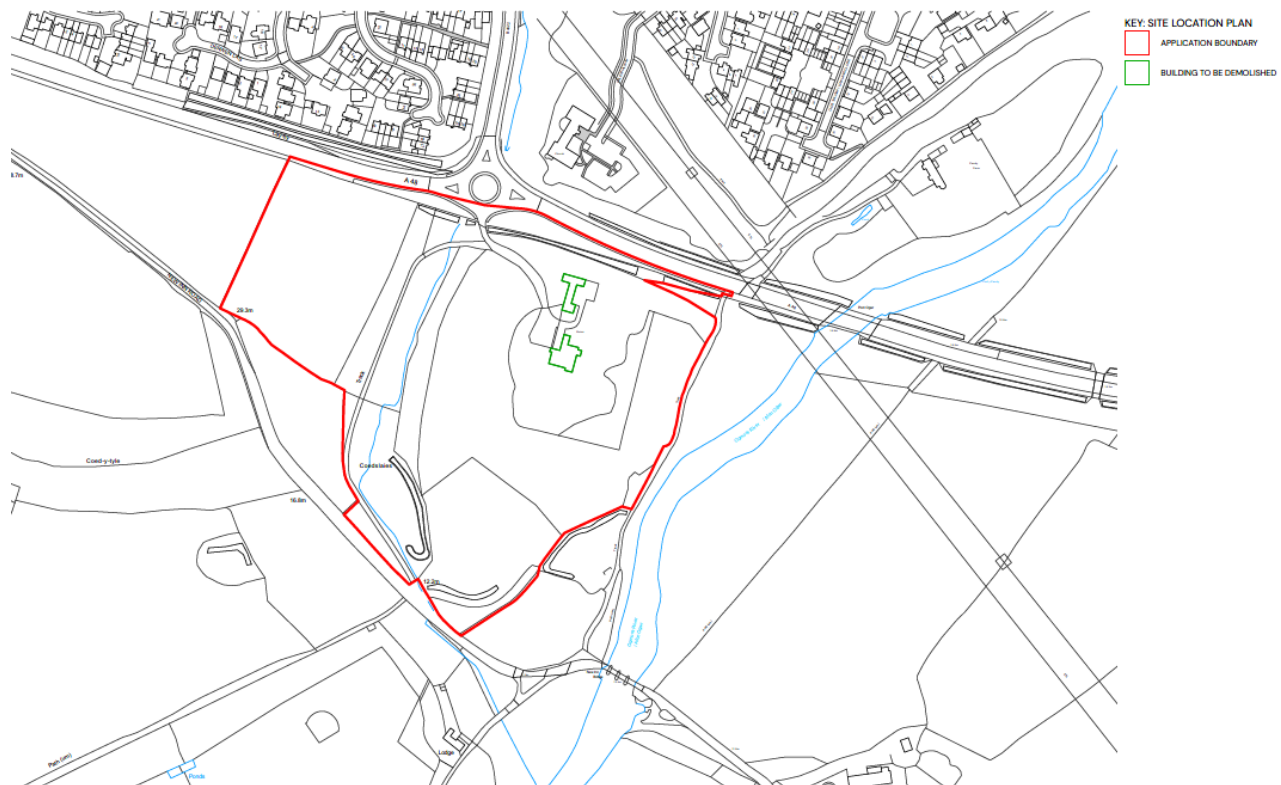
**PROPOSAL:** Demolition of existing buildings and proposed residential development of up to 120 units together with associated highways, drainage, open space and other infrastructure works

**RECEIVED:** 10 December 2025

### DESCRIPTION OF PROPOSED DEVELOPMENT

The Application seeks full planning permission for the demolition of existing buildings on the site and the erection of up to 120 new residential dwellings with associated highways, drainage, open space and infrastructure works on land to the South of the A48, Craig Y Parcau opposite the Broadlands housing development.

**Fig. 1 - Site Location Plan**



The Application was submitted in December 2025 and amended plans were received in February and March 2026 in response to advice provided on:

- the proposed new signalised junction design to serve the site;
- incorporation of a bat house into the scheme;
- the detailed design of the on-site Local Equipped Area of Play; and,
- changes to the affordable housing mix.

**Fig. 2 – Existing Aerial View and Original and Latest Proposed Site Layout Plans**





The scheme comprises a total of 120 two-storey dwellings. The development comprises a mixture of open market (96 No.) and affordable homes (24 No.). The open market dwellings will be a mixture of 3 bed semi-detached properties (6 No.) and 3 bed (24 No.), 4 bed (59 No.) and 5 bed (7 No.) units with eight different house types to provide a suitable variety and choice for buyers.

The affordable units are further divided into 12 social rented units and 12 shared ownership units to provide a 50/50 tenure split across the site. The mix includes 14 one bed two person walk-up flats (with 12 being social rented and 2 being intermediate/shared ownership flats; 5 two bed four person intermediate houses; 4 three bed five person intermediate houses and 1 four bed six person intermediate house within semi-detached, mid-link and terraced units.

The scheme includes for two connecting links to Public Footpath MER/11/1 to the east of the site, sustainable drainage systems, a detailed Local Equipped Area of Play (LEAP), the retention of trees, soft and hard landscaping and active travel links to Broadlands and New Inn Road but only one vehicular access off the A48 as per the requirements of the Strategic Transport Assessment carried out as part of the Replacement Local Development Plan process.

**Fig. 3 – Affordable Housing Plan**



## **SITE DESCRIPTION**

The site is located within the Primary Key Settlement of Bridgend as defined by Policy SF1 Settlement Hierarchy and Urban Management of the Replacement Local Development Plan (**RLDP**) adopted in 2024. The site is also located in the Bridgend Sustainable Growth Area as defined by Policy SP1 Regeneration and Sustainable Growth Strategy.

The site extends to approximately 6.6 hectares and comprises an irregularly shaped area of land divided into two distinct parcels of land. These parcels are separated by a watercourse and an associated belt of ancient woodland which forms part of a wider Site of Importance for Nature Conservation (**SINC**).

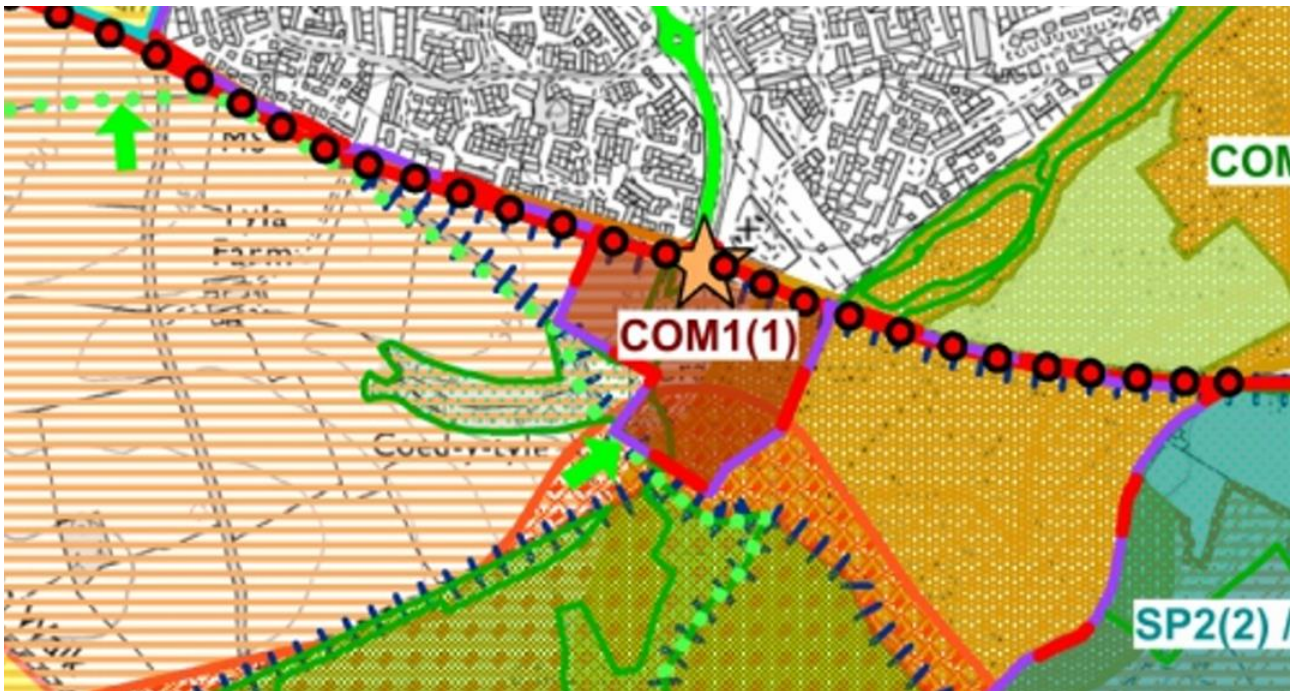
The western section of the housing allocation site consists of a grazed agricultural field and the eastern section incorporates agricultural land but also a central cluster of buildings and their curtilage. These buildings were formerly used as boys' residential homes and part of the associated grounds and outbuildings have, more recently, been utilised as a contractor's yard.

Vehicular access to the site is to be gained via a new junction into the western parcel of the site. The existing southern spur off the roundabout at the junction of the A48 and B4622 will be remodelled as an active travel route. The vehicular access will extend through the wooded corridor, which is part of the Coed y Tyle SINC, to access the eastern and larger parcel of the site.

Both sections of the site are enclosed by mature hedgerows and established trees. Beyond the natural border of the site, the development lies to the south of the A48 and Broadlands Estate, to the east and north of New Inn Road and open countryside (including the Registered Park and Garden at Merthyr Mawr House and the Chapel Hill Site of Importance for Nature Conservation) and to the west of the River Ogmore and a Public Right of Way (MER/11/1).

The site is allocated for 108 units (including 22 affordable housing units) under Policy COM1(1) – Craig y Parcau. The allocation in the RLDP and the indicative masterplan submitted in support of the candidate site are illustrated below.

**Fig. 4 – RLDP Allocation and Masterplan**



### **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 31 October 2025 and 28 November 2025. The consultation involved notifying local residents in the surrounding area, community

consultees such as the Local Ward members and local Community Councils, and specialist consultees.

## **EIA SCREENING**

In September 2025, the Applicant submitted a formal request for a screening opinion under Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 based on the fact that the development of this land would fall within Section 10(b) (urban development projects) of Schedule 2 of the EIA regs., the threshold for which is development that includes more than 150 dwellinghouses or where the overall area of development exceeds 5 hectares.

In October 2025, the Local Planning Authority advised that whilst the proposal would constitute 'Major Development,' and it is a type of project listed under Schedule 2 of the Town and Country Planning (Environmental Impact Assessment (Wales) Regulations 2017, the proposed scheme for 120 dwellinghouses would not give rise to significant environmental effects which would require EIA under Schedule 3 of the EIA Regulations and therefore does not constitute EIA development.

## **SUPPORTING DOCUMENTS**

The planning Application is supported by detailed plans and the following documents:

- Planning Statement
- Design and Access Statement
- Ecology Note – Step Wise Approach
- Preliminary Ecological Appraisal
- Stage 2 Ecology Report
- Green Infrastructure Statement
- Landscape Strategy
- Air Quality Assessment
- Engineering Layout
- Drainage Strategy Report
- Flood Consequences Assessment
- Geotechnical & Geoenvironmental Assessment
- Cultural Heritage Statement
- Environmental Noise Assessment
- Transport Assessment and Transport Assessment Addendum
- Tree Survey Report & Constraints Plan
- Arboricultural Impact Assessment Rev. B
- Field Evaluation Report
- Geophysical Survey Report
- Energy Strategy
- Adoptable Lighting Strategy

## **RELEVANT HISTORY**

**P/07/1367/OUT** 3 high quality residential homes – Refused 22/08/2008

**P/06/1473/OUT** 6 high quality houses and lake – Withdrawn 15/01/2007

**P/97/997/BCB** Replacement of existing drainage system including effluent tank – Withdrawn 30/01/1998

**85/0964** Change of use of former staff flat to office and educational use (students studying for social work qualifications) – No objection 07/11/1985

## **PUBLICITY**

The Application has been advertised on site.

Neighbours were notified of the receipt of the original Application and upon the receipt of the amended plans.

The final period allowed for a response to formal consultation/publicity expired on 25/02/2026.

## **CONSULTATION RESPONSES**

**Public Rights of Way Officer** – Thank you for confirming that the A48 crossing is still planned. We appreciate that Footpath 11 Merthyr Mawr is outside of the boundary of the development, however, they are proposing to create two new links onto the Footpath from the development. We support the integration of the development with the Rights of Way network, but due to the expected increase in the paths use, we are requesting that improvements to the surface of Footpath 11 be included in their section 106 agreement.

**Dwr Cymru/Welsh Water** - No objection, subject to the imposition of conditions/advisory notes regarding the drainage of the development. The proposed development site is located in the catchment of a public sewerage system which drains to Penybont 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.

**South Wales Police (Designing Out Crime Officer)** – No objection, general observations provided that have been issued to the Applicant.

