

REFERENCE: P/24/457/FUL

APPLICANT: Persimmon Homes West Wales c/o Highlight Planning, Office 33, 14 Neptune Court, Vanguard Way, Cardiff, CF24 5PJ

LOCATION: Land south west of Pont Rhyd-y-Cyff Llangynwyd

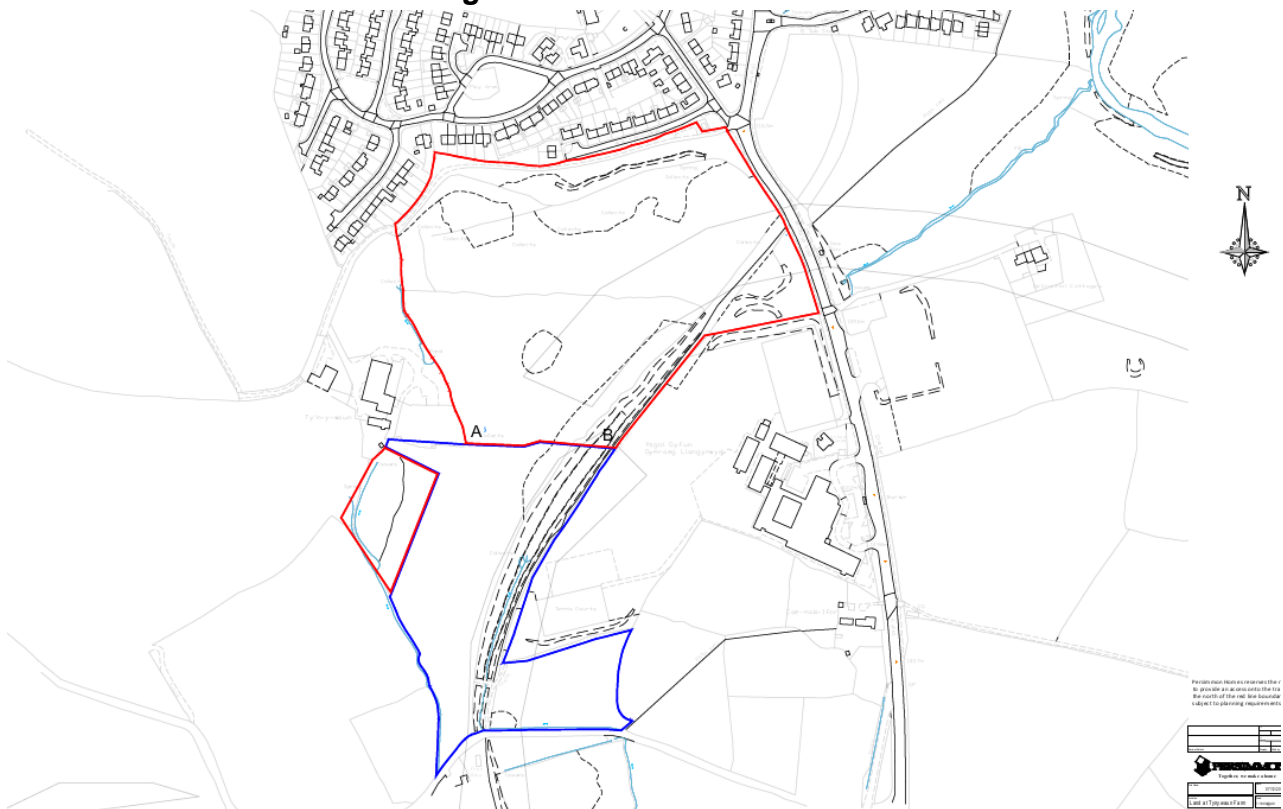
PROPOSAL: Proposed residential development of up to 122 new dwellings, access, landscaping, drainage, peat translocation and enhancements, biodiversity enhancements, engineering and associated works (amended description and red line, reducing house numbers and amending layout to retain an area of peat (in situ) and relocate another area of peat to a receptor site)

RECEIVED: 24 July 2024

APPLICATION/SITE DESCRIPTION

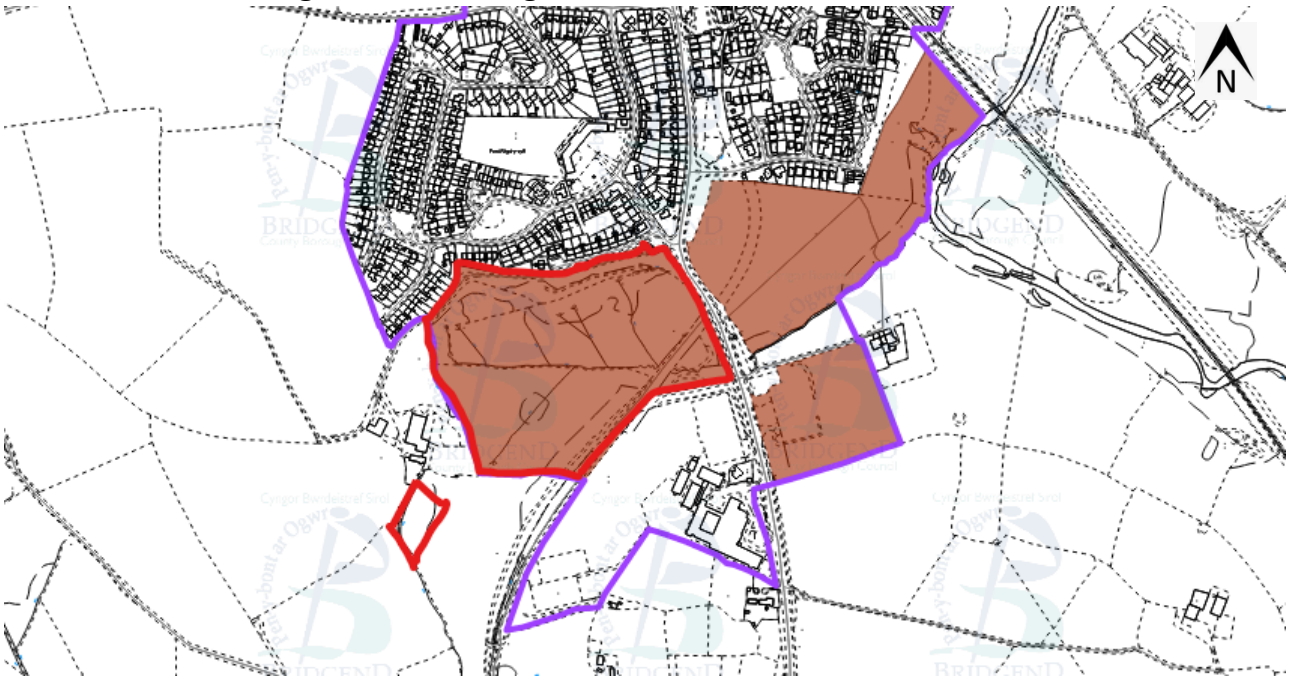
The Application seeks full planning permission for a proposed residential development of up to 122 new residential units, access, landscaping, drainage, peat translocation and enhancements, biodiversity enhancements, engineering and associated works at Land southwest of Pont Rhyd-y-Cyff, Bridgend Road, Llangynwyd, shown below in figure 1.

Figure 1: Site Location Plan:



The site, which is irregular in shape, is greenfield land which measures approximately 6ha and is situated to the south of Pont Rhyd-y-Cyff. There are two bus stops close to the site entrance. The closest shops are located approximately 400m away to the North which is also the location of Llangynwyd village hall. The nearest school is across to the south which is *Ysgol Gyfun Gymraeg Llangynwydd Secondary School* and there is another school, *Llangynwyd Primary*, located approximately 250m to the North. The Application site is one of three allocated housing sites within the area. Figure 2 below shows the 3 housing allocations in brown and the settlement limit in purple.

Figure 2: Housing allocation and settlement limit:



The site comprises two fields and woodland forming part of *Tyn-Y-Waun Farm*. It is located to the West of Bridgend Road (A4063) and to the south of *Heol Tyn-Y-Waun*, along with the rear boundaries of residential properties on *Heol-Yr-Ysgol* and *Heol Wil Hopcyn*. *Tyn-Y-Waun Farmhouse* (which is a listed building), and its associated agricultural buildings lie to the west. To the south lie the school grounds of *Ysgol Gyfun Gymraeg Llangynwyd*.

The site is located with the *Western Uplands Special Landscape Area* and is also designated as a part of the Tyn-Y-Waun Site of Important Nature Conservation (**SINC**). A series of watercourses run through the site and the fields are separated by trees and hedgerows, and there are areas of peat within the site (recently discovered). The site slopes at its highest point in the North, downwards to the south. A Public Right of Way (**PRoW**) *footpath 1 Llangynwyd Middle* runs diagonally through the southeast of the site. An electricity line mounted on wooden poles runs through the site. Figure 3 below shows an aerial view of the housing site with the smaller red line being the peat translocation area.

Figure 3 – Aerial photo of site



The Application proposes 122 new residential units with mix of terrace, semi-detached, and detached houses, as well as some apartments. The mix of house types is as follows:

24 x Rockcliffe a 1-bed dwelling (6 units to be affordable)
2 x Haldon a 2-bed dwelling
32 x Wareham a 2-bed dwelling (7 units to be affordable)
6 x Upton a 3-bed dwelling
9 x Sherwood a 3-bed dwelling (3 units to be affordable)
10 x Birkdale a 3-bed dwelling
9 x Barndale a 3-bed house
16 x Darlington a 3-bed. (2 units to be affordable)
14 x Grizedale a 4-bed dwelling

Each dwelling is finished in a combination of brickwork and render; details of the materials have not been provided. The Energy statement identifies that the entire development is to make use of electric heating exclusively on the site, and that all properties have been designed to facilitate this and will incorporate air source heat pumps and solar panels. However, no detail of which units would incorporate solar panels has been submitted. 15% of the units (18 units) will be provided as Affordable Housing all of which are Welsh Development Quality Requirements (**WDQR**) compliant.

Due to the sloping topography, there will be some retaining works provided to facilitate the development; for the most part these are relatively small structures. However, some larger structures are required up to 1350mmm high to get the appropriate levels through the site; these are not located in highly prominent locations.

The access road into the site is centrally located and forms the main road through the development, with cul-de-sacs and shared drives created off it. A new active travel route is proposed along Bridgend Road to provide safe pedestrian cycle and walking routes to the village and the school, including a controlled crossing, as part of the development. The three separate allocated housing sites shown in Figure 2 will deliver this new active travel route between them. A Sustainable Drainage System (SuDS) incorporating swales, attenuation basins and cellular storage tanks is proposed. This would be subject to a separate Sustainable Drainage Application to the Local Drainage Authority.

Whilst some trees on the frontage and within the site will be felled to enable safe access and allow the development to be built, the existing trees on the perimeter and some within a central corridor will be retained. The Local Planning Authority also proposes to protect many of the retained trees via a tree preservation order separate to this planning Application. It should be noted that the development proposes a 3 to 1 tree re-planting ratio to compensate for any tree loss. There is an existing overhead electric line crossing the site which the Applicant has advised will be diverted as part of this development. As such there would be no issues with overhead lines and residential curtilage or public spaces.

Members should note that the proposed site layout has changed since the original submission; this was due to peat being discovered on the site (which is a protected habitat). As such the revised layout now proposes to retain a large body of peat in situ and also relocate another area of peat to the receptor site where a new basin will be created to retain

the peat, and both areas to be appropriately managed and monitored. A robust landscaping scheme also shows several trees, hedgerows and plants are proposed, both around the site and also on the mitigation/receptor site to the south, to ensure a net benefit for biodiversity is achieved. This revised site layout can be seen below in Figure 4.

Figure 4 - Proposed Site Layout:



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

- Design and Access Statement by High Light Planning March 2026
- PAC Report by High Light Planning Dated July 2024
- Heritage Statement by High Light Panning August 2024
- Health Impact Assessment September 2024
- Sustainability and Energy Statement by Persimmon
- Site investigation Report by Integral Geotechnique June 2022
- Supplemental Gas Monitoring Report by Integral Geotechnique dated 8th April 2026
- Preliminary Ecological Appraisal Report by Soltys Brewster Ecology November 2022
- Green infrastructure Statement by Soltys Brewster (Rev. E) May 2026
- Stage 2 Ecology Report by Soltys Brewster March 2026
- Soil and Peat Management Plan by SLR 26 May 2026
- Arboricultural Impact Assessment by Treescene dated March 2026
- Tree Survey by Treescene March 2024
- Tree constraints Plans by Treescene
- Tree survey report (Bats) by Soltys Brewster Ecology August 2024
- Transport Assessment by Link Transport Planning June 2024
- Transport Assessment by Link Transport Addendum April 2026
- Written Scheme of Investigation for Archaeological Monitoring and Recording by Rubicon Archaeology Report no. RR1530, dated November 2025.

PRE-APPLICATION CONSULTATION

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

The consultation exercise took place between 26 April 2024 and the 24 May 2024. The consultation involved notifying local residents within the surrounding area, together with Ward Members, and specialist consultees.

In addition to the specialist and community consultees, 13 letters were received from local residents; one letter was supportive and the other comments are summarised as follows:

- Highway safety and traffic particularly due to its proximity with the school alongside the need for active travel linkages
- Impact on biodiversity
- Impact on trees
- The level and amount of pre-application consultation with the community is insufficient
- Inadequate infrastructure and services e.g. GP surgeries
- Drainage/flood risk issues, waterlogging at the site and surrounding areas
- Public safety of attenuation basins
- Impact on water treatment facilities
- Poor quality of houses being built
- Accessibility of the location and lack of public transport

These issues have been addressed within the PAC report.

RELEVANT HISTORY

None.

PUBLICITY

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

CONSULTATION RESPONSES

Welsh Water Developer Services: No objection subject to conditions

Ecology: No objection subject to conditions

Natural Resources Wales: no objection subject to condition

Rights of Way: No objection subject to conditions

Conservation and Design Officer: No objection

Heneb: No objection subject to conditions and informative

Highways Officer: No objection subject to conditions

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

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

Shared Regulatory Services Air Quality: No Objection

Crime Prevention Design South Wales Police: Have made general comments in relation

to 'Secure by Design'

Coal Authority: No objection subject to informative

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

REPRESENTATIONS RECEIVED

1 letter of support and 10 letters of objection have been received, including one submission from Llangynwyd Middle Community Council, which have raised the following categories of issues:

Highways and Pedestrian Safety

- a) Issues over the location of the access on a bend, it should be located on Heol Yr Ysgol
- b) The addition of new houses will significantly increase traffic volume, causing serious congestion with there also being a school close by and another new housing site.
- c) Issues raised over the capacity of Junction 36
- d) The A4063, the main arterial route to Maesteg, is already congested and susceptible to delays, causing daily traffic management issues. The proposed development would significantly worsen congestion
- e) The school has continued concerns regarding the volume of traffic and its impact on the safety of learners and staff, especially to access the bus stop. There will be additional traffic with this development and so the school would ask that a crossing is considered as part of the plans to ensure safety for all.
- f) The access should come off Heol-Yr-Ysgol and a roundabout added.

Drainage

- g) How would the site be drained
- h) The school has had significant issues with drainage since moving to the site which we have been unable to resolve, despite several attempts. This has an impact on the whole of the field area - is there a concern this development could have a further negative impact on this?

Noise

- i) Noise pollution and deterioration of air quality caused by construction dust, emissions from heavy machinery, and increased road traffic will significantly impair residents' quality of life near the proposed development. Longer-term effects include increased vehicular emissions from new homeowners.

Biodiversity

- j) The presence of a designated SINC, together with high-value habitats and ecological connectivity, represents a clear environmental constraint which must be given significant weight. Planning Policy Wales requires impacts on biodiversity are avoided as a first principle. Bridgend County Borough Council guidance is clear that avoidance must be demonstrated before mitigation or compensation is considered. The proposed layout does not demonstrate that harm to woodland, hedgerows and habitat connectivity has been avoided. Instead, it appears to prioritise built development over the retention of existing ecological features.