**South Wales Fire & Rescue Service** – No objection subject to informatives.

**Highway Authority** – No objection to the Application subject to conditions.

**Merthyr Mawr Community Council** – MMCC reserves the right to be invited to any site meeting and to speak at a subsequent DCC meeting. *“Merthyr Mawr Community Council has now had an opportunity to consider the amended planning Application P/25/731/FUL and have determined that as detailed below the observations made in relation to the original Application remain unchanged.*

*First area of concern is around the impact of the development on New Inn Road and pedestrian and cycling access across, and east along, the A48.*

*Paragraph 3.25 of the Design and Access Statement states that: "pedestrian access is provided via A48 to the North and New Inn Road to the south." Both options seem very inadequate. There is a proposal to make a pedestrian access path onto New Inn Road from the south east corner, and another to access the PRow where it meets the A48. There is no proposal to include a pedestrian crossing to join up with the footpath on the other side of the A48. Impeding the traffic flow on such a busy road is not a simple equation but the Council would suggest, at the very least, that upgrading the path leading to the underpass on the south side of the A48, is essential to fulfil the active travel and accessibility requirements for the site. The same may go for the PRow to the east side of Broadlands. Council is unsure how accessible it is for cycling but it certainly should be a designated cycle route to create an effective active travel link with Bridgend town centre. The Council's wish list would also include a proper shared cycle and footpath along the A48 to Ewenny roundabout.*

*Re. New Inn Road and pedestrian access. In the Council's view, it is vital that BCBC take*

measures to manage its use as a rat run as the speed and number of vehicles using it these days make its use by pedestrians and other road users difficult and indeed, dangerous. New Inn Road should mark a boundary whereby it is valued as a country lane, included in, and part and parcel of, the valuable historic and recreational area around Merthyr Mawr. In line with this, the Council believes that New Inn Bridge should have width restriction bollards. We understand the issue of lorries having to turn around, but there are many roads around the country that are restricted height wise or width wise and this is indicated by signs at the relevant junctions.

The frequency with which it floods, both by the Dipping Bridge, and the Ewenny Road junction in wintertime, and the recreational use of the dipping bridge in Summertime, along with the pinch points and variable width, make it highly unsuitable for carrying the amount of traffic it currently carries, This is without the impact of the developments along the A48 which will further degrade its use for pedestrians and other road users. 20mph and 30mph speed limits near the Dipping Bridge and the main walking routes from Bridgend into Merthyr Mawr should be employed. It is within the powers of the local council to set their own speed limits albeit within general parameters set by Welsh Government and in the process of being updated by them.

It is obviously not entirely the job of this development to ensure the safety and wellbeing of road users in the wider area but, taken with the developments in Laleston and Island Farm, the change in the nature of the A48 in that it is now within the urban boundary, requires strategy and forward thinking by BCBC and presumably some of the funding for adaptations will come from these housing developments. MMCC notes that the housing has gone up from 108 to 120 houses, and it is a fair bet that the same sort of percentage increase will go for Island Farm.

It is essential that the impact of these three major developments are seen and treated as an aggregate by BCBC. No matter how much the individual Applications downplay their individual effects on the wider road system and environment, the joint effect will be considerable and BCBC should be proactive in ensuring a safe and pleasant environment whilst fulfilling housing needs.

Secondly, the bat survey found that the corridor along the river was used by several different sorts of bats. Light has a big impact on bats and this is apparently factored into the street light design. With the use of LEDs these days though, individual houses can have many lights on the outside. This Council would therefore suggest the planning authority specify high fences between property boundaries and known bat routes.

Thirdly, the Application site forms part of the unofficial green belt on the southern boundary of greater Bridgend. Therefore, every effort should be made to ensure that the development sits within its green setting and not create an extension of the Broadlands development to the north.

The accompanying landscaping strategy should seek to help screen to the north and retains a lot of the woodland. In the landscaping scheme it appears to show trees/vegetation up to the entrance into the proposed site. However, we don't consider this wouldn't be feasible from a highways perspective and will in all probability result in tree and vegetation loss.

With regards to the loss of trees. The tree report identifies a large amount of tree removal, albeit on ash die back grounds. The loss of large amounts of trees will undermine screening the development. Therefore, and in line with 6.4.4.2 of planning Policy Wales 2024, there should be a ratio of 3:1 replacement of trees of equivalent size to those removed, where practicable.

*Such a measure would contribute to satisfying Section 6 of the Environment Act (2016). This section of the act places a duty on public authorities in Wales must seek to maintain and enhance biodiversity and promote the resilience of ecosystems in the exercise of their functions. This statutory duty requires integrating biodiversity into daily operations, policies, and decision-making, ensuring actions are proportional and sustainable.*

*Similarly, given the habitat mosaic and species this site contains, it is recommended that a costed management plan is drawn up covering a period of a minimum of 5 years and attached to a dedicated sum of money to deliver the management plan outputs. The ecological features of the site being based on the ecological assessment. If possible, a procured agent to deliver the outputs should also be identified for a local point of reference and if any issues arose that could be brought to their attention. This would also help in delivering the management prescriptions associated with the Coed y Tyle Site of Importance for Nature Conservation which is included within the Application site.*

*The ecological assessment concludes that there be habitat loss as a result of this scheme if permitted. Therefore, what is left needs to be protected and enhanced. besides having a dedicated and funded management plan.*

*To this end, the programme of enhancements identified in the ecological assessment Green Infrastructure statement and Landscape Strategy should be phased prior to the planning implementation being implemented.*

*This phasing would help demonstrate the developer's commitment to retaining and enhancing the remaining natural assets and commitment to the above Section 6. Furthermore, this type of phased approach has been adopted in the neighbouring Island Farm development. This has created a precedent and should be included in the conditions of approval."*

**Laleston Community Council** – *"The Council raised concerns about the Broadlands junction on the A48 and how traffic flow would be managed. Issues of public safety in relation to safe crossings, particularly as the Broadlands district centre would be the main shopping and amenity space, and safe routes to schools."*

**Shared Regulatory Services (Noise)** – No objection subject to noise conditions to comply with the requirements of the acoustic report.

**Shared Regulatory Services (Air Quality)** – No objection subject to the mitigation measures as stated within the construction dust assessment being included within a site specific Construction Environmental Management Plan.

**Shared Regulatory Services (Contaminated Land Section)** – No objection subject to conditions.

**Natural Resources Wales** –satisfied that their concerns can be overcome by attaching conditions to any planning permission granted and by including documents to the approved plans and documents condition.

**Biodiversity Policy Manager (Ecology)** – No objections subject to conditions.

**Heneb Archaeological Trust** – No objections subject to conditions.

## **REPRESENTATIONS RECEIVED**

**Cllr. I. Spiller** – (prior to the receipt of amendments in February 2026) - *"I am very concerned regarding the increased traffic in terms of the construction and housing on the A48 following*

*construction of the homes. The impact in terms of crossing facilities on the A48, lack of active travel connections and safe walking route to schools, along with the impact on Broadlands exits need to be properly considered. I would object to this Application in its current format based on the above, and would like to speak at committee.”*

A total of 14 separate neighbour representations have been received since the Application was lodged in December 2025. The objections/concerns (some of which were received before the scheme was amended) are summarised below:

- Increased traffic, particularly during the rush hour/peak times on a congested network
- Increased pressure on schools and health services
- Lack of shops
- Overdevelopment of the site – too many houses
- Noise/disruption from construction activities
- Lack of safe crossing for pedestrians from the proposed site to cross the A48
- Pollution – Light, air and noise
- Insufficient walking routes to Schools
- Loss of green/agricultural land and trees having a detrimental impact on biodiversity
- Priority should be given to developing brownfield land or land that has already been developed
- Increased risk of flooding of adjoining land
- Close to Merthyr Mawr Heritage Area
- The roundabout to access Broadlands is not fit for purpose
- No public transport available from Broadlands
- The proposal is part of permitted development and is likely to be approved without issue
- Proximity of the proposed development to the adjacent Registered Historic Park and Garden
- The visual impact of the development
- The increased use of New Inn Road as a “rat run”
- Too much parking provided on site
- Too little parking provided on site
- Livestock on surrounding fields being worried by dogs and faecal contamination
- Increased risk of anti-social behaviour and trespass
- No other development on this side of A48 – the development is unnecessary
- Unsafe turning manoeuvres to and from the site
- All retained trees to be protect by a Tree Preservation Order

There were also 2 letters of support for the scheme.

### **COMMENTS ON REPRESENTATIONS RECEIVED**

The vast majority of the concerns raised by residents (and the Community Councils and Ward Member) align with the main considerations in the determination of the Application and are addressed in the appraisal section below.

However, the following comments are offered in response to the other matters raised:

- **Lack of shops** – the scheme is an allocated housing site but is not large enough to warrant its own Local Retail Centre and the future residents will be able to access the Broadlands Local Retail Centre to the north.
- **Overdevelopment of the site – too many houses** – the site is allocated for 108 residential units (including 22 affordable units). The submitted scheme has an overall density of 18dph. Whilst this is below the 50dph as set out in national planning policy

and Policy COM6, the proposed development seeks a higher number of units (including more AH units) than proposed in the RLDP. Therefore, the proposed density is considered to be appropriate.

- **Noise/disruption from construction activities** – any disruption caused to local residents during the construction period is transient and is a necessary bi-product of development but will be managed through a Construction Method Statement and the programme of construction for this scheme of 120 dwellings will not be comparable to the phased development of Broadlands in terms of scale and time.
- **Priority should be given to developing brownfield land or land that has already been developed** – The previous Local Development Plan (2013) had a strategy of developing brownfield sites (with a number of sites being developed) and the latest Replacement Local Development (2024) aims to satisfy the demand for housing with a sustainable growth strategy and this site is allocated for housing as part of that strategy.
- **The proposal is part of permitted development and is likely to be approved without issue** – whilst the site is allocated for housing in the Replacement Local Development Plan (2024), a scheme of 120 houses does not benefit from permitted development rights and therefore requires planning permission.
- **The increased use of New Inn Road as a “rat run”** – there is no vehicular access into the site via New Inn Road.
- **Too much parking provided on site** – the level of parking provision on-site complies with Policy PLA11 and SPG17: Parking Standards. The Highway Authority is satisfied that the parking provision is acceptable, subject to conditions securing a plot-by-plot parking schedule, electric vehicle charging provision, garage internal dimensions and secure cycle parking.
- **Too little parking provided on site** – the level of parking provision on-site complies with Policy PLA11 and SPG17: Parking Standards. The Highway Authority is satisfied that the parking provision is acceptable, subject to conditions securing a plot-by-plot parking schedule, electric vehicle charging provision, garage internal dimensions and secure cycle parking.
- **Livestock on surrounding fields being worried by dogs and faecal contamination** – the site is enclosed by boundary treatments and natural screening and the scheme includes open space provision and access to an established Public Right of Way which are more likely to be used by future residents of this scheme than private land.
- **Increased risk of anti-social behaviour and trespass** – there is no reason to expect this to happen with the development of a relatively small housing site compared to the nearby Broadlands Estate and any instances of trespass or anti-social behaviour in the area will be a matter for the Police and cannot be controlled by the Planning system.
- **No other development on this side of A48 – the development is unnecessary** – the site has been through the candidate site and Replacement Local Development Plan processes and is an allocated housing site as part of the wider Sustainable Housing Strategy for the Borough in the Primary Key Settlement of Bridgend and the Bridgend Sustainable Growth Area. It is also close to the Strategic Development site at Land South of Bridgend (Island Farm).
- **All retained trees should be protect by a Tree Preservation Order** – the retained trees will be protected during the construction of the site with a root protection plan and post development through the making of tree protection orders.

## **PLANNING POLICY**

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

National planning guidance in the form of Future Wales – the National Plan 2040 (February 2021) and Planning Policy Wales (Edition 12, February 2024) (**PPW**) are of relevance to the

determination of this Application.

Paragraph 1.30 of PPW confirms that: *‘Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications.’*

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

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

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

#### **Technical Advice Notes:**

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

- Technical Advice Note (TAN) 5 Nature Conservation and Planning
- Technical Advice Note (TAN) 11 Noise
- Technical Advice Note (TAN) 12 Design
- Technical Advice Note (TAN) 15 Development, Flooding and Coastal Erosion
- Technical Advice Note (TAN) 18 Transport

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

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met without comprising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:

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

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

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

The Socio Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage and whilst this is not a strategic decision, the duty has been considered in the assessment of this Application.

## **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 Policies**

The Development Plan for the area comprises of the Bridgend Replacement Local Development Plan 2018-2033 which was formally adopted by the Council in March 2024 and within which the following policies are of relevance:

- Policy SF1 - Settlement Hierarchy and Urban Management
- Policy SP1 - Regeneration and Sustainable Growth Strategy
- Policy SP3 - Good Design and Sustainable Place Making
- Policy SP4 - Mitigating the Impact of Climate Change
- Policy SP5 - Sustainable Transport and Accessibility
- Policy SP6 - Sustainable Housing Strategy
- Policy SP8 - Health and Well-being
- Policy SP10 - Infrastructure
- Policy SP15 - Sustainable Waste Management
- Policy SP17 - Conservation and Enhancement of the Natural Environment
- Policy SP18 - Conservation of the Historic Environment
- Policy PLA8(8) - Transportation Proposals (Broadlands Roundabout)
- Policy PLA9 – Development Affecting Public Rights of Way
- Policy PLA11 - Parking Standards
- Policy PLA12 - Active Travel
- Policy COM1(1) – Housing Allocations (Craig y Parcau)
- Policy COM2 - Affordable Housing
- Policy COM3 - On-Site Provision of Affordable Housing
- Policy COM6 - Residential Density
- Policy COM10 - Provision of Outdoor Recreation Facilities
- Policy ENT10 - Low Carbon Heating Technologies for New Development
- Policy ENT12 – Development in Mineral Safeguarding Zones
- Policy ENT15 - Waste Movement in New Development
- Policy DNP5(2) – Local and Regional Nature Conservation Sites (SINC)
- Policy DNP6 - Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7 - Trees, Hedgerows and Development
- Policy DNP8 – Green Infrastructure
- Policy DNP9 - Natural Resource Protection and Public Health

### Supplementary Planning Guidance

**SPG02:** Householder Development

**SPG05:** Outdoor Recreation Facilities and New Housing Development

**SPG08:** Residential Development

**SPG13:** Affordable Housing

**SPG16:** Educational Facilities & Residential Development

**SPG17:** Parking Standards

**SPG19:** Biodiversity and Development

## **APPRAISAL**

The Application is referred to the Council’s Development Control Committee at the request

of a Local Ward Member and as a result of material planning objections from Merthyr Mawr Community Council, Laleston Community Council and neighbouring occupiers.