- k) The proposal would result in the loss and fragmentation of a designated wildlife site and the degradation of ecological networks, contrary to Policy CHP4 and the Council's biodiversity guidance. The reliance on "green infrastructure" and enhancement measures does not overcome this conflict, as newly created habitats cannot replicate the ecological function of established woodland and marshy grassland systems. Furthermore, under Section 40 of the Natural Environment and Rural Communities Act 2006, the Council has a statutory duty to conserve and enhance biodiversity. The loss or degradation of a SINC and its associated habitats would be inconsistent with this duty.
- l) The current proposal fails to demonstrate that a less damaging layout has been considered, particularly in relation to the retention of woodland and habitat corridors. For these reasons, the proposal conflicts with Planning Policy Wales, Technical Advice Note 5, the NERC Act 2006 and the Bridgend Replacement Local Development Plan. Planning permission should therefore be refused, or the scheme substantially revised to avoid harm to the SINC, woodland and ecological network.

Other

- m) Would existing residents be able to use the gravel lane in the Northwest.
- n) Concerns over the potential impact of the proposed development on local amenities and services. Would lead to increased strain on infrastructure, such as schools, GP surgeries, dentists and other healthcare facilities, most of which are in Maesteg, there are very few services in the village, and the Princess of Wales Hospital is already under resourced and struggling with demand. Additional housing would further compromise the quality of life in the community.
- o) This will not be in keeping with the context or scale of the area. The population of Llangynwyd Middle Parish as per the 2021 census was 2,966. If the full 500 dwellings are built with an average of 3 people per household, this would increase the population by 1,500, a 50% increase. This would result in a layout and density that is inappropriate for the area. This proposal would affect the character and appearance of the neighbourhood, this development would be at the entrance to the village, which is linked to the historic Village of Llangynwyd, and its Church and famous Old House which are only a short distance away.
- p) There would be an additional strain on existing services of Water, Sewerage, and demand on the electric grid.
- q) Following a development in a different area of the Local Authority nearby schools had access to funding. We were unable to access that funding at the time as although some of our learners came from the area, the school itself wasn't deemed eligible. Is there community funding associated with this development and if so will there be opportunities for the school?

Comment on Representations Received

Highways and Pedestrian Safety

The concerns raised in relation to highway and pedestrian safety have been addressed within the appropriate sections of the report.

Drainage

- g) Dwr Cymru/Welsh Water and the Local Authority's Land Drainage Officer have not identified any such issues within the area, nevertheless this development would be subject to a SAB Application to ensure surface water is adequately drained and Dwr Cymru/Welsh Water have advised that all sewerage can be accommodated within the existing sewer system which has available capacity.
- h) This is a separate existing situation and not relevant to this proposal; as stated above a SAB Application will be required to ensure surface water is adequately drained and not impact adversely impact any adjoining property

Noise

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

Biodiversity

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

Other

- m) This is not a material planning consideration and should be taken up with the landowner.
- n) Infrastructure capacity was a key consideration throughout the plan-making process. The *Replacement Local Development Plan* adopted March 2024 (**RLDP**) evidence base, specifically the Infrastructure Delivery Plan, informed the allocation of the site and confirmed the infrastructure requirements and mitigation measures required to make development acceptable, through consultation with service providers and internal Council departments. This included infrastructure relating to transport, education, health, environmental management, utilities and community/cultural infrastructure.
Additionally, a plan wide Health Impact Assessment (**HIA**) was undertaken on the RLDP, which identified a number of key health and well-being impacts and priorities, which were reflected and addressed in the final adopted RLDP. The Health Board were also consulted on the suite of allocations within the RLDP at the plan- making stage, to help inform alignment of future healthcare service provision against housing growth. No objections were raised.
- o) The style and mix of dwellings proposed would create an attractive development with a mix of houses and landscaping whilst retaining as many of the existing trees as possible. It is considered that this would not detract from the character and appearance of the area and, if anything, would remove an unsightly derelict brownfield site improving the overall aesthetics of the historic village.
- p) No concerns have been raised from any statutory undertakers with regards to this development. Apart from Welsh Water's requirement relating to a water supply which has been conditioned
- q) This is not a material planning consideration however a contribution would be sought via a section 106 agreement in relation to education, as detailed within the report

PLANNING POLICY

National Planning Policy and Guidance

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

Future Wales now forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key National priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities. All Development Management decisions, strategic and local development plans, planning appeals and all other work directed by the development plan need to accord with Future Wales.

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

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

Paragraph 2.2 PPW12 states: *“All development decisions...should seek to contribute towards the making of sustainable places and improved well-being.”* Para 2.3 continues: *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all.”*

Paragraph 2.7 PPW12 states: *“Placemaking in development decisions happens at all levels and involves considerations at a global scale, including climate change, down to the very local level, such as considering the amenity impact on neighbouring properties and people.”*

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

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

Paragraph 4.1.34 PPW12 states: *“In determining planning Applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling...”* Paragraph 4.1.35 continues *“New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking...”* and *“consideration must also be given to where people will leave their bike at home.”*

Paragraph 6.4.4 PPW12 states: *“It is important that biodiversity and resilience considerations are taken into account at an early stage in both development plan preparation and when proposing or considering development proposals.”* It further states: *“All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on biodiversity and ecosystem resilience cannot be avoided, minimised or mitigated/restored, and as a last resort compensated for, it will be necessary to refuse planning permission.”*

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

Technical Advice Notes

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

- Technical Advice Note 2 – Planning and Affordable Housing (2006)
- Technical Advice Note 5 – Nature Conservation and Planning (2009).
- Technical Advice Note 12 - Design (2016)
- Technical Advice Note 15 – Development and Flood Risk (2004)
- Technical Advice Note 18 – Transport (2007).
- Technical Advice Note 24 – The Historic Environment (2026).

The Well-being Duty on Public Bodies

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

The well-being goals identified in the Act are:

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

- A globally responsible Wales

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

The Socio- Economic Duty

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

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

The Biodiversity and Resilience of Ecosystems Duty

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

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

Local Planning Policy and Guidance

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

Strategic Policy

- Policy SP1: Regeneration and Sustainable Growth Strategy
- Policy SP3: Good Design and Sustainable Placemaking
- Policy SP4: Mitigating the Impact of Climate Change
- Policy SP5: Sustainable Transport and Accessibility
- Policy SP6: Sustainable Housing Strategy
- Policy SP8: Health and Wellbeing
- Policy SP10: Infrastructure
- Policy SP13: Decarbonisation and Renewable Energy
- Policy SP15: Sustainable Waste Management
- Policy SP17: Conservation and Enhancement of the Natural Environment
- Policy SP18: Conservation of Historic Environment

Topic Based Policy

- Policy SF1: Settlement Hierarchy and Urban Management
- Policy PLA9: Development affecting Public Rights of Way
- Policy PLA11: Parking Standards
- Policy PLA12: Active Travel
- Policy COM1: Housing Allocations
- Policy COM2: Affordable Housing

- Policy COM3: On site provision of Affordable Housing
- Policy COM6: Residential Density
- Policy ENT10: Low Carbon Heating Technologies for New Development
- Policy ENT15: Waste Movement in new development
- Policy DNP4: Special Landscaped Areas
- Policy DNP5: Local and Regional Nature conservation sites
- Policy DNP6: Biodiversity, Ecological Networks, Habitats and Species
- Policy DNP7: Trees, Hedgerows and Development
- Policy DNP8: Green Infrastructure.
- Policy DNP9: Natural resource and Public Health

Supplementary Planning Guidance:

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

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

EIA Screening

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

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

APPRAISAL

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

Issues

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

Principle of Development

The primary objective of Planning Policy Wales 12 (**PPW12**) is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. **PPW12** and the National Development Framework (**NDF**) set out how

the planning system at a National, regional and local level can assist in delivering these requirements through Strategic Development Plans (**SDPs**) and Local Development Plans (**LDPs**).

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

Policy SP6: the Sustainable Housing Strategy of the RLDP supports *Edge of Settlement Sites* within and on the edge of established settlements. The proposed site would constitute an Edge of Settlement Site under Policy SP6 and could contribute towards the delivery of the overall housing requirement. The site is allocated for 130 residential dwellings (including 20 affordable dwellings) under **Policy COM1(4)** – Land Southwest of Pont Rhyd-y-Cyff, Maesteg and the Llynfi Valley Regeneration Growth Area.

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

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

The site consists of an approximate overall density of 16.6 dwellings per hectare. It is situated within the Site of Importance for Nature Conservation (**SINC**) of Tyn-Y-Waun, and therefore the site layout is required to retain large quantities of existing green infrastructure to minimise its impact on the ecology of the SINC. The site also contains several areas consisting of varying depths of peat soil, which requires avoidance. It is therefore recognised that the housing density levels required by Policy COM6 are not achievable. It should be noted that the Applicant has worked with the Local Planning Authority (**LPA**) in relation to layout, density and ecological features and it is considered that the maximum density has been achieved without compromising the ecological constraints of the site.

It is noted that the proposed masterplan incorporates dwellings in the form of exclusively 1-bed (19.7%), 2-bed (27.9%), 3-bed (41%) and 4-bed (11.5%) on-site housing. Policy COM1, requires new housing developments to incorporate an appropriate mix of house types, sizes and tenures to cater for a range of housing needs. The proposal is therefore considered to provide an acceptable mix of types and sizes.

The site is located within a *Category 1 (Sandstone and Igneous Rock) Mineral Safeguarding Zone* as defined by **Policy ENT12** of the RLDP. Development proposals within mineral safeguarding zones, either permanent or temporary, will need to demonstrate that:

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

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 adjacent to existing development within Pont Rhyd-y-Cyff, and that the site is already constrained by being within 200m of residential property to the north and a school to the south. 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 sandstone resource.

The proposal is located within the *Llangynwyd Rolling Uplands & Forestry Local Search Area (LSA)* which is identified as suitable for wind energy by RLDP **Policy SP13: Renewable and Low Carbon Energy Development**. Proposals for development other than for wind energy within this area will only be permitted where they can demonstrate that they would not unacceptably prejudice the renewable energy generation potential of the LSA and the Future Wales *Pre-Assessed Areas for Wind Energy*. The site is part of an allocated housing site adjacent to existing housing, as such it is considered to be acceptable

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

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

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

Impact on Visual Amenity and Character.

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

Advice in paragraph 2.1 of **TAN 12** is that "*The design of our villages, towns, cities and the*

urban and rural landscape is important in articulating our nation and our culture. Design is important to our quality of life, and the quality of Wales' varied landscape and townscapes...

Paragraph 2.8 TAN 12 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 (RLDP) *Good Design and Sustainable Place Making* seeks to conserve and enhance the built environment and states: *"All development should contribute to creating high quality, attractive, sustainable places which enhance the community in which they are located, whilst having full regard to the natural, historic and built environment."* Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area. Local Planning Authorities should ensure that the proposed developments should not have an unacceptable impact upon the character and amenity of an area.

The site consists of two fields and woodland; it is accepted that the proposed housing development would alter its character permanently. However, as detailed above, the principle of developing the site for residential purposes has been established with the housing allocation under COM1/4 of the Replacement Local Development Plan, and the allocation of this land for residential use has already taken into consideration the wider contextual character issues with regard to the use of the land.

Within this overarching Policy context and noting especially the need to embrace the principles of place- making, the Applicant's vision for the site is to create a sustainable neighbourhood which responds to local character with a sensitive approach to landscape that delivers multi-functional green infrastructure that provides lifestyle and ecological benefits. It is clear that the Applicant is determined to provide a well-designed attractive housing development which not only provides much needed housing in the area but creates a desirable place to live.

As mentioned earlier in the report, the proposed layout, scale and design of the development has been refined from its initial concept, directly addressing discussions with the Local Planning Authority in relation to Peat and Ecology matters, whilst also trying to retain housing numbers. This revised layout establishes a central entrance, with a main spine road system punctuated by intimate cul-de-sacs and private shared drives.

The road surface will incorporate swales which will deal with surface water and link up to the wider sustainable drainage system. No details of the road surfaces or shared drives have been provided nor any detail of bin collection points on the shared drives where residents would present their bins for collection. However, a condition can be imposed to ensure these details of these are proposed and that they are appropriate.

The proposal is intent on retaining as many of the perimeter trees as possible and a central green corridor to the north of the retained peat area; the Application is accompanied by arboricultural surveys and details of how these existing trees can be protected during construction works. A condition can be imposed to ensure that tree protection measures are in place throughout the construction phase of the site for trees and any other retained habitats. It should also be noted that The Local Planning Authority will also be protecting

these many of the trees on this site trees as part of a formal Tree Preservation Order (separate to this planning Application), to ensure their retention and longevity.

To further enhance the site's ecology and visual interest, a comprehensive soft landscaping strategy is proposed, and planting will occur in the offsite receptor area introducing new trees hedgerow and planting, to ensure a net gain in green infrastructure. Conditions can be imposed to ensure that this is implemented and managed accordingly.

The development incorporates a range of different house types, apartments and flats and the Applicant has worked with the Local Planning Authority with regards to the layout and density. Figure 5 below shows a selection of the house types being proposed. Whilst the design of the dwellings is considered acceptable and aesthetically pleasing, a condition requiring samples of the materials can be imposed to ensure their suitability.

Figure 5 – Examples of House types



The layout plan illustrates that the means of enclosure to the properties will be a combination of close boarded fencing and a screen wall with brick piers. The screen walls will generally be in the public areas with the close boarded fencing in the rear gardens to provide privacy for future residents. The plans indicate public facing areas to have a masonry wall with fence panels infill, however no details of this have been provided or what the masonry finish would be like. As such, a condition can be imposed to require provision of further details of the means of enclosure to ensure that they are acceptable, and to ensure fencing is wildlife friendly. Due to the sloping topography of the site, there will be retaining works to facilitate the development; for the most part these are relatively small structures. However, the plans appear to show there are some walls that are larger and the details do not indicate how

these walls would be finished. A condition can be imposed requiring further details to ensure prominent retaining walls visible from public vantage points will be faced with brick so that they are more aesthetically pleasing.

An electrical overhead line mounted on wooden poles runs through the site. The Applicant has advised this line will be removed and the electric connection diverted; as such a condition can be imposed to ensure this is undertaken.

Two play areas are proposed as part of the development a Local Area of Play (**LAP**) located near to the entrance of the site and a Local Equipped Area of Play (**LEAP**) towards the southern part of the site. shown below in Figure 6

Figure 6 – LEAP and LAP Layouts



These spaces (LEAP and LAP) should be designed to be fully accessible and provide a welcoming environment. More detail is required for both areas in relation to the equipment layout design, path etc and details of when they are to be implemented. As such a condition can be imposed to ensure these details are provided and suitable play areas provided.

Setting of the Listed Building

Chapter 6 of PPW12 sets out policies for conserving and enhancing the historic environment. This Chapter sets out the objectives of the Welsh Government in order to conserve and enhance the historic environment, ensuring that due consideration is given to historic assets through the planning process.

Paragraphs 6.1.10 – 6.1.13 PPW12 relate specifically to listed buildings, outlining the presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. The PPW12 policy states that *“the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest which it possesses.”*

Technical Advice Note 24: *The Historic Environment*, sets out the need for Applicants to prepare robust Heritage Impact Assessments to accompany applications affecting historic assets. TAN 24 guides that such Assessments should be proportionate to both the significance of the asset and the impact of change proposed.

Tyn-Y-Waun Farmhouse, a Grade II listed building, is located to the west of the development site. It is listed for its architectural and historical significance as a well-preserved example of a vernacular farmhouse in the rural landscape of Bridgend County. The farmhouse is characterised by traditional construction materials and methods, which contribute to its heritage value. Its setting within a semi-rural landscape, surrounded by agricultural fields, mature trees, and hedgerows, is integral to its historical significance.