A full Development Control Committee site visit was undertaken on 9 April 2026.

The main issues to consider in this Application relate to the principle of development, design and visual amenity impacts, the impact on the amenities of neighbouring and future residents and the potential impact of the development on the surrounding highway network, highway/pedestrian safety and parking provision, biodiversity/habitats and trees, drainage, flood risk, rights of way and any archaeological resource.

### **Principle of Development**

The site is located within the Primary Key Settlement of Bridgend as defined by *Policy SF1 Settlement Hierarchy and Urban Management* of the Replacement Local Development Plan (RLDP) adopted in 2024.

Policy SF1 states that Development will be permitted within settlement boundaries at a scale commensurate with the role and function of the settlement.

It is also located within the Bridgend Sustainable Growth Area as defined by Policy SP1: Regeneration and Sustainable Growth Strategy of the RLDP. 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. However, more importantly, the site is specifically allocated for housing under Policy COM1(1) – Housing Allocations - Craig Y Parcau.

The proposal is for 120 dwellings including 24 affordable units associated works including sustainable drainage, landscaping, cycle and car parking.

Policy COM6: Residential Density of the RLDP requires that development must seek to create mixed, socially inclusive, sustainable communities by providing a range of house types and sizes to meet the needs of residents at an efficient and appropriate density.

In the first instance, residential development should seek to reflect a density of 50 dwellings per hectare. A lower density of development will only be permitted where:

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

The site consists of an overall density of 18dph. Whilst this is below the 50dph as set out in national planning policy and Policy COM6, the proposed development seeks a higher number of units than proposed in the RLDP and the housebuilder's strategy does not include for blocks of flats. Therefore, the proposed density is considered to be appropriate in this instance and in this sensitive location to avoid overdevelopment.

The proposal is therefore deemed to comply with policies SP1, SP6, COM1, COM2 and COM6 of the RLDP, and it is considered that, in principle, and subject to satisfying the requirements of other RLDP policies (particularly Policy SP3), the proposed development is acceptable and is deemed to be suitable for this site.

## **Design/Visual Impact**

Planning Policy Wales (Edition 12) 2024 at paragraph 4.11.9 stipulates that: *“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 proposed developments do not have an unacceptable impact upon the character and amenity of an area.

The site lies at the rural edge of Bridgend but is within the settlement boundary and opposite Broadlands. It is effectively enclosed by a dense band of trees and has pockets of previously developed land within the larger east parcel of the site although these areas have been mainly reclaimed by nature.

Therefore, whilst it is accepted that the proposed housing development would permanently alter its character and appearance, the visual impact of the scheme from outside the site is mitigated by the retention of the dense, established boundary trees, the landscaping scheme for the site, the narrowing and conversion of the existing roundabout access into the site to an organic active travel route and the provision of a new signalised junction at the western extreme of the site.

The submitted Design and Access Statement states: *“The architectural identity of the proposed development has taken into consideration the local vernacular through a character analysis of the area. 3 character areas are proposed to identify areas within the scheme. Since the proposed number of dwellings are not too significantly large, these 3 character areas will feature subtler changes to identify areas within the development which includes key buildings, aiding in creating a sense of place and wayfinding.”*

The three character areas are CA 1 – Green Street, CA 2 – Core and CA 3 – Landscape Edge.

The **Green Street Character Area** is the main spine road and the ancient woodland. It is the Primary route through the site with rain gardens on either side and shared cycle/pedestrian paths, detached dwellings evenly set back from the road with on-plot side parking with or without garages utilising a palette of red brick with grey roof tiles and reconstituted stone used to define key buildings/areas. This area also introduces low level reconstituted stone walls to define key areas and frontages.

The **Core Character Area** is defined by a more varied mix of house types including detached, semi-detached and shorter runs of terraces, reinforced by a more informal approach to the materials palette. Subtle shifts in material treatment are used at locations such as end-of-vista points to aid legibility and wayfinding. The area has secondary streets with rain gardens and footpaths on one side and shared surfaces. A palette of red brick and red and grey roof tiles is proposed for this area reinforcing the variety. Reconstituted stone

is to be used to define key corners/areas and the plots will be defined by soft landscaping or low hedges and low stone walls to key gateway area.

The **Landscape Character Area** fronts onto the public open space in the east, and aims to establish a softer, more open edge to overlook the landscaped area. Larger detached homes and tile-front detailing will emphasise the spacious transition from the denser Core Character Area. They will be detached dwellings of a single main red brick finish with red roof tiles and tile front detailing to some key dwellings. Metal estate deer park rails are used here to define private frontages from the adjacent public open space.

**Fig. 5 – Illustrative Street Scenes and Character Area Plan**



STREET SCENE C-C - CORE CA



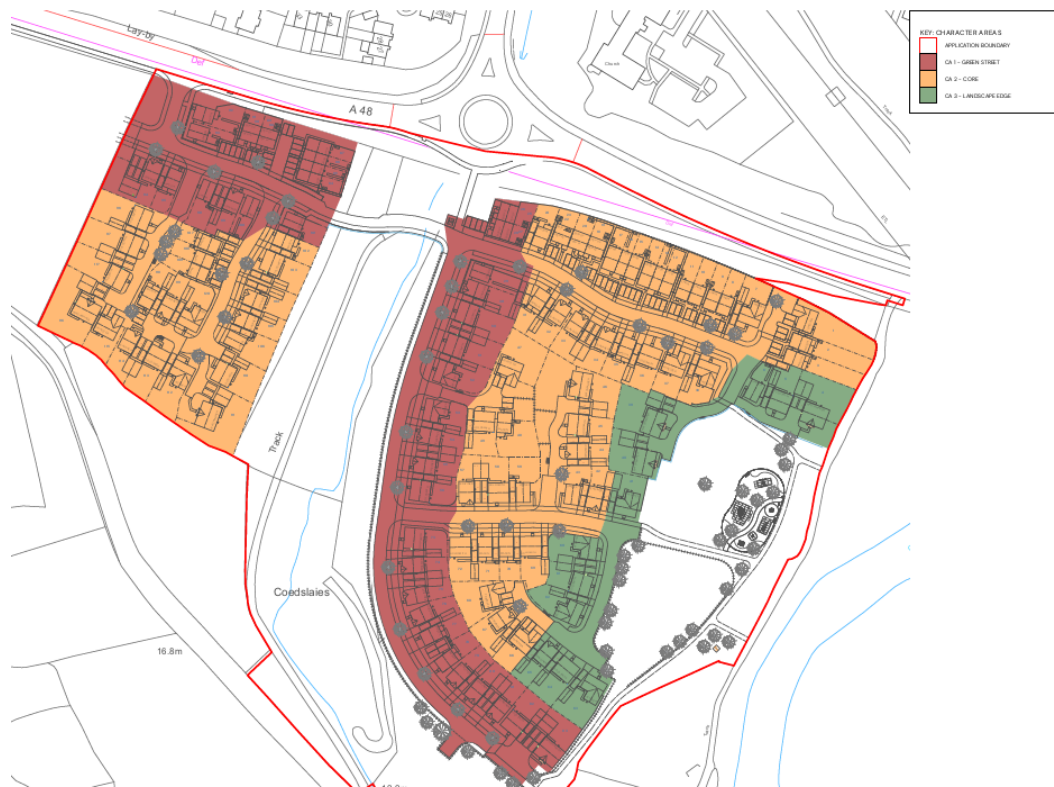
LAYOUT EXTRACT - NTS



STREET SCENE B-B - LANDSCAPE EDGE CA



STREET SCENE A-A - GREEN STREET CA



A detailed analysis of the site and its surroundings have informed a cohesive but distinctive design that embraces good placemaking principles as well as environmental sensitivity. This is particularly important having regard to the Ancient Woodland and the Site of Importance for Nature Conservation, both generally located in the central woodland corridor that divides the development.

The development has been designed to respect and protect these designations, ensuring that any potential impacts are minimised through sensitive layout planning and the integration of robust green infrastructure.

For example, the access link road between the two parcels has been deliberately sited and narrowed to one lane to minimise the level of disruption to this Ancient Woodland corridor, SINC and watercourse.

**Fig. 6 – Sensitive Link between the West and East Parcels**



The design and layout of the housing scheme respond to the context and constraints of the site and, as such, it is considered that the proposal has a positive impact on the area.

Overall, it is considered that the proposed development would not have any unacceptable impacts in relation to the visual amenities of the area and complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and advice contained within Planning Policy Wales 12 (2024).

### **Residential Amenity – Neighbouring and Future Occupiers**

Planning Policy Wales (Edition 12, February 2024) states at paragraph 2.7 that *“placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people”*.

Criterion (k) of Policy SP3 of the Replacement Local Development Plan (2024) seeks to ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected and in addition, seeks to ensure that an appropriate level of amenity is afforded to future occupiers of a development.

The development will not have any detrimental effects on the residential amenities of existing residential properties by way of overlooking, overshadowing or overbearing impacts due to the distance from the nearest properties and the enclosed/screened nature of the site.

The development has been designed to allow a suitable distance between units to safeguard the residential amenities of future occupiers. The units do not directly front or back onto one another and there is sufficient space between the rear elevations of the dwellings and adjoining gardens.

Garden sizes are considered to be appropriately sized to ensure that future occupiers have sufficient private outdoor amenity space.

The scheme has been designed to allow for appropriate access arrangements for recycling and refuse collection vehicles and personnel.

Whilst the demolition and construction works will inevitably result in a level of disturbance and disruption to residential occupiers to the north of the A48 at Broadlands, this is not considered to be a sufficient reason to refuse the planning Application with the construction works being of a transient nature as part of the Council's housing strategy.

Accordingly, the proposal complies with Policy SP3 of the Bridgend Replacement Local Development Plan (2024) and guidance contained within Supplementary Planning Guidance Note 02 *Householder Development* which relates specifically to residential amenity (the proposal also satisfying Policy ENT15 of the RLDP in terms of waste management).

### **Access, Highway Safety and Parking**

Strategic Policy SP3 of the Replacement Local Development Plan (2024) states that *“Applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to o). All development must (amongst others):*

*b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;*

*d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods; and,*

*e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all.”*

Strategic Policy SP5 of the RLDP advises that *“Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and ... must also be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:*

- 1) Accord with the sustainable transport hierarchy for planning (as set out in PPW);*
- 2) Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;*
- 3) Safeguard, enhance and expand the active travel networks identified in the Council’s Existing Routes Map and ATNM, including links to those networks as a means of improving connectivity;*
- 6) Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;*
- 7) Provide new transport infrastructure and improvement measures to mitigate the impact of the development and demonstrate the level and acceptability of impacts on the surrounding road network;*
- 8) Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing the demand for travel by car; and*
- 9) Ensure that developments are served by appropriate parking provision, in accordance with the Council’s parking guidance, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles.*

*Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted.”*

Policy PLA11 of the RLDP stipulates that all development must be served by appropriate levels of parking in accordance with the adopted SPG on parking standards.

Policy PLA12 of the RLDP requires development maximise walking and cycling access by prioritising the provision within the site and providing or making financial contributions towards the delivery offsite.

The main Highway related issue around this development relates to the capacity of the A48 around the Broadlands roundabout and the need to improve the junction in line with the Strategic Transport Assessment undertaken as part of the Replacement Local Development Plan process. This site will be affected by future improvements to the roundabout that are to be carried out by the developer of the Strategic Development site at Land West of Bridgend near Laleston (App. No. P/25/507/HYB refers).

Policy PLA8 Transportation Proposals allocates and safeguards a number of transportation proposals from development that would otherwise prevent their implementation. Policy PLA8(8) is relevant to this application as it is allocated and safeguarded for improvements at Ewenny and Broadlands roundabouts, A48, Bridgend. Any proposed access scheme for the development of Craig y Parcau must not prejudice the development of the allocated improvements at Ewenny and Broadlands roundabouts which are critical on a strategic level to enable Strategic Allocations PLA2/SP2(2) Land South of Bridgend, Island Farm and PLA3/SP2(3) Land West of Bridgend respectively to be suitably accommodated by the highway network.

The Strategic Transport Assessment (**STA**) identified a number of strategic junctions in need of essential improvements including the Broadlands Roundabout. The STA required Strategic Allocation PLA3: Land West of Bridgend to deliver the S278 strategic junction

intervention at Broadlands Roundabout. The site promoter subsequently undertook further assessment to confirm that appropriate mitigation could be achieved, consistent with the STA's capacity conclusions and within a viable cost range. The results of the Broadlands Roundabout assessment demonstrated that the junction could be reconfigured to a staggered, traffic signal-controlled arrangement, while retaining all queuing on the A48. The submitted preliminary design further confirmed that this upgrade would not prejudice vehicular access to the Craig y Parcau housing allocation. At the time, discussions with the Craig y Parcau site promoters confirmed that they had no objection in principle to the proposed staggered arrangement.

The STA was submitted to Welsh Government and PEDW as part of the full evidence base supporting the RLDP at Examination. The STA was considered in site specific hearing sessions for each strategic development site and Craig y Parcau. The Inspector concluded in her report that the policy framework for the development sites is clear and underpinned by robust and credible evidence.

It is noted that the supporting addendum Transport Assessment (**TA**) now proposes an access into the site 130m west of the Broadlands Roundabout and this should not prejudice development of the allocated improvements at Ewenny and Broadlands roundabouts which are critical to enable Strategic Allocations PLA2/SP2(2) Land South of Bridgend, Island Farm and PLA3/SP2(3) Land West of Bridgend respectively.

The Council's Highway Authority (**HA**) has been heavily involved throughout the process, was consulted on the scheme, including the latest proposals for a comprehensive signalised junction into the site, and has even reviewed the highway related concerns raised by adjoining stakeholders. The HA has commented as follows:

*"We have considered the above Application and provide the following comments on behalf of the Highway Authority. For clarity we have considered the submitted Application, accompanying Transport Assessment material, Transport Assessment Addendum, Stage 1 Road Safety Audit, Designer's Response, active travel proposals, internal estate layout, parking strategy, visibility drawings, swept path analysis and adoptable highway details.*

*It is noted the Application seeks full planning permission for residential development at Craig Y Parcau, which is noted as a site allocated for residential development within the adopted Replacement Local Development Plan. As such the principle of development at this location has already been established through the statutory development plan process. The role of the Highway Authority is not to revisit the principle of the allocation, but to ensure that the detailed access strategy, internal layout, active travel provision, road safety arrangements, and mitigation package are acceptable and do not prejudice delivery of the wider strategic highway improvements identified through the RLDP.*

*The Highway Authority has maintained a clear and consistent position throughout the planning process, including meetings and correspondence with the developer, that the development should not be served from the existing A48/B4622 Broadlands roundabout. The reason for this position is not a matter of preference but is necessary to ensure that the existing roundabout can be removed and replaced in due course by the wider strategic signal-controlled junction arrangement associated with the Land West of Bridgend / Parc Llangewydd strategic highway improvements, clearly identified in the RLDP. It would therefore be inappropriate to approve a permanent access strategy that relies upon the continued operation of the existing roundabout, when the wider highway network has been strategically planned on the basis of its replacement.*

*The Highway Authority understands that retention of the roundabout would be preferable in the short term, however that approach would create a number of practical, planning and*

highway difficulties. It would require the Applicant to design the internal layout around an access arrangement that is not expected to form part of the long-term highway network. It would also risk sterilising land within the site, requiring abortive infrastructure, reducing development capacity and potentially prejudicing the delivery of housing on an allocated site. That would not be a sound planning or highway outcome, particularly where the adopted development plan has already established the site's contribution to the housing trajectory.

As a result of the above, the HA has required the Applicant to bring forward a permanent access strategy in the form of a three-arm signal-controlled junction on the A48, positioned so that it aligns with, and does not prejudice, the final staggered signal-controlled junction arrangement associated with the Land West of Bridgend strategic highway improvement. The submitted Transport Assessment Addendum now reflects that requirement and assesses the proposed access as a three-arm signal-controlled junction located to the west of the existing Broadlands roundabout. It should also be noted that a number of alternative access arrangements on the westernmost boundary of the site have been considered, tested and discounted on the grounds of highway safety. The current solution before the Local Planning Authority is accepted in principle and is considered to represent the correct strategic response to the allocated status of the site, the planned future removal of the Broadlands roundabout, and the need to secure a highway arrangement that is capable of being integrated with the future staggered signal-controlled junction.

Given the strategic importance of the A48 corridor and its relationship with the wider RLDP delivery and future highway infrastructure, the HA has been assisted by Link Transport Planning as an independent consultant to undertake a detailed technical review of the submitted Transport Assessment and subsequent Transport Assessment Addendum, testing the proposed signal-controlled access against a range of future-year scenarios, including Craig Y Parcau, Parc Llangewydd and Island Farm traffic, ensuring that the HA's position is informed by robust, independent and proportionate technical advice.

The proposed signal-controlled junction has been assessed for the AM and PM peak periods using LinSig. For clarity, the Addendum adopts a 2033 assessment year to align with the Local Development Plan horizon, updated from the 2035 design year used in the original Transport Assessment, and tests a robust worst-case in which the site access and pedestrian stages are called every cycle. The Highway Authority accepts that the revised signal-controlled junction is acceptable in principle, subject to detailed design, technical approval and the delivery of all associated works through the appropriate highway agreement process.

The Highway Authority has given particular attention to the risk of queuing extending from the proposed signal-controlled access back to the existing Broadlands roundabout. Having reviewed the Addendum modelling, the Highway Authority is satisfied that this risk is low and is overstated by the submitted LinSig results, for the following reasons.

First, the junction operates within capacity throughout. Across every modelled year from 2026 to 2035, and on a cumulative basis that includes the full build-out of Craig Y Parcau, Parc Llangewydd and Island Farm, the maximum degree of saturation reaches only 78.20% (2035 PM peak), comfortably below the 85% level at which a signalised approach is regarded as approaching practical capacity. The network retains a positive practical reserve capacity in every assessment year, confirming material spare capacity.

Second, the modelled queue is a worst-case artefact rather than a realistic forecast. The LinSig assessment adopts a fixed 90-second cycle time and calls both the site access stage and the all-red pedestrian stage during every single cycle. In reality, with vehicle and pedestrian actuated MOVA control, those stages will be called only on demand and will not

arise on every cycle. Even under these highly robust assumptions, the modelled queue on the A48 eastern approach is shown only just to reach the roundabout, which lies approximately 95 metres to the east of the signals (equivalent to around 16 passenger car units at 5.75 metres per unit). In reality, the signals will reallocate green time to clear this queue at the expense of the site access or the A48 western arm, both of which retain substantial spare capacity. Further mitigation, such as additional signage and road markings to maintain safety, will be considered at the detailed design stage.

Third, MOVA and the detailed signal strategy will actively reduce queuing. The Applicant's own technical material and the Designers' Response to the Stage 1 Road Safety Audit confirm that MOVA control will give priority to ahead traffic on the A48 and reduce queuing back towards the roundabout. The detailed signal design can extend the cycle time up to 120 seconds and run the pedestrian and development phases every other cycle rather than every cycle, returning additional green time to the A48 mainline and keeping queues low. In addition, queue-detection loops will be installed on the A48 eastern approach so that, when a queue builds towards the roundabout, the signals are given additional green to clear it before it blocks the circulatory carriageway. None of these measures is reflected in the worst-case LinSig run, so the real-world operation will improve on the modelled outcomes.

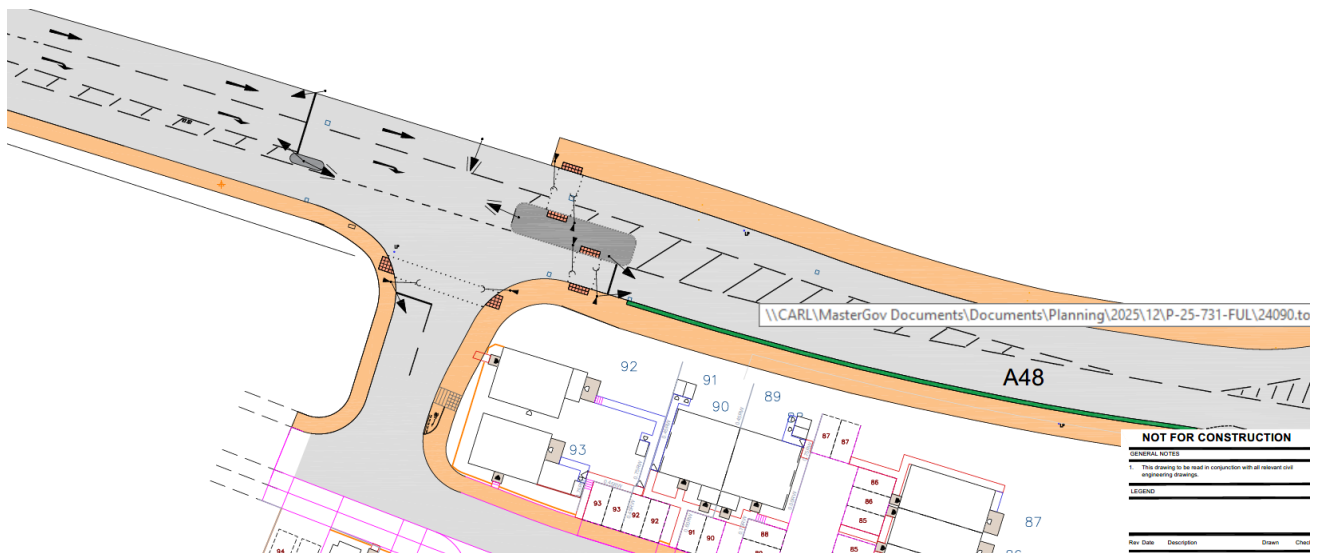
Fourth, the modelled arrangement is an interim worst case scenario. The Llanmoor strategic scheme is expected to replace the Broadlands roundabout with the staggered signal-controlled junction before 2035, which will further alleviate any residual queuing.

The detailed signal design, including the MOVA control strategy and queue-management measures, will be finalised through the Section 278 technical approval process. The residual risk of queuing to the roundabout is low and acceptable.

The A48 speed limit through the site access is to be designed on the basis of a 40mph environment. The existing speed limit on this section of the A48 is 50mph; it is proposed to reduce this to 40mph across the site access frontage by Traffic Regulation Order. A 30mph speed limit is not considered appropriate in this location as the A48 is an important distributor route and performs a relief-road function, including during periods when the M4 is unavailable or closed. The frontage characteristics and current function of the road do not support a reduction below 40mph. The detailed design shall therefore be undertaken on the basis of a 40mph design environment, with signal visibility and high-speed vehicle detection designed for the prevailing approach speeds, and with the necessary Traffic Regulation Order, signage, road markings, high-friction surfacing where required, signal visibility and associated safety measures secured prior to occupation.

A Stage 1 Road Safety Audit has been undertaken for the proposed signal-controlled junction and the audit identified matters relating to speed compliance, queueing back towards the existing roundabout, and the need for improved cycle transition facilities. The Highway Authority accepts the Designer's Response and considers that the RSA matters are capable of being resolved through detailed design and technical approval. The final design will need to include, where required, high-friction surfacing on the approaches to the signal stop lines, queue detection/loops, appropriate queue-warning/signing measures, keep-clear markings where necessary, MOVA signal control, ramped cycle access and egress points and advanced cycle stop lines or boxes or equivalent cycle provision to the satisfaction of the Highway Authority.

**Fig. 7 – Revised Signalised junction with ghost island right turn lane and staggered crossing**



With regards to Active Travel, the development will also deliver a package of active travel improvements which include controlled crossing facilities associated with the new A48 signal-controlled access, a controlled crossing on the eastern side of the A48, links into the proposed shared-use infrastructure, and a wider suite of active travel improvements connecting towards the B4622 and associated crossing points into Broadlands. The proposed access arrangement and active travel works support the delivery of the Council's active travel network aspiration INM-BR-48, and contribute towards INM-BR-128, as identified in the Local Development Plan Infrastructure Delivery Plan. The shared-use provision is to be designed to the widths and standards required by the Active Travel (Wales) Act Guidance (ATAG). This package is considered important and necessary because the majority of local facilities, services, schools, public transport links and the wider active travel network lie to the north of the A48. The Highway Authority therefore requires the active travel package to be secured as part of the off-site highway works and delivered prior to first beneficial occupation.

The internal estate road layout has also been through a number of iterations and the latest proposal is considered acceptable in principle. The submitted layout, visibility splay drawing, swept path analysis and adoptable highway details demonstrate that the site can be laid out to provide an adoptable road network with appropriate connections, footways, visibility, turning and access arrangements. The submitted refuse vehicle swept path analysis demonstrates that refuse vehicles can enter, manoeuvre through the site and turn within the development without relying on inappropriate reversing movements onto the A48.

The detailed design will nevertheless need to be secured through condition and through the highway technical approval process. This shall include final carriageway widths, footway provision, gradients, vertical alignment, drainage, street lighting, service margins, visibility splays, refuse collection arrangements, emergency access, turning heads, tactile paving, dropped kerbs, cycle links and any necessary adoption details.