The Applicant has submitted a Heritage Impact Assessment as part of this proposal which assesses the impact of the development upon the Historic Environment.

The Tyn -Y-Waun Farmhouse is separated from the site by intervening topography, mature vegetation, and field boundaries which limit direct visibility between the Farmhouse and the development site, and the Applicant intends to enhance this natural screening with additional landscaping.

The Council's Conservation and Design Officer has assessed the submission and advised that the separation of trees forms a reasonable and existing buffer for the listed Farmhouse, *Tyn-Y-Waun farmstead* and the proposed new housing development. However, the Officer has advised that it is essential that this buffer remain to protect the existing setting. These trees are to be retained and protected during construction. Furthermore, as stated earlier the LPA intends to protect these trees separately via a Tree Preservation Order thus ensuring their longevity. As such the Local Authority Conservation and Design Officer has no objection to the proposal. The development is therefore considered not to have any unacceptable impacts upon the setting of a listed building and therefore complies with RLDP Policy SP18.

Special landscaped Area

With regards to the wider special landscaped area, *Western Uplands* Special Landscaped Area (**SLA**) under RLDP Policy DNP4 is an extensive upland landscape associated with north-eastern facing slopes, rough grazing, woodland, plantations, historic and cultural associations, and a generally rural, agricultural character. However, the SLA is not uniform in character, and its sensitivity varies depending on local context.

In this location, the site sits at the interface between the existing settlement of Pont Rhyd-y-Cyff and the surrounding countryside. It is not an isolated parcel of countryside remote from built development. The site is influenced by the existing settlement edge to the north, the A4063 Bridgend Road to the east, Ysgol Gyfun Gymraeg Llangynwyd to the south, and the Tyn-Y-Waun Farmstead to the west. The surrounding context is therefore already characterised by a mixture of settlement, road infrastructure, school development, agricultural land, woodland, hedgerows and valley-side landscape.

The site itself is well contained by established vegetation, including mature trees, hedgerows and woodland belts. The southern boundary is particularly strongly defined by woodland associated with the former railway/tramway corridor, while the eastern boundary is influenced by the A4063 and its roadside vegetation. The northern edge is influenced by the existing residential properties on *Heol Tyn-Y-Waun* and adjoining settlement form. As a result, the site forms a logical extension to Pont Rhyd-y-Cyff rather than an exposed or isolated incursion into the wider SLA.

The site is allocated for a residential use and as such there would be some degree of change. However, the scheme has been designed to limit and mitigate its wider landscape effects, and to ensure that the development “reads” as a sensitive settlement-edge extension rather than an abrupt or visually intrusive form of development.

Woodland corridors have been retained wherever possible and incorporated into a green infrastructure-led layout. The development also retains and responds to existing watercourses, SuDS corridors, peat areas and landscape buffers, rather than imposing a standard residential layout across the whole site. The LPA is also looking to protect the existing trees on this site especially the perimeter trees for their amenity value in the landscape which would also help to protect views from the wider landscape.

It is considered that the development would therefore not fundamentally alter the wider character of the Western Uplands SLA. The SLA covers a much broader upland landscape, and the Application site forms a small, settlement-edge component of it. The key landscape qualities of the SLA, including its upland slopes, woodland, rough grazing, historic associations and wider rural character, would remain intact.

Visual Amenity Conclusion

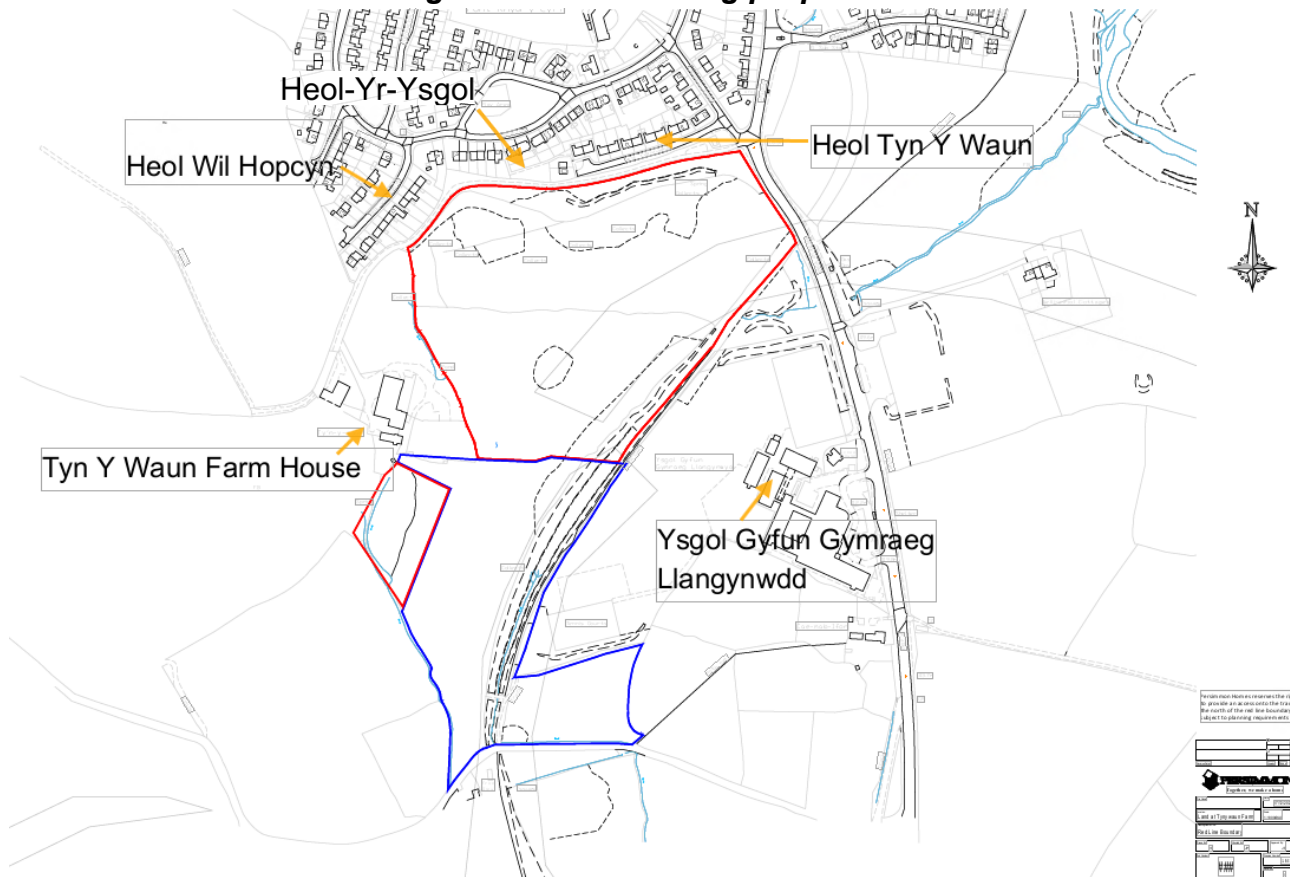
It is considered that, on balance, and having regard to the objections received, the proposed design, scale and massing of the development and landscaped areas are acceptable and would not have a detrimental impact upon the visual amenity of the area or the wider special landscape area or the setting of a listed building. Accordingly, it is concluded that the proposal accords with Policies SP3, SP17, DNP4 and SP18 of the Bridgend Replacement Local Development Plan and reflects the aspirations for design quality within Planning Policy Wales and Technical Advice Note 12: Design (2016) and PPW12.

Residential/Neighbouring Amenity

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

The nearest properties to the proposed development are dwellings off *Heol Wil Hopcyn* in the northwest corner and *Heol Tyn-Y-Waun* and the rear gardens of *Heol-Yr-Ysgol* on the northern Boundary, *Tyn-Y-Waun Farmhouse* to the west and *Ysgol Gyfun Gymraeg Llangynwyd* school to the south. This is shown in on Figure 6 below.