The parking requirement is set out in the BCBC Parking Standards (SPG17). The site falls within Zone 4 (Suburban), where the standard is one space per dwelling up to a maximum of three, giving a maximum requirement of 327 residential spaces plus 24 visitor spaces (351 in total). The latest parking strategy provides 299 residential spaces plus 24 on-street visitor spaces. This is within the SPG17 maximum. As SPG17 sets a maximum rather than a minimum standard, and as Planning Policy Wales (Edition 12) requires parking standards to be applied flexibly in support of lower levels of provision, the level proposed is acceptable

*in policy terms. The reduction from the 302 residential spaces assessed in the original Transport Assessment is not material, and the provision equates to 2.49 residential spaces per dwelling, which remains appropriate for a suburban location of this character. The Highway Authority is satisfied that the parking provision is acceptable, subject to conditions securing a plot-by-plot parking schedule, electric vehicle charging provision, garage internal dimensions and secure cycle parking.*

*The Highway Authority will require, by condition, that any garages relied upon as parking spaces meet the Council's minimum internal dimensions. Cycle parking shall also be provided in secure, convenient and accessible locations, particularly for units without garages. No public transport contribution is sought, with the principal sustainable transport mitigation being the active travel and crossing package.*

### **Response to third party representations**

*The Highway Authority has had regard to the representations submitted on behalf of Merthyr Mawr Estate. The matters raised concerning ecology, the adjacent Registered Historic Park and Garden, landscaping and visual impact are not highway matters and are addressed by the Council's relevant specialist consultees. The comments below are confined to the highway and transport matters raised. At the outset, it is reiterated that Craig Y Parcau is a site allocated for residential development in the adopted Replacement Local Development Plan. The principle and quantum of development have been established through the statutory development plan process, and the role of the Highway Authority is to ensure that the detailed access, highway and mitigation arrangements are acceptable, not to revisit the principle of an adopted allocation.*

### **A48 capacity and the request for a Grampian condition**

*The representation requests that no occupation take place until improvements to the Broadlands and Ewenny roundabouts are delivered. Condition 3 already secures the A48 signal-controlled junction and all associated off-site highway works prior to first beneficial occupation. That junction is the permanent strategic arrangement that will ultimately replace the Broadlands roundabout and has been designed and tested to accommodate cumulative growth, which directly meets the objector's concern that mitigation be long term rather than short term. In respect of the A48/B4625 Ewenny roundabout, the submitted assessment indicates that development traffic does not exceed the materiality threshold at that junction. A condition requiring works to the Ewenny roundabout would not meet the statutory tests for planning conditions, being neither necessary nor reasonably related in scale to this development and could not be justified.*

### **Cumulative impact**

*The objector is correct that cumulative impact must be considered, and it has been. The Transport Assessment Addendum assesses future-year scenarios that explicitly include Craig Y Parcau, Parc Llangewydd and Island Farm traffic, and the RLDP Strategic Transport Assessment prepared by Mott MacDonald assessed cumulative Local Development Plan traffic across the A48 corridor. The development has therefore not been assessed in isolation. The strategic signal-controlled junction required by the Highway Authority is the agreed long-term solution for the corridor, secured precisely so that mitigation reflects the ultimate planned volume of traffic and not solely the traffic generated by this site. The access design complements the future upgrade of the Broadlands roundabout to a fully signal-controlled junction.*

### **Parking provision**

*The representation states that the site provides approximately 340 spaces and contends that provision should be little more than 200. The figure of 340 is not correct. The latest parking strategy provides 299 residential spaces plus 24 on-street visitor spaces. This is within the SPG17 maximum and has already been reduced from the 326 spaces originally*

*proposed. As SPG17 sets a maximum standard and Planning Policy Wales (Edition 12) supports lower levels of provision, the scheme is consistent with the objector's wish to restrain parking. However, a reduction to around 200 spaces, equivalent to approximately 1.67 spaces per dwelling, would fall below the existing local car ownership of 1.77 vehicles per dwelling and would risk displaced and indiscriminate on-street parking, which would itself give rise to highway safety and obstruction concerns. The provision of 299 residential spaces represents an appropriate balance between restraint and realistic demand and is supported.*

### **New Inn Road**

*The Highway Authority shares the objector's interest in the safety and active travel function of New Inn Road. Condition 1 will expressly prohibit any vehicular access to the development from New Inn Road; the site is served solely from the A48 signal-controlled junction, and the development does not introduce any new access onto New Inn Road. No material impact on New Inn Road from development traffic has been identified in the submitted transport evidence. With regard to the concern that congestion on the A48 may encourage rat-running, the strategic signal junction with MOVA control is intended to manage mainline A48 flows and is the long-term arrangement designed to accommodate cumulative growth. The Highway Authority will keep the operation of New Inn Road under review through its network management function, and the potential for a speed limit review or further active travel measures along New Inn Road can be considered separately. Any such measures must, however, be proportionate and reasonably related to the development if they are to be secured through this Application.*

*As a result of the above, the Highway Authority raises No Objection, subject to conditions and the completion of the necessary s106 and highway agreement mechanisms to secure the full package of off-site highway, active travel, signal, TRO and related works.*

On the basis of the above comments, the proposed development is considered to be compliant with Policies SP3, SP5, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024) and is acceptable from an access, highway and pedestrian safety perspective.

### **Biodiversity and Trees**

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

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

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

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

infrastructure networks.

Policy DNP6 states: *“All development proposals must provide a net benefit for biodiversity and improved ecosystem resilience, as demonstrated through planning Application submissions. Features and elements of biodiversity or green infrastructure value should be retained on site, and enhanced or created wherever possible, by adopting best practice site design and green infrastructure principles. Development proposals must maintain, protect and enhance biodiversity and ecological networks / services. Particular importance must be given to maintaining and enhancing the connectivity of ecological networks which enable the dispersal and functioning of protected and priority species”*

Policy DNP7 states: *“development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value or provide important ecosystem will not be permitted”*.

Policy DNP8 requires new development proposals to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network.

The site is located within a SINC – Coed-y-Tyle (DNP5(2)). Policy DNP5 states that development ‘must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role. Developments which would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures.’

The site is adjacent to existing trees which are protected by Tree Preservation Orders (**TPOs**). Policy DNP7 states that development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted. Furthermore, development proposals on sites containing or adjacent to, trees will be required to assess the trees in line with BS 5837:2012 Trees in relation to design, demolition and construction.

As well as the documents submitted with the original submission, the Applicant provided the following additional reports and information:

- Preliminary Ecological Appraisal, Craig Y Parcau, Bridgend, Issue 7, Document Ref: E24129101/Doc 01, prepared by Soltys Brewster Ecology, dated 30th January 2026.
- Stage 2 Ecology Report, Craig Y Parcau, Bridgend, Issue 4, Document Ref: E24129101/Doc 03, prepared by Soltys Brewster Ecology, dated 30th January 2026.
- Drawing: Indicative Bat Roost Plan, Craig Y Parcau, Dwg: DRWG: P24-1590\_DE\_09\_A\_01, prepared by Pegasus Group, dated 18/03/2026.
- Drawing: Site Layout – Craig Y Parcau, Dwg: P24-1590-DE\_03\_AT\_1, prepared by Pegasus Group, dated 29/01/2026.
- Drawing: Landscape Planting Strategy, Craig Y Parcau, Sheets 1 and 2, Dwg: TC25340 V9, prepared by Tir Collective, dated 20/03/2026.
- Drawing: Proposed Adoptable Lighting Strategy, Craig Y Parcau, 10104-MCP-ZZ-XX-DR-E-9000 Revision: P04, dated November 2025.

Natural Resources Wales and the Council’s Biodiversity Policy Manager have reviewed the submitted reports and recommend that conditions and obligations be attached to any recommendation for approval.

More specifically, NRW raised no objections to the scheme on the proviso that the proposed enhancements are ensured through appropriate conditions relating to European Protected

Species, Land potentially affected by contamination, Surface Water Drainage, Pollution Prevention, Water Quality and Flood Risk/Flood Risk Activity Permit (FRAP).

NRW welcome the revised bat mitigation which sets out the proposal for a bat house on the southern boundary of the site, away from residential properties and lighting. However, whilst the overall space being provided in the bat house is welcomed, taller roof spaces and steeper pitched roofs are advised for horseshoe bats and are most successfully taken up as roosts. Therefore, the bat mitigation should be amended to provide a taller roof space, with internal roof height of 2.8m and this can be addressed via condition.

They have also requested amendments to the Landscaping Scheme by condition to address the specific location and surroundings of the bat house.

The Stage 2 Ecology Report sets out inclusion of bat boxes within trees on site and this report, alongside the latest Bat Roost Plan, gives an outline of overall site mitigation for bats. A Bat Conservation and Management Plan should be secured by condition to incorporate further detail regarding the bat mitigation proposals for the site. This document should include the phasing and timing of delivery of mitigation and how this ties into the timings for planned construction works. It should also include the proposals for long term management and maintenance of bat mitigation (including habitat areas associated with the mitigation), and monitoring of bats on the site.

The updated Adoptable Lighting Strategy clarifies that the location for the bat house will remain dark, but a condition is required to secure full details of the proposed lighting to demonstrate that dark zones for bats in key sensitive areas identified in the Proposed Adoptable Lighting Strategy will remain unlit.

In terms of the long-term maintenance and monitoring of the bat mitigation proposals, NRW consider that these matters should be set out alongside how long-term maintenance of the buildings and ecology areas will be funded. This will be included in the S106 Agreement.

Measures to avoid or minimise impacts on otter shall be incorporated into the Construction Environmental Management Plan (CEMP).

The Council's Biodiversity Policy Manager commented that the documents provide a generally positive and well-structured framework for the integration of green infrastructure, landscape and ecological mitigation within the proposed development.

The documents demonstrate an understanding of site constraints, including the presence of ancient woodland and other priority habitats, SINC's and the River Omore, and set out a range of mitigation and enhancement measures.

It is also acknowledged that further details (such as a detailed lighting plan, long-term management, invasive species control and species-specific mitigation) can be appropriately secured via planning conditions. The Biodiversity Policy Manager concurs with NRW on the need for conditions and a planning obligation.

In addition to NRW's comments, it is acknowledged that the location of the proposed site access through the ancient woodland is influenced by highway requirements and the need to physically link the two parcels of land, which may constrain opportunities to fully avoid impacts on the priority habitat. However, the information provided does not clearly demonstrate how impacts to the ancient woodland have been minimised to the greatest extent possible.

The Arboricultural Impact Assessment identifies a substantial number of trees for removal,

both due to ash dieback and to facilitate the development. While many of these are classified as lower quality, the removal of a number of moderate (Category B) and at least one high-quality (Category A) tree is also proposed. It is important to note that arboricultural quality does not directly correlate with ecological value, particularly in the context of ancient woodland, where soil integrity, continuity, and woodland structure are of primary importance.

Whilst the submitted Ecology Note highlights limited direct tree loss associated with the access route, this does not fully reflect the potential for indirect impacts including disturbance to soils, root protection areas, and the wider woodland structure and ecological function.

Additional detail is therefore required regarding the extent of ground disturbance, construction methods, and measures to protect retained trees and the surrounding woodland. The full extent of habitat loss and fragmentation also needs to be clearly quantified.

The Ecology reports and Green Infrastructure Statement identify a range of ecological constraints and opportunities, such as priority habitats and species such as bats, otter, dormice, reptiles, and breeding birds. A number of mitigation and enhancement measures are proposed, including habitat creation, bat roost compensation, species-rich grassland and SuDS features. These measures are welcomed and are likely to provide localised biodiversity benefits. However, they are presented at a relatively high level and further detail would be beneficial to demonstrate how they relate to specific impacts and will secure meaningful and appropriate mitigation/biodiversity net benefit.

It is also noted that the landscaping proposals include a number of non-native species, particularly within the proposed hedgerow planting. These species should be replaced with locally appropriate native species to maximise biodiversity value and to ensure alignment with best practice and the objectives of the step-wise approach. NRW have also raised some specific landscaping requirements around the bat house and these should be included in an updated landscaping plan.

**Fig. 8 – Detailed Landscape Scheme and Indicative Bat House detail for the site**





They also note that all surface water runoff on site will be collected and conveyed via a discharge point to a ditch in the southwest corner of the site. As such, a condition is requested to prevent infiltration.

Subject to conditions, the proposed development is considered to be acceptable in terms of foul and surface water drainage.

In terms of flood risk, Natural Resources Wales (NRW) Development Advice Map (DAM) and Flood Map for Planning (FMfP), indicate that the majority of the site is within Flood Zone 1, however, a small part of the extreme southern corner of the site is identified as being within Flood Zone C2 (DAM) and Flood Zone 3 (FMfP). There are no proposals for built development within this increased flood risk zone or within the Valley situated at a much lower level than the development.

The FMfP also identifies a small area of the site as being at risk of flooding from surface water/small watercourse, however, the proposed Finished Floor Level (FFL) of the development is a minimum of 20.300m or above, while the watercourse in question outfalls at the culvert beneath 'New Inn Road' at approximately 11.22m. The level difference between these features will ensure that no flooding will occur.

The Application has been supported by a Drainage Strategy and a Flood Consequence Assessment. NRW consider that the small portion of the site at risk of flooding is in accordance with the plans submitted and lies within the retained woodland corridor. Therefore, they have no further concerns regarding flood risk.

**Fig. 9 – Extract from the Flood Map for Planning**



The FCA demonstrates that the proposed development site is at negligible risk of flooding from all sewers and water courses within close proximity of the site and no mitigation measures are required, with no impact on flood risk to third party land. Access and egress through the development can be provided safely with no significant residual flood risk to the site or surrounding areas.

Consequently, it is concluded that, on flood risk grounds, the proposed development meets the requirements as set out in TAN 15 and Planning Policy Wales 12.

## **Other Matters**

### **Contaminated Land**

Shared Regulatory Services (SRS) Environment Team have advised that the Application is supported by a Tier 2 Geotechnical and Geoenvironmental Assessment report which includes a contamination assessment based on a desk study/Tier 1 assessment and a site investigation undertaken on accessible parts of the development site.