Figure 6– Surrounding properties



Overbearing/Overshadowing

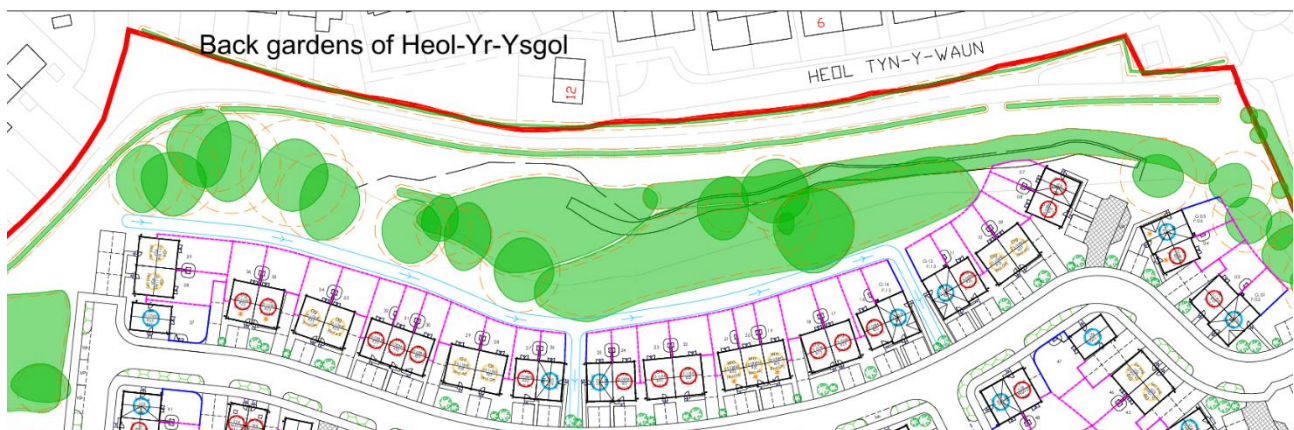
It is considered that *Tyn-Y-Waun Farmhouse* and *Llangynwyd School* are far enough away from the proposed development to ensure there is no unacceptable overbearing or overshadowing issues; furthermore, there are intervening trees and foliage. With regards to the relationship between the development and the houses on *Heol Wil Hopcyn*. The proposed dwellings are positioned in excess of 22m from the rear boundaries of *Heol Wil Hopcyn* and in excess of 40m to the rear elevation of any existing dwelling. It is considered that the separation distances of the proposed dwellings are sufficient to ensure that there are no unacceptable levels of overshadowing or overbearing to any of the existing dwellings or private garden areas. The relationship is shown below in Figure 7.

Figure 7 - Site plan showing nearby residential properties on Heol Wil Hopcyn



With regards to the relationship between the development and the houses on *Heol Tyn-Y-Waun* and *Heol-Yr-Ysgol*. The proposed dwellings are positioned on average between 40 to 60m from the dwellings on *Heol Tyn-Y-Waun* and *Heol Yr-Ysgol*, there is also existing vegetation and trees between these properties, with some areas denser than others. It is considered that the separation distances of the proposed with any existing dwellings is sufficient to ensure that there are no unacceptable levels of overshadowing or overbearing to any of the existing dwellings or private garden areas. The relationship is shown below in Figure 8.

Figure 8 - Site plan showing properties on Heol Tyn-Y-Waun and Heol-Yr-Ysgol



Overlooking

In terms of overlooking, it is considered that *Tyn-Y-Waun Farmhouse* and *Llangynwyd School* are far enough away from the proposed development to ensure there is no unacceptable overlooking. With regards to the properties on *Heol Wil Hopcyn*, the nearest dwelling would be approximately 22 m from the rear garden boundary and 40m to the rear of any existing dwelling; as such there are no unacceptable overlooking issues. With regards to the properties on *Heol-Yr-Ysgol* and *Heol Tyn-Y-Waun*, these are approximately 40-60m away and, as such, also raise no issues with regards to overlooking.

Residential Amenity Future occupiers

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

With regards to private amenity space, garden sizes are considered to be appropriately sized to ensure that future occupiers have sufficient outdoor amenity space. Plots 1 to 5 back onto trees which will be protected; as such permitted development (**PD**) rights for outbuildings will be removed from these plots so that any outbuilding is assessed to ensure the root protection areas of the trees are not compromised. A similar situation occurs with plots 72, 77, 78, 85, 86, 94, 95 to 98, 100 to 104, 105, 111, 112 to 115, 116, and 120 to 123. Plots 72, 77, 85, 86, 94, 105, 111, 116 and 123 will also have PD rights removed for extensions to ensure that any proposed extension in the future has regards to root protection zones for adjacent trees.

Noise and Nuisance

Policy SP3(g) RLDP states: *"Development should Avoid or minimise noise, air, soil and water pollution"*. Shared Regulatory Services (**SRS**) have assessed the proposal and whilst they have no objection to the development in principle, it is noted that the development is adjacent to the A4063, and a Multi-Use Games Area (**MUGA**) and there are to be Air source Heat Pumps (**ASHPs**) installed throughout the development. Due to this, it is likely that future residents will be subjected to noise and existing residents may be affected by noise due to the cumulative ASHPs. SRS have therefore requested that a suitable noise assessment is undertaken by an appropriately qualified acoustic consultant which shall be submitted to the Local Planning Authority to assess the impacts of traffic noise, noise from the MUGA within the school, and noise from ASHPs. A suitably worded condition can be imposed.

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

Air Quality

The Council's SRS Air Quality Officer has advised that the transport statement finds that the development will generate an additional 613 annual average daily traffic (**AADT**) to the existing road network (A4063). However, these predictions do not take into account potential

mitigation, which is anticipated to shift a greater proportion of trips towards more sustainable modes of transport once implemented and can therefore be deemed as a worst-case scenario. Based on planning guidance from the Institute of Air Quality Management (**IAQM**) and Environmental protection UK (**EPUK**), developments of this scale (>100 dwellings) generating >500 AADT.

SRS Air Quality Officer comments: *'Given the existing air quality concentrations at receptors we monitor for nitrogen dioxide along the A4063 are well within air quality objective limits, and low background concentrations of pollutants, I predict any air quality impacts as a result of the new development will be deemed negligible.'*

Lighting

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

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

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

Access and Parking

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

Criterion e) of RLDP Policy **SP3** obliges development to *"Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all..."*

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

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

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

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

The Application seeks consent for the construction of 122 new residential units on land with access gained from the A4063. It should be noted that the site has been considered as part of the process leading to the adoption of the Replacement Local Development Plan in March 2024 (**RLDP**) and is allocated for housing in the RLDP Plan. As such, a significant amount of consultation and consideration of the traffic which will be generated by the proposed development has already been undertaken and agreed through the plan-making and examination process for the RLDP. Nevertheless, to support this Application, a Transport Statement by Link Transport dated June 2024 and a Transport Addendum dated April 2026 were submitted.

The Transport Assessment (**TA**) concludes that the further revised layout of 122 residential units is suitable from a highways and transport perspective. The off-site highway mitigation will be secured and delivered through a joint Section 278 Agreement with the developer, together with the developers of the two other allocated development sites. The TA concludes there are no highways or transport reasons why the proposed development should not be granted planning permission.

The Highway Officer has reviewed the submitted Transport Assessment, subsequent Transport Assessment Addendum, proposed planning layout, site access arrangement, swept path information and the additional information relating to the active travel improvements proposed along the A4063 corridor. The original Transport Assessment confirms that the site forms part of the adopted Replacement Local Development Plan allocation and that transport work was previously undertaken through the LDP process, concluding that there would be no material adverse impact on the transport network. The TA also notes that the Council’s strategic transport assessment of strategic land allocations did not identify strategic highway requirements attributable to the site.

The latest Transport Assessment Addendum confirms that the current layout proposes 122 dwellings, comprising 104 open market dwellings and 18 affordable dwellings. The Addendum also confirms that the original Transport Assessment assessed the highway network on the basis of up to 139 dwellings, and therefore the capacity assessment remains robust for the reduced 122-dwelling scheme now proposed.

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

Access to the development is proposed via a new priority junction onto the A4063 Bridgend Road. The submitted access drawing shows a 5.5m wide access with 2m footways, 8m junction radii, visibility splays of 2.4m x 49m and 2.4m x 43m, and an uncontrolled pedestrian crossing with dropped kerbs and tactile paving. The site access swept path drawing demonstrates that a BCBC refuse vehicle can turn left and right into and out of the site access from Bridgend Road. Subject to the detailed design being secured through the appropriate highway agreement, the proposed means of access is considered acceptable in principle.

The Highways Authority (**HA**) notes that a number of local objections have raised concerns regarding traffic conditions on the A4063, particularly the volume of traffic using the route, difficulty crossing the road, the proximity of the access to bends, the absence of a roundabout, and the level of school-related parking and congestion associated with *Ysgol Gyfun Gymraeg Llangynwyd*. These concerns are understood, as the A4063 is a busy strategic corridor through the Llynfi Valley and school peak periods can create localised congestion and affect driver behaviour in the vicinity of school entrances.

However, the proposed development needs to be considered in the context of the adopted allocation, the submitted Transport Assessment work and the mitigation now proposed as part of the wider A4063 active travel scheme. The Transport Assessment Addendum confirms that the current 122-dwelling scheme remains below the 139 dwellings assessed in the original capacity work and that the conclusions of that work remain robust. The original Transport Assessment also confirms that the proposed site access is forecast to operate efficiently in both the 2024 and 2039 scenarios, without any significant queueing or delay during the weekday AM and PM peak hours.

The HA does not consider that a roundabout is necessary or proportionate in this location. The submitted modelling demonstrates that the proposed priority junction can operate within capacity, and the site access drawing demonstrates that suitable visibility and swept path arrangements can be achieved. The provision of a roundabout would be a materially different form of junction, with greater land take and engineering implications, and has not been identified as necessary to make the development acceptable in highway terms.

The HA also notes concerns regarding the ability of drivers to turn right into the site from the A4063. This matter has been considered through the submitted junction capacity work and the proposed access arrangement. The modelling does not indicate that right-turning traffic into the site would result in unacceptable queueing or delay on the A4063. The access design will also be subject to the detailed technical approval process, including the final agreement of visibility, signing, lining, drainage and construction details.

The HA notes the concerns raised regarding pedestrian safety and school pupils crossing the A4063. In this regard, the active travel package is afforded significant weight. The wider corridor works will provide improved pedestrian and cyclist infrastructure along the A4063 and will include crossing provision to assist pedestrians and cyclists, including school pupils, in crossing the road. The access drawing also includes dropped kerbs and tactile paving at the site access. These measures will improve the current pedestrian environment and provide a safer and more legible arrangement than currently exists.

The HA also notes the concerns raised regarding existing traffic speeds and road safety. The original Transport Assessment reviewed Personal Injury Collision data for the latest available five-year period between 2018 and 2022. It identified a small cluster of collisions in Pont Rhyd-y-Cyff, comprising four slight casualties and one serious casualty, with no pedestrian or cyclist casualties in that cluster. It also noted that, across the wider study area, there was a general decreasing trend in recorded personal injury collisions between 2018 and 2022. Whilst all collisions are regrettable, the available data does not indicate a pattern of pedestrian or cyclist collisions at the proposed access location that would justify a highway safety objection to the principle of the access, particularly when considered alongside the proposed active travel and crossing improvements.

The submitted Transport Assessment identifies that the site benefits from close proximity to local facilities, including bus stops, local shops, a post office, a convenience store, a community hall and schools. The Planning, Design and Access Statement similarly confirms that the site is close to bus stops, a local shopping parade, a community hall and schools, and that access for all modes is proposed from the A4063. Given the proximity of these facilities, it is important that the development does not simply rely on vehicular access, but also delivers improved pedestrian and cycle infrastructure. The HA therefore places significant weight on the active travel works being secured and delivered at an appropriate stage.

The proposed active travel route is being considered as part of a wider package of works associated with the three allocated housing sites in Pont Rhyd-y-Cyff. The HA understands that the delivery of the route will be split between three allocated sites, with the active travel route to be provided by the construction of the 100th dwelling across the wider allocation. The apportionment is understood to be 60 dwellings from this Persimmon Application, 35 dwellings from the Lewis Homes Application (P24/313/FUL recommended for approval at the previous planning committee on 8 May 2026), and 5 dwellings from the Trivallis site (not yet at planning application stage). On that basis, no more than 60 dwellings on this Application site should be occupied until the active travel works have been completed in accordance with the relevant highway agreement and to the satisfaction of the Local Planning Authority in consultation with the HA.

The active travel works are considered necessary to provide suitable pedestrian and cyclist connectivity between the allocated housing sites, the school, existing bus stops and the wider settlement. The latest Transport Assessment Addendum confirms that off-site highway mitigation will be delivered through a joint Section 278 Agreement with this developer and the developers of the two other allocated development sites, reflecting the shared highway mitigation requirements in the locality. It also states that sustainable transport contributions will be provided, subject to ongoing discussions. These works and contributions are

considered directly related to the development and necessary to make the proposal acceptable in highway and active travel terms.

In addition to the active travel works, the HA seeks a proportionate contribution towards public transport infrastructure serving the site. The existing bus stops on the A4063 provide access to services between Bridgend, Maesteg and Cymmer and are therefore important to the sustainability of the development. To improve the attractiveness and usability of these services, a contribution of £28,000 is sought towards bus stop upgrades, including real-time passenger information/API provision. This contribution is to be split equally between the three allocated housing sites and secured through the Section 106 agreement. The contribution is considered necessary to support modal shift and to improve the sustainable transport offer for future residents of the wider allocation.

In respect of parking, the latest Transport Assessment Addendum confirms that the 122-dwelling layout provides 273 resident spaces and 25 visitor spaces. It identifies a maximum SPG17 resident parking requirement of 284 spaces and a visitor parking requirement of 25 spaces, with the proposed resident provision being 11 spaces below the maximum standard. The Addendum concludes that the scheme remains consistent with the intent of the adopted parking standards, which set maximum levels of provision rather than minimum requirements. The HA accepts this position. The level of parking is considered acceptable in the context of the adopted parking standards, the site's allocated status, and the wider sustainable transport improvements being secured as part of the development.

The Local Authority's Highways Officer has also reviewed the proposed cycle parking arrangements. The latest Transport Assessment Addendum states that safe cycle parking opportunities are provided at all units, predominantly via private garden space, with cycle storage also capable of being accommodated within residential units where appropriate. This approach is considered acceptable in principle and will support the use of cycles for local journeys, particularly given the site's proximity to schools, bus stops and the proposed A4063 active travel improvements. The provision of secure cycle storage is consistent with the aims of the Active Travel (Wales) Act 2013 and the sustainable transport objectives of Planning Policy Wales and the Bridgend Replacement Local Development Plan.

The HA has reviewed the submitted layout and is not aware of any specific internal layout concern that would justify an objection at this stage. The submitted layout includes a network of roads and private drives, with the layout legend confirming that roads and footpaths are to be constructed to adoptable standards, with private footpaths to be constructed using concrete paving slabs. The final estate road details, drainage, street lighting, visibility, private drives, refuse collection arrangements, adoption limits and any retaining structures affecting the highway will need to be agreed with the HA through the detailed design and technical approval process.

Given the proximity of the site access to *Ysgol Gyfun Gymraeg Llangynwyd* and the wider school traffic environment on the A4063, the HA considers it necessary for a Construction Traffic Management Plan to be secured by condition. The construction phase has the potential to give rise to short-term highway impacts through contractor parking, delivery movements, loading and unloading, wheel washing requirements and construction traffic routing. These matters are particularly important in this location given the presence of

school-related pedestrian activity and peak-period traffic associated with school drop-off and pick-up times. The Construction Traffic Management Plan should therefore include details of construction access, delivery routes, contractor parking, site compound arrangements, wheel washing, hours of deliveries, measures to prevent mud and debris being deposited on the highway, and controls to avoid construction deliveries during school start and finish times unless otherwise agreed in writing by the Local Planning Authority in consultation with the HA.