The Tier 2 assessment identified contaminants of concern that will require remediation measures to ensure that the site is developed on a “suitable for use” basis. However, it is unclear whether TFW have considered all potential contaminant sources, for example, Landfill Gas (there are historical quarries on and near to the site. The nature, extent and timing of any infilling of these quarries and whether there is a risk of ground gases affecting the development is not discussed in the report. Ground gas monitoring and assessment may be required in relation to this), Firefighting foams (the Applicant has stated that ‘Llanerch residential home... was demolished following extensive fire damage. The use of firefighting foams in response to this event may have introduced additional contaminants of potential risks to human health and the environment that do not appear to have been considered. Additional sampling and laboratory testing may be required in relation to this) and the use of part of the site as a civil engineering contractor’s storage yard.

In addition to the above, TFW acknowledged that parts of the site were inaccessible or restricted during the investigation and these will need to be assessed as part of additional site investigations and assessments.

These additional assessments will be needed to inform any remediation strategy. It is anticipated that the site investigations will need to be post demolition/clearance and conditions and informatives are requested to reflect this in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with Policy DNP9 of the Replacement Local Development Plan (2024). NRW also recommend similar conditions relating to pollution prevention.

### **Noise**

The submitted Noise Report has been reviewed by SRS Officers who have identified that mitigation measures are required for some of the properties due to the noise emanating from road traffic on the A48. Therefore, it is recommended that conditions be attached to any permission.

### **Air Quality**

The SRS Officer has reviewed the submitted Air Quality Assessment which predicts a negligible air quality impact from traffic generated by the development at receptors distributed on the road network.

For exposure to future residents of the proposed development, the results indicate that concentrations at the site boundary are well within the relevant pollutant objective and the residual effect of air quality on future residents of the proposed development is judged to be ‘*not significant*’. Therefore, Shared Regulatory Services have no objections to the development with regard to operational air quality.

During the construction phase, the proposed development has been identified as low risk for all dust soiling and human health impact. To ensure a low risk, the developer should implement appropriate dust and pollution control measures. A summary of these measures is set out in Chapter 6 of the assessment report. As a condition, SRS recommend mitigation measures stated within the construction dust assessment be included within a site-specific Construction Environmental Management Plan.

## **Public Rights of Way**

The Application site is not crossed by any Public Rights of Way, but it lies adjacent to PRoW 11 at the eastern end of the site. The Application site does not include the PRoW but the plans indicate that the scheme can link into the right of way (two connection points). The Council's PRoW Officer has advised that the two new links onto the Footpath from the development is supported in principle in order to integrate the development with the Rights of Way network. However, this is reasonably expected to increase the level of usage of the footpath, and the developer is willing to contribute £10,000 to the Rights of Way team in order to carry out improvements to the surface of Footpath MER/11/1 and this will be secured through the wider Section 106 legal agreement.

## **Archaeology**

The site is located within the Archaeologically Sensitive Area of Island Farm Bovium as defined by Policy SP18(3) - Conservation of the Historic Environment of the RLDP.

Policy SP18 states that development proposals must protect, conserve, and, where appropriate, preserve and enhance the significance of historic assets, including their settings. Development proposals will only be permitted if it preserves or enhances the character of the area.

Heneb Archaeological Trust were consulted on the Application and they recommended that an archaeological evaluation be conducted prior to any determination of the Application and that a Level 3 historic building survey of the existing structures be also undertaken prior to any demolition works.

They note the submission of a Field Evaluation Report undertaken by Archaeology Wales. The evaluation was comprised of seven trenches in which three of the trenches (Area 1; trenches 3 and 7, and Area 2; trench 4) contained evidence of archaeological features and remains. These features were comprised of undated ditches (likely field boundaries), a possible modern burnt deposit and a large prehistoric pit.

The ditch features encountered correspond with anomalies evident in the geophysical survey report undertaken by Sumo GeoSurveys. However, the pit encountered in trench 7, containing remains of prehistoric pottery, worked flint and charred hazelnut remains, was not evident from the geophysical survey data. Furthermore, additional linear anomalies that were indicated in the geophysical survey were not encountered during the evaluation works, and, due to the proximity of services, trenches originally placed in Area 2 to investigate the anomaly for a potential building had to be relocated, so these potential features were unable to be investigated during the evaluation works.

The evaluation report also notes that there were no features or material of Roman date encountered, indicating "*...that the proposed development site does not lie within the area of the Roman fort of Bomium*" (Section 10.1.2). Despite the lack of evidence for Roman remains, the evaluation works do indicate that there is the potential for encountering archaeological material during the course of the proposed development, especially in relation to the ditches encountered and the potential for further prehistoric remains.

Therefore, Heneb recommend that two conditions are attached to any recommendation for approval.

## **Mineral Safeguarding**

The site is located within various Mineral Safeguarding Zones (Cat 1 – Limestone, Cat 2 – Limestone, Sand & Gravel) as defined by Policy ENT12 of the RLDP. Development proposals within mineral safeguarding zones, either permanent or temporary, will need to demonstrate that:

- 1) If permanent development, the mineral can be extracted prior to the development, and/or the mineral is present in such limited quantity or quality to make extraction of no or little value as a finite resource; and
- 2) In the case of residential development, the scale and location of the development e.g. limited infill/house extensions, would have no significant impact on the possible working of the resource; and
- 3) In the case of temporary development, it can be implemented, and the site restored within the timescale the mineral is likely to be required.

The loss of this safeguarded sandstone was justified as part of the RLDP's evidence base (Background Paper 12: Aggregate Safeguarding Assessment of Site Allocations). The loss is appropriately justified based on there being an overriding need to meet housing need, that the site is logically located to the south of Bridgend and there are no appropriate alternative sites adjacent to the strategic settlement of Bridgend that would avoid safeguarded resource. The site is also already constrained by being within 200m of residential properties to the north. Therefore, it is not considered to be a suitable or acceptable location for mineral working and development of the site would not hinder the potential development of the remainder of the resource.

### **Section 106 Legal Requirements/planning obligations**

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

This will be secured by means of planning agreements/obligations where appropriate (and, where deemed necessary, related and proportionate, amongst others).

### **Affordable Housing**

Policy COM3 specifies a site-specific affordable housing policy of 20% for this site, with an anticipated quantum of 24 affordable homes based on the proposed number of dwellings. The proposed quantum accords with Policy COM3. The site's affordable housing mix should respond to the prevailing housing need identified in the Local Housing Market Assessment for Bridgend.

The proposed affordable housing mix for the development is considered to be broadly acceptable in terms of tenure split. The Section 106 Agreement should be worded to require delivery of the affordable tenure and unit mix outlined in the below unless otherwise agreed in writing by the Local Planning Authority.

- 12 x 1 bed walk up social rented flats
- 2 x 1 bed walk up intermediate flats
- 5 x 2 bed intermediate houses
- 4 x 3 bed intermediate houses
- 1 x 4 bed intermediate house

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 Policy COM3 equally states, "where affordable housing is provided, it should be constructed to Development Quality Requirement Standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing should not be obviously segregated through layout, location or design".

Paragraph 5.4 of the latest adopted Affordable Housing SPG (SPG13), states that Applicants must demonstrate that proposals for all new affordable housing (including social rented and intermediate dwellings) meet these WDQR standards. The onus will be on the Applicant to demonstrate compliance by clearly annotating the plans and confirming in writing that the proposal complies with these requirements. Such information is required to demonstrate compliance. It is recommended that the Applicant confirms design compliance with a Registered Social Landlord (RSL) to assess the WDQR standards.

Social rented units will be transferred to a Council nominated RSL to the Transfer Values (which are 42% of uplifted ACGs) detailed within Appendix A (Table 2) of the latest adopted Affordable Housing SPG (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 (**SPG16**) as being large enough to place increased pressure on educational facilities within the catchment area. The Sustainable Communities for Learning Team have confirmed that there is insufficient capacity in the local primary (Trelales) and secondary (Bryntirion) schools to accommodate the likely number of children generated by the proposed development. Therefore, a total financial contribution of £921,140 (consisting of Primary - £185,990, Secondary - £617,526, and Post 16 - £117,624) will be secured through the Section 106 Agreement (including timing and phasing thereof).

### **Public Open Space**

Policy COM10 of the RLDP requires the provision of satisfactory standards of open space from all residential development which is defined as 2.4ha per 1,000 people. BCBC's Outdoor Sports & Children's Play Space Audit (2021) shows a deficit of Equipped Play Areas and Outdoor Sport provision in this location, and the following amount of open space is required to ensure compliance with COM10 of the RLDP and SPG 5 – Outdoor Recreation Facilities and New Housing Development (Adopted January 2026).

- Playing Pitches: 3,312m<sup>2</sup>
- Other Outdoor Sports (non-pitch): 4,416m<sup>2</sup>
- Equipped/Designated Play Areas: 684m<sup>2</sup>
- Other Outdoor Provision: 828m<sup>2</sup>
- Allotments: 552m<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 Area for Play (LAP) and a Local Equipped Area for Play (LEAP) on-site to achieve policy compliance. The illustrative masterplan incorporates a LEAP.

For a development of this size, Policy COM10 requires the site to provide 684m<sup>2</sup> of on-site equipped/designated play area provision, split between a LAP (136.8m<sup>2</sup>) and a LEAP (547.2m<sup>2</sup>). Recognising on-site constraints, one large LEAP (consisting of 684m<sup>2</sup>) is considered acceptable in this instance. A condition will be required for the LEAP design to be submitted and approved by the Council prior to the commencement of development.

The LPA acknowledges the developer's preference to transfer such areas to a management company. Details of the requirements should be conditioned or included in the s106 agreement to provide details of the management company arrangements (Landscape Management and Maintenance Plan), including bin emptying, regular RoSPA inspections and tree inspections for H&S. Such details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Furthermore, an additional inspection/certification fee of £360 should be provided to cover the cost for an officer to check that play areas being built conform with the plans before providing a written confirmation letter.

To achieve full compliance with Policy COM10, a commuted sum to upgrade facilities off site is required for playing pitches and other outdoor provision.

For playing pitches, this would require a capital contribution of £39,876.48 and 25-year maintenance contribution of £60,212.16 (Total: £100,088.64).

For other outdoor provision, this would equate to a capital contribution of £53,099.64 and 25-year maintenance of £50,532.84 (Total: £103,632.48). This would be spent on upgrading recreation facilities within the vicinity of the site.

### **Highway Contributions/Traffic Orders**

The scheme involves a permanent access strategy in the form of a three-arm signal-controlled junction on the A48, positioned so that it aligns with, and does not prejudice, the final staggered signal-controlled junction arrangement associated with the Land West of Bridgend strategic highway improvement.

The speed limit will reduce from 50mph to 40mph and there is a requirement to install a pedestrian crossing of the A48 at the eastern end of the site frontage where it links up into PRow MER/11/1. A financial contribution of £9,500 is required to fund a traffic regulation for these off-site elements of the scheme.

### **Rights of Way Contribution**

As referred to above, the Council's PRow Officer has advised that the two new pedestrian links onto Footpath MER/11/1 is welcomed in order to integrate the development with the Rights of Way network. However, this will increase usage of the public footpath and the developer is willing to contribute £10,000 to the Rights of Way team in order to maintain/carry out improvements to the surface of Footpath MER/11/1.

### **Biodiversity**

NRW require detailed and appropriate long term management, maintenance and monitoring and they recommend that the ownership/occupancy of all ecological areas be transferred to a body that accords with the definition of a responsible body under Part 7 of the Environment Act 2021. A Planning Obligation (as opposed to a Unilateral Undertaking) will be required.

NRW advise that in respect of any such agreement, provisions relating to ecology include:

- defined commuted sum and/or requirement for index linked ground rent service charges to include ecological management, maintenance of dedicated bat roost, surveillance and wardening in perpetuity (a costed management plan will be required);
- identification of relevant land to be subject to the planning obligation and be managed for biodiversity;
- delivery of management and maintenance;
- inclusion of a mechanism for the management and maintenance plan to be reviewed periodically (5 years is advised);
- Tenure and any proposed changes to tenure shall be carried to the satisfaction of the LPA in consultation with NRW.

Details and assurances should be provided by the Applicant that an appropriately skilled body will be employed to implement the management provisions.

## **CONCLUSION**

The Application is recommended for approval subject to entering into a section 106 agreement to secure the planning obligations required under Recommendation (A) and the planning conditions required under Recommendation (B) because the development complies with Council RLDP policy and guidelines.

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

Notwithstanding the detailed objections received, it is considered that the 120 unit residential scheme represents an appropriate housing development on this allocated site within the settlement boundary of Bridgend.

The scheme will provide much needed open market and affordable housing in the Borough and will improve active travel links in the area. It will also have a positive impact on the highway network (A48) by introducing safe crossing points and a signalised junction.

The scheme will provide an on-site Local Equipped Area of Play and will enhance the biodiversity characteristics of the adjoining SINC and Ancient Woodland. The proposal would not adversely affect the residential amenities of neighbouring and future occupiers of the site to warrant refusal on those grounds. The scheme also raises no adverse land drainage or archaeological concerns.

Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP15, SP17, PLA8(8), PLA9, PLA11, PLA12, COM1(1), COM2, COM3, COM6, COM10, ENT10, ENT12, ENT15, DNP4, DNP5(2), 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:

- i) Provide a minimum of 20% of the total number of residential units (which 30% equates to 24 AH units made up of 12 x 1 bed social rented walk-up flats, 2 x 1 bed intermediate walk-up flats, 5 x 2 bed intermediate houses, 4 x 3 bed intermediate houses and 1 x 4 bed intermediate house), to secure compliance with Policy COM3 and to ensure that the 24 affordable units are constructed to Welsh Development Quality Requirement Standards;
- ii) Provide a financial contribution of £921,140 to accommodate the likely number of children generated by the proposed development;
- iii) Provide a financial contribution of £203,721.12 (index linked) towards the provision of Outdoor Recreation Facilities to be used towards the upgrading/improvement and maintenance of off site playing pitches and other outdoor provision in the vicinity of the development;
- iv) Provide a financial contribution of £360 to fund an inspection/certification of the on-site play area to ensure that it is being built to conform with the agreed plans before providing a confirmation letter;

- v) Provide a financial contribution of £9,500 (index linked) to fund a traffic regulation order to facilitate and implement a scheme to reduce the speed limit on this part of the A48 from 50mph to 40mph and to implement a scheme to install a pedestrian crossing of the A48 at the eastern end of the site frontage;
- vi) Provide a financial contribution of £10,000 to the Council's Rights of Way team to maintain/carry out improvements to the surface of Footpath MER/11/1; and,
- vii) Provide a defined commuted sum and/or requirement for index linked ground rent service charges to include ecological management and maintenance of the dedicated bat roost, surveillance and wardening in perpetuity (a costed management plan will be required); identification of relevant land to be subject to the planning obligation and be managed for biodiversity, delivery of management and maintenance, a mechanism for the management and maintenance plan to be reviewed periodically (5 years is advised) and details of any proposed changes to tenure to be carried out to the satisfaction of the LPA in consultation with NRW.

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

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

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

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

Site Location Plan - P24-1590\_DE\_03\_G\_2-1  
 Proposed Site Layout Plan - P24-1590\_DE\_03\_AT\_1  
 House Pack - P24-1590-DE-05C  
 Affordable Housing Plan - P24-1590\_DE\_03\_E\_16  
 Materials Plan - P24-1590\_DE\_03\_C\_10  
 Building Heights - P24-1590\_DE\_03\_C\_11  
 Character Areas Plan – P24-1590\_DE\_03\_C\_18  
 Illustrative Streetscenes – P24-1590\_DE\_06\_D\_01  
 Boundaries and Surfaces Plan – P24-1590\_DE\_03\_C\_14  
 Parking Strategy Plan - P24-1590\_DE\_03\_C\_12  
 Access and Movement Plan - P24-1590\_DE\_03\_C\_17  
 Adoptable Areas - P24-1590\_DE\_03\_C\_15  
 Refuse Strategy - P24-1590\_DE\_03\_C\_13  
 Landscape Strategy L100  
 Planting Strategy 1 of 2 L201  
 Planting Strategy 2 of 2 L202  
 Tree Pit Details L400  
 Tree Constraints Plan by Treescene Ltd.  
 Bat Roost Plan - P24-1590\_DE\_09\_A\_01  
 Engineering Layout - Sheet 1 of 3 - 3954-110-1 Rev. H  
 Engineering Layout - Sheet 2 of 3 - 3954-110-2 Rev. J  
 Engineering Layout - Sheet 3 of 3 - 3954-110-3 Rev. H  
 LEAP Details - 59298 V3  
 Signalised junction with ghost island right turn lane and staggered crossing – 24090.topo.121.01  
 Proposed crossing points - 24090.topo.121.02  
 Swept path analysis - 11.2m refuse vehicle - 24090.topo.121.03

Swept path analysis - 11.2m refuse vehicle – 24090.topo.121.04  
Vehicle Swept Path Analysis - Fire Appliance – 3954.103.1 Rev. D  
Vehicle Swept Path Analysis - Refuse Vehicle - 3954.103.2 Rev. D  
Visibility Splays - 3954-102 Rev. D

#### Design and Access Statement

Ecology Note – Step Wise Approach Jan 2026 by Soltys Brewster  
Preliminary Ecological Appraisal Issue 7 Jan 2026 by Soltys Brewster  
Stage 2 Ecology Report Issue 4 Jan 2026 by Soltys Brewster  
Green Infrastructure Statement Version 4 Jan 2026 by Tir Collective  
Air Quality Assessment 2025 by Air Dust Odour  
Drainage Strategy Report 5th Issue by Healers  
Flood Consequences Assessment Octo 2025 by Healers  
Geotechnical & Geoenvironmental Assessment 2024 by Terra Firma  
Cultural Heritage Statement V1 by RPS  
Environmental Noise Assessment Jan 2026 by Hunter Acoustics  
Updated Transport Assessment Jan 2026 by Lime Transport  
Transport Assessment Addendum by Lime Transport  
Tree Survey Report & Constraints Plan Jan 2025 by Treescene Ltd.  
Arboricultural Impact Assessment Rev. B by Treescene Ltd.  
Arboricultural Impact Assessment Plans Rev. B by Treescene Ltd.  
Field Evaluation Report April 2026 by Archaeology Wales  
Geophysical Survey Report March 2026 by Sumo Geo Surveys  
Energy Strategy Report P02 by McCann and Partners  
Adoptable Lighting Strategy Rev P04 by McCann and Partners

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

3. The development shall be served from a three-arm signal-controlled junction on the A48, located to the west of the existing A48/B4622 Broadlands roundabout, designed so that it aligns with and does not prejudice delivery of the final staggered signal-controlled junction arrangement associated with the Land West of Bridgend strategic highway improvement identified through the Replacement Local Development Plan. No vehicular access serving the development shall be taken from the existing Broadlands roundabout or New Inn Road to the south. Notwithstanding the above, the existing Broadlands roundabout access may be used temporarily to serve construction traffic during the construction period, in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of highway safety, to ensure a suitable and permanent access arrangement, and to ensure that the development does not prejudice delivery of the strategic highway improvements identified through the Replacement Local Development Plan.

4. No development shall commence, other than site clearance and preliminary investigation works, until full engineering details of the off-site highway works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The details shall include:

- the A48 three-arm signal-controlled junction
- controlled pedestrian and cycle crossing facilities across the A48
- controlled crossing facilities across the site access

- the controlled crossing on the eastern side of the A48
- active travel links towards the B4622 and associated crossing points
- shared-use footway/cycleway connections
- traffic signal layout, staging, phasing and detection
- MOVA signal control
- visibility splays
- road markings and signage
- high-friction surfacing where required
- street lighting
- highway drainage
- earthworks, levels and retaining structures where required
- temporary traffic management arrangements
- integration with the future staggered signal-controlled junction

The approved works shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of highway safety, active travel, sustainable movement and proper planning of the wider highway network.

5. No dwelling shall be occupied until the A48 signal-controlled site access, associated pedestrian and cycle crossings, eastern A48 controlled crossing, active travel links, traffic signal equipment, MOVA detection, road markings, signage, street lighting, drainage, visibility works, speed limit/TRO works and all other approved off-site highway works have been completed, brought into operation and made available for public use in accordance with the approved details.

Reason: To ensure that the development is served by a safe and suitable access and that the necessary active travel and highway mitigation is delivered before occupation.

6. No development shall commence, other than site clearance and preliminary investigation works, until the developer has submitted the necessary technical plans, drawings and safety audits relating to the Section 278/Section 111 and Section 38 legal agreements to secure the delivery and future maintenance of the approved off-site highway works and adoptable internal roads.

Reason: To ensure the proper delivery, technical approval and future maintenance of works within the adopted highway.

7. No dwelling shall be occupied until all necessary Traffic Regulation Order, speed limit, signage and road marking works associated with the reduction from a 50mph to a 40mph speed environment on the A48 have been completed and brought into effect. The detailed design of the A48 access and associated crossing facilities shall be based on a 40mph design environment.

Reason: In the interests of highway safety and to ensure that the access is designed for the appropriate speed environment.

8. No dwelling shall be occupied until the approved active travel package, including controlled crossing facilities, shared-use links, cycle transition facilities, tactile paving, dropped kerbs, ramped cycle access/egress points and associated signage/markings, has been completed and made available for use.

Reason: To ensure that residents have safe, direct and convenient walking, cycling and wheeling connections to local facilities, public transport opportunities and the wider active travel network.

9. No development above slab level shall take place until full engineering details of the internal estate roads have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The details shall include:

- carriageway and footway widths;
- visibility splays;
- junction radii;
- turning heads;
- gradients of driveways and vertical alignment;
- surface materials;
- drainage;
- street lighting;
- traffic calming from the western parcel to the eastern parcel
- PROW connections
- pedestrian routes
- and coloured adoption plans

The internal estate roads shall be constructed in accordance with the approved details and made available for use prior to occupation of the dwellings they serve.

Reason: To ensure a safe and suitable internal highway layout.

10. No dwelling served by any internal junction, private drive or access shall be occupied until the associated visibility splays have been provided in accordance with the approved details.

The visibility splays shall thereafter be retained free of any obstruction exceeding 0.6 metres in height above the adjacent carriageway level.

Reason: In the interests of highway safety.

11. Any garages relied upon as parking spaces shall meet the Council's minimum internal dimensions and shall be retained for parking purposes in perpetuity.

Reason: To ensure adequate parking provision and to prevent highway obstruction.

12. No dwelling shall be occupied until secure, covered and convenient cycle parking serving that dwelling has been provided in accordance with detail shown on the submitted parking strategy drawing number P24-1590-DE-03-C-12. The cycle parking shall thereafter be retained for cycle parking purposes.

Reason: To support the Active Travel Act 2013 and promote sustainable transport choices.

13. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The CTMP shall include:

- construction access arrangements
- routing of construction traffic

- delivery hours
- contractor parking and compound location
- wheel washing
- loading and unloading arrangements
- temporary traffic management
- protection of pedestrians and cyclists
- management of works on the A48
- phasing of signal and crossing works
- measures to prevent mud and debris on the highway
- measures to control dust and pollution as per Chapter 6 of the AQA
- contact details for the site manager.

The approved plan shall be implemented throughout the construction period.

Reason: In the interests of highway safety and residential amenity.

14. No dwelling shall be occupied until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

The Travel Plan shall include:

- objectives and targets
- measures to promote walking, cycling, wheeling and public transport use
- details of resident travel information packs
- appointment of a Travel Plan coordinator
- monitoring arrangements
- remedial measures if targets are not met
- and timescales for implementation.

The approved Travel Plan shall thereafter be implemented in accordance with the approved details.

Reason: To encourage sustainable travel behaviour and reduce reliance on private car use as per PPW12 and the ATA 2013.

15. No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.

16. Notwithstanding the plans hereby approved, no development shall commence apart from demolition and site clearance until a scheme of boundary treatments has been submitted to and agreed in writing by the Local Planning Authority. Such a scheme shall be fully implemented in accordance with the agreed details prior to the development being brought into beneficial use and shall be retained and maintained in perpetuity thereafter.

Reason: In the interests of the visual amenities of the site and highway safety and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

17. No development or phase of development, including demolition or site clearance, shall

commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP should include:

- Measures for the protection of retained habitats and trees during construction, particularly in relation to the ancient woodland
- Risk avoidance strategy for vegetation clearance
- Pollution prevention measures (especially near River Ogmores/SINCs)
- Protection of watercourses
- Timing constraints and protection measures relating to nesting birds and other protected species
- Ecological clerk of work presence during construction
- Toolbox talks
- Construction methods: details of materials, how waste generated will be managed;
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site demolition and construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Measures to monitor and control the emission of dust and dirt during any material removal and construction.
- Soil Management: details of topsoil strip, storage, and amelioration for re-use.
- CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- Measures to prevent contamination of the ditch should which runs through the woodland and is connected to the River Ogmores.
- Himalayan Balsam has been identified across the site, therefore, an INNS eradication strategy will need to be provided and integrated into the CEMP, to prevent any further spread both within the site and into the ditch and river.
- Measures to avoid or minimise impacts on EPS – Otter.

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

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during demolition and construction in accordance with Policy 9 of Future Wales, Planning Policy Wales (Edition 12, February 2024), and Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

18. No development or phase of development, including demolition or site clearance, shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP should include:

- Long-term management plan of retained and created habitats, particularly ancient woodland and SINC, and new grassland management
- Clarity on woodland / SINC buffers and appropriate management prescriptions
- Monitoring and remedial actions
- Management responsibilities and funding

The LEMP shall be implemented as approved.

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during demolition and construction in accordance with Policy 9 of Future Wales, Planning Policy Wales (Edition 12, February 2024), and Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

19. No development or phase of development, including demolition or site clearance, shall commence until an Invasive Species Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include:
- Site-wide INNS survey update
  - Method statement for control of any INNS identified, particularly Himalayan balsam
  - Biosecurity measures during construction
  - Post-treatment monitoring and subsequent treatment

The Invasive Species Management Plan shall be implemented as approved.

Reason: To ensure necessary management measures are agreed prior to commencement of development or phase of development or specified activity and implemented for the protection of the environment during demolition and construction in accordance with Policy 9 of Future Wales, Planning Policy Wales (Edition 12, February 2024), and Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

20. Notwithstanding the requirements of condition 2, no development shall commence until a scheme for the comprehensive and integrated drainage of the site, showing how foul drainage, roof/yard water, highway drainage and land drainage will be dealt with has been submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to the building being occupied and maintained and retained in perpetuity.

Reason: To ensure effective drainage facilities are provided for the proposed development and to accord with Policies SP3 and DNP9 of the Replacement Local Development Plan 2024.

21. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To prevent pollution to the water environment.

22. No development or phase of development shall commence until a water quality monitoring plan for the protection of water quality in the watercourses has been

submitted to and approved in writing by the Local Planning Authority. The water quality monitoring plan should include:

- Details of the monitoring methods
- Timescales for construction
- Timescales for submission of monitoring and interpretative reports to the LPA during construction
- Details of triggers for specific action and any necessary contingency actions, for example the need to stop work, introduction of drip trays, make use of spill kits and shut-off valves

The water quality monitoring plan shall be carried out in accordance with the approved details during the site preparation and construction phases of the development.

Reason: A construction water quality monitoring plan should be submitted to ensure necessary monitoring measures are approved prior to commencement of development or phase of development and implemented to manage any potential adverse impacts of construction on water quality in local waterbodies.

23. No development shall commence until an amended site wide landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The Landscaping Scheme should include:

- Only low growing trees and shrubs to be planted to the south of the bat house location.
- Wide dense buffer of thorny trees and shrubs to be planted all the way around the bat house.
- Palisade fencing to be installed around the bat house.
- Updated proposed species, ensuring native UK provenance
- Bat boxes / roost features
- Bird boxes
- Habitat piles / hibernacula
- Timing of installation
- Maintenance responsibilities

Reason: To ensure that bats are protected by the development and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

24. All planting, seeding or turfing comprised in the approved details of landscape plan (condition one) shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner and any trees or plants which within a period of five years from the completion of the development are removed, uprooted, or destroyed or die or become, in the opinion of the Local Planning Authority, seriously damaged or defected shall be replaced in the next planting season with others of similar size and species as that originally planted.

Reason: To maintain and improve the appearance of the area in the interests of visual amenity and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

25. No development, including site clearance, shall commence until a Bat Conservation Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan should include:

- Further details of the bat mitigation proposals set out in the Stage 2 Ecology Report and Bat Roost Plan, to include the bat house and bat boxes, including to scale architectural plans.
- Habitat to be retained / created (including flight lines etc.).
- Fencing to protect avoid unauthorised access to the bat house.
- Phasing and timing of mitigation relative to construction
- Details of protective measures to be taken to minimise impacts during construction.
- Details of timing, phasing and duration of construction activities and conservation measures. We advise the bat licence is obtained prior to commencing construction of the bat house.
- Persons responsible for implementing the works.
- Post-construction monitoring and record dissemination for a period of no less than 6 years.
- Information on how long-term site security and maintenance (including licencing requirements) of bat mitigation will be delivered.

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure that bats are protected by the development and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

26. No development, including site clearance, shall commence until a Bat Management and Maintenance Plan has been submitted to and approved in writing by the Local Planning Authority. The Management and Maintenance plan should build upon the principles outlined in the ecology report and include, but not necessarily be limited to:
- details of habitats and ecological features present or to be created, both in written form and shown on appropriate drawings, including planting plans.
  - defined aims and objectives for the bat compensation roost (including defined key performance indicators for long term monitoring of the building and individual species).
  - details of the desired condition for each bat habitat area and criteria to determine when habitats have achieved this.
  - details of short and long-term habitat management prescriptions to both achieve and maintain the desired condition.
  - details of monitoring methodologies and record dissemination for a period of not less than 25 years.
  - scheduling and timings of monitoring, management and maintenance activities.
  - current and any proposed changes to the freehold tenure of the compensation area (tenure of the ecology area to be approved by the Local Planning Authority).
  - persons or bodies responsible for undertaking management and surveillance together with required skills and competencies.
  - licencing requirements.
  - details of reporting, review and update of the plan (informed by monitoring) at specific intervals as agreed.
  - the management and maintenance plan to be reviewed periodically (5 years is advised).

The Plan shall be carried out in accordance with the approved details.

Reason: To ensure that bats are protected by the development and to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

27. Prior to its installation full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:
- Details of the siting and type of all external lighting to be used.
  - Drawings to include lux levels, to a maintenance factor of 1, which demonstrate dark zones for bats in key sensitive areas identified in the Proposed Adoptable Lighting Strategy will remain unlit.
  - Details of lighting to be used both during construction and operation.
  - Measures to monitor light spillage once development is operational.
  - Lux contour diagrams demonstrating  $\leq 1$  lux at woodland edge / key ecological areas
  - Demonstration of dark corridors retained for bat movement, particularly around and connected to bat house
  - Details of lighting during both construction and operation
  - Measures to monitor and control light spill post-installation

The lighting shall be installed and retained as approved during construction and operation.

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of bats, and their habitats and commuting corridors to promote nature conservation, in accordance with Policies SP3, SP13, DNP7 and DNP8 of the Replacement Local Development Plan 2024.

28. The glazing to the windows of the properties highlighted in blue, green and magenta on figure 5.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic Consultancy Practice 7783/ENS1 dated 18th November 2025 shall meet the requirements of details provided in section of 5.3 of the said noise report.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

29. The ventilation requirements in all habitable rooms at first floor level on critical façades highlighted MAGENTA and all floor levels on critical facades highlighted BLUE and GREEN as shown in figure 5.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic Consultancy Practice 7783/ENS1 dated 18th November 2025, shall be implemented as detailed in table 5.4 – Acoustic Trickle Ventilator Specifications of the said noise report.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

30. External Walls shall be constructed to meet the specified noise reduction levels specified in table 5.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic Consultancy Practice 7783/ENS1 dated 18th November 2025.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

31. Solid closed board fences shall be erected around the garden boundaries, in height to 2.5m along all garden boundaries as highlighted in MAGENTA and to 2.2m along all garden boundaries as highlighted in BLUE in Figure 6.1 of the noise report entitled Environmental Noise Assessment Craig Y Parcau Bridgend Independent Acoustic

Consultancy Practice 7783/ENS1 dated 18th November 2025. The fence shall be a minimum of mass per unit area of 10kg/m<sup>2</sup>, be imperforate, rot proof and vermin proof.

Reason: To ensure a satisfactory form of development and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

32. No development, of land known to be / suspected of contamination, 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:
    - i. all previous uses
    - ii. potential contaminants associated with those uses
    - iii. a conceptual model of the site indicating sources, pathways and receptors
    - iv. 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 the risks associated with contamination at the site have been fully considered prior to commencement of development as controlled waters are of high environmental sensitivity; and where necessary remediation measures and long-term monitoring are implemented to prevent unacceptable risks from contamination.

33. Prior to the occupation 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.

34. Prior to the occupation of the development, a long term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long term monitoring plan should include:
- Details of the methods and triggers for action to be undertaken

- Timescales for the long term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required (for x years)
  - Timescales for submission of monitoring reports to the LPA e.g. annually
  - Details of any necessary contingency and remedial actions and timescales for actions
  - Details confirming that the contingency and remedial actions have been carried out.
- The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.

Reason: A long term monitoring plan should be submitted prior to occupation or operation, to ensure necessary monitoring measures are approved to manage any potential adverse impacts as a result of development on controlled waters.

35. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.

Reason: To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks.

36. GROUND GAS PROTECTION

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

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

All required gas protection measures shall be installed and a verification report that demonstrates the effectiveness of the measures carried out must be submitted to and approved in writing by the Local Planning Authority before occupation of any part of the development. The approved protection measures shall be retained and maintained until such time as the Local Planning Authority agrees in writing that the measures are no longer required.

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

Reason: To ensure that the safety of future occupiers is not prejudiced.

37. CONTAMINATED LAND MEASURES – ASSESSMENT

Prior to the commencement of the development, except demolition/clearance, an assessment of the nature and extent of contamination shall be submitted to and

approved in writing by the Local Planning Authority. This assessment must be carried out by or under the direction of a suitably qualified competent person \* in accordance with BS10175 (2011) Code of Practice for the Investigation of Potentially Contaminated Sites and shall assess any contamination on the site, whether or not it originates on the site. The report of the findings shall include:

- (i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) which identifies and assesses all identified potential source, pathway, and receptor linkages;
- (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present, if identified as required by the desk top study;
- (iii) an assessment of the potential risks to:
  - human health,
  - groundwaters and surface waters
  - adjoining land,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - ecological systems,
  - archaeological sites and ancient monuments; and
  - any other receptors identified at (i)
- (iv) an appraisal of remedial options, and justification for the preferred remedial option(s).

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

\* A 'suitably qualified competent person' would normally be expected to be a chartered member of an appropriate professional body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

Reason: To ensure that information provided for the assessment of the risks from land contamination to the future users of the land, neighbouring land, controlled waters, property and ecological systems is sufficient to enable a proper assessment.

38. **CONTAMINATED LAND MEASURES – REMEDIATION & VERIFICATION PLAN**  
Prior to the commencement of the development, except demolition/clearance, a detailed remediation scheme and verification plan to bring the site to a condition suitable for the intended use by removing any unacceptable risks to human health, controlled waters, buildings, other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

39. CONTAMINATED LAND MEASURES - REMEDIATION & VERIFICATION

The remediation scheme approved by condition x (3 above) must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

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

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

40. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION

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

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in

accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

41. IMPORTED SOIL

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

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

42. IMPORTED AGGREGATES

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

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

43. USE OF SITE WON MATERIALS

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

Reason: To ensure that the safety of future occupiers is not prejudiced in accordance with policy DNP9 of the Bridgend County Borough Council Local Development Plan.

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

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

45. Notwithstanding the plans hereby approved under condition 2, prior to the implementation of the Local Equipped Area of Play (LEAP), a final LEAP design shall be submitted to and agreed in writing by the Local Planning Authority in line with the Consultant's advice shared with the applicant on 19 May 2026. Such a scheme shall be fully implemented in

accordance with the agreed details prior to the development being brought into beneficial use and shall be retained and maintained in perpetuity thereafter.

Reason: In the interests of the future occupiers of the site and the visual and residential amenities of the area and to comply with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

\* THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

a. The Application is recommended for approval subject to entering into a section 106 agreement to secure the planning obligations required under Recommendation (A) and the planning conditions required under Recommendation (B) because the development complies with Council RLDP policy and guidelines.

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

Notwithstanding the detailed objections received, it is considered that the 120 unit residential scheme represents an appropriate housing development on this allocated site within the settlement boundary of Bridgend.

The scheme will provide much needed open market and affordable housing in the Borough and will improve active travel links in the area. It will also have a positive impact on the highway network (A48) by introducing safe crossing points and a signalised junction.

The scheme will provide an on-site Local Equipped Area of Play and will enhance the biodiversity characteristics of the adjoining SINC and Ancient Woodland. The proposal would not adversely affect the residential amenities of neighbouring and future occupiers of the site to warrant refusal on those grounds. The scheme also raises no adverse land drainage or archaeological concerns.

Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP15, SP17, PLA8(8), PLA9, PLA11, PLA12, COM1(1), COM2, COM3, COM6, COM10, ENT10, ENT12, ENT15, DNP4, DNP5(2), DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (adopted March 2024).

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

(i) determining the extent and effects of such constraints;

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

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

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

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

c. 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.

d. Upon examination of the submitted site plan, the South Wales Fire and Rescue Authority provides the following standard advice to assist the developer. It is important that these considerations are addressed in the development:

- The Fire Authority has no objection to the proposal and refers the Local Planning Authority to current standing advice issued by the Authority.

The developer should also consider the need for the provision of: -

- a. adequate water supplies on the site for firefighting purposes; and
- b. access for emergency firefighting appliances

Should the Applicant require further information in relation to these matters they should contact the fire safety officer.

e. European Protected Species – Legislation and policy

Warning: A European Protected Species (EPS) licence is required for this development. This planning permission does not provide consent to undertake works that require an EPS licence. It is an offence to deliberately capture, kill or disturb EPS or to damage or destroy their breeding sites or resting places. If found guilty of any offences, you could be sent to prison for up to 6 months and/ or receive an unlimited fine.

Development should not be commenced until the Applicant has been granted a licence by Natural Resources Wales pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations (2017) authorising the specified activity/ development to go ahead. To undertake the works within the law, you can obtain further information on the need for a licence from Natural Resources Wales on 0300 065 3000, or at <https://naturalresources.wales/conservation-biodiversity-and-wildlife/european-protected-species/?lang=en>.

Bats and otter, as well as their breeding sites and resting places, are protected under the Conservation of Habitats and Species Regulations 2017 (as amended). Where these species are present and where a development proposal is considered likely to contravene the legal protection they are afforded, the development may only proceed under licence issued by Natural Resources Wales, having satisfied the three requirements set out in the legislation. A licence may only be authorised if:

- i. The proposed works to be authorised satisfy an appropriate derogation purpose, which in the case of development are for the purposes of preserving public health or safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment;
- ii. There is no satisfactory alternative; and
- iii. The action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.

These requirements are translated into planning policy through Planning Policy Wales (PPW) Edition 12 dated February 2024, sections 6.4.35 and 6.4.36 and Technical Advice

Note (TAN) 5, Nature Conservation and Planning (September 2009). To avoid developments with planning permission subsequently not being granted a licence, the planning authority should take them into account when considering development proposals where a European Protected Species is present.

f. Natural Resources Wales recommends that developers should:

1. Follow the risk management framework provided in Land contamination risk management (LCRM)
2. Refer to 'Land Contamination: a guide for developers (WLGA, 2017) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.

3. Refer to our groundwater protection advice on [www.gov.uk](http://www.gov.uk)

Informative/advice to applicant

The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit.

Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.

g. The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), CIfA regulations, standards and guidance | CIfA and it is recommended that it is carried out either by a CIfA Registered Organisation or a MCIfA level accredited Member | CIfA.

**JANINE NIGHTINGALE**  
**CORPORATE DIRECTOR COMMUNITIES**

**Background Papers**

None