In summary, the HA raises no objection to the proposed development, subject to the completion of the necessary legal agreements and the imposition of suitably worded planning conditions relating to the following:

Details of the Active Travel Route and ensuring its provision; providing a construction Traffic Management Plan; new access and vision splays; engineering details, parking spaces, garage and cycle provision, internal roads; Public Right of Way protection and a Travel Plan for future residents.

On balance and having regard to the objections raised it is considered that the proposed development is acceptable in highway terms and accords with Policies SP3, PLA3, PLA11 and PLA12 of the Bridgend Replacement Local Development Plan (2024) and advice contained within the Council's Supplementary Planning Guidance SPG17: Parking Standards.

Rights of Way

Policy PLA9: *Development Affecting Public Rights of Way* of the RLDP states that '*as part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the Public Right of Way **PRoW** network. Any predicted adverse impacts on the character, safety, enjoyment and convenient use of a PRoW must be mitigated*'.

The Council's Public Rights of Way Officer has advised that PRoW known as *Footpath 1 Llangynwyd Middle*, which forms part of the *Llangynwyd Middle Community Walk*, crosses the Application site.

The Planning, Design and Access Statement confirms that Public Right of Way Footpath 1 Llangynwyd Middle runs diagonally through the southeast of the site, and the submitted layout identifies the Public Right of Way as being unaffected by the development. The HA welcomes the retention of the Public Right of Way and any associated pedestrian connectivity, but any works the route must be protected during construction and be kept open to the public for use.

Whilst the Applicant has advised there would be no direct links on to the PRoW, the Public Rights of Way Officer has advised that consideration should be given to the impact of an additional 122 new homes on the future use and potential increase in the maintenance of the existing public footpath network. This is detailed within the Local Authority's Infrastructure Delivery Plan and highlighted in the master plan in support of the site's allocation examination. As such it is considered that it would be reasonable to secure an amount of £10,000 to towards the re- surfacing of FP1 Llangynwyd Middle which would be an improvement for the benefit of the wider community and comply with Policy PLA9. A

condition can also be imposed to ensure the path remains protected and open during construction works.

It has also been noted that the path leading to the Local Equipped Area of Play (**LEAP**) goes through the play area. This would prevent any residents walking their dogs from using this route as they would not be able to take their dogs into the play area. The LPA would seek to ensure the paths within the site are able to be used by everyone. It is considered that a condition should be imposed to look at the footpath alignment so that pedestrians could walk past the play area rather than through it. A suitably worded condition can be imposed.

Subject to the above it is considered the development would have no unacceptable impacts upon the PRow and comply with Policy PLA9.

Drainage

The submission indicates the development proposes to discharge foul and surface water flows to the mains sewer and a sustainable drainage system utilising existing watercourses

Foul Sewerage

The proposed development site is located adjacent to the catchment of a public sewerage system which drains to Maesteg Wastewater Treatment Works (**WwTW**). Welsh Water have considered the impact of foul flows generated by the proposed development and concluded that flows can be accommodated within the public sewerage system.

Surface water

From 7 January 2019, new developments of 2 or more properties or development over 100m² of construction area require sustainable drainage to manage on-site surface water. The surface water drainage systems must be designed and built in accordance with standards for sustainable drainage. These systems must be approved by the SuDS Approving Body (**SAB**) before construction work begins.

The submitted plans show that the surface water would drain to a retention basin and then be channelled to an existing watercourse. As the development is over 100m², a SAB Application will be required. As such, subject to SAB approval being sought and approved the development is considered to be acceptable in relation to surface water drainage. An advisory note can be attached advising the Applicant of this.

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

There has been some objection raised in relation to drainage and the school (*Ysgol Gyfun Llangynwydd*) have advised that they have had significant issues with drainage since moving to the site which they have been unable to resolve, despite several attempts, and are concerned that this development would make their situation worse.

The drainage issues at the school are not relevant to this Application. As stated above this Application would be subject to a SAB Application, which would ensure that its surface water is sustainably drained from the site without having any unacceptable impacts on any other parties/properties.

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

Water Supply

Welsh Water have advised that the water supply system in the immediate vicinity has insufficient capacity to serve the development and will also cause detriment to existing customers' water supply. The Applicant is advised that as part of any future water connection application under Section 41 of the Water Industry Act (1991), a hydraulic modelling assessment and the delivery of reinforcement works may be required at the same time as the provision of new water mains to serve the new development under Section 41 and Section 51 of the Water Industry Act (1991). A suitably worded condition can be imposed to ensure that this is undertaken.

To conclude, Welsh Water has no objection to the proposal subject to conditions and advisory notes.

Biodiversity/Ecology

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

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

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

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

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

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

The site falls within the Site of Importance for Nature Conservation (**SINC**) of Tyn-Y-Waun. Policy DNP5: *Local and Regional Nature Conservation Sites* of the RLDP states that development within or adjacent to a SINC must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role. Developments that would have an adverse impact on these sites will not be permitted unless the benefits associated with the development can be demonstrated to outweigh the harm and/or the harm can be reduced or removed by appropriate mitigation and/or compensation measures. Background Paper 20: *Biodiversity Net Benefit & New Development* highlights that, whilst there is a SINC present on the site, the information and detail captured from the survey work has fed into the development of the site’s masterplan from the outset to create a scheme that minimises adverse environmental impacts on habitats and species. The supporting masterplan illustrates how the scheme will carefully conserve areas of higher biodiversity value, with development restricted to areas of lower biodiversity value in addition to a number of enhancements provided on site.

As such, the adoption of a green infrastructure-led approach is key to the development of the site to integrate successfully with the existing environment whilst seeking to promote ecological resilience and achieve biodiversity net benefit. To support the Application the Applicant submitted the following documents and plans:

- Preliminary Ecological Appraisal Report by Soltys Brewster Ecology November 2022
- Green infrastructure Statement by Soltys Brewster (Rev. D) March 2026
- Stage 2 Ecology Report by Soltys Brewster March 2026
- Soil and Peat Management Plan by SLR March 2026
- Arboricultural Impact Assessment by Treescene dated March 2026
- Tree Survey by Treescene March 2024
- Tree constraints Plans by Treescene
- Tree survey report (Bats) by Soltys Brewster Ecology September 2024
- 2387301 - SBC - 00 - XX - DR - L – 001 Green infrastructure context plan
- 2387301 - SBC - 00 - XX - XX - L – 003 P03 phase 1 off site mitigation
- 2387301 - SBC - 00 - XX - DR - L – 004 Rev P08 Site Green infrastructure Plan
- 2387301 - SBC - 00 - XX - DR - L – 005 Rev P08 Strategic Landscape Plan

As stated earlier in this report, the proposed layout of the development has significantly changed during the Application due to the discovery of peat within the site.

Planning Policy Wales (Edition 12), Chapter 6 paragraph 6.4.34, states: *“Peat soils are extremely fragile and if compromised put at risk the resilience of the ecosystems they support. Peatland habitats cover only 3-4% of Wales yet store in the region of 20-25% of all soil carbon. Where peat is identified within proposed developments considerable weight should be given to its protection because of its special importance in underpinning and supporting national natural resources such as soil carbon, biodiversity and flood management, and unless other significant material considerations indicate otherwise it will be necessary to refuse permission.”*

As a result of this, the Applicant employed a peat specialist to consider this matter, and the layout has been redesigned with advice from the LPA and the Local Authority’s Ecologist, as well as a Specialist within Natural Resources Wales (NRW).

The Applicant has undertaken multiple phases of site reconnaissance, soil and peat probing and intrusive investigations have been completed at the site, and a comprehensive *Soil and Peat Management Plan* provided. It is proposed to retain the deeper, larger section peat in situ, with a dedicated buffer to protect it, and prepare a restoration and monitoring plan for this peatland habitat; that any excavated soils and peat from the construction process will be re-used for wetland creation and restoration of wetland habitat on the adjacent biodiversity enhancement site together with woodland and species rich grassland with similar monitoring and management (this is the smaller section outlined in red on Figure 1 and the blue area being the receptor site). Figure 9 below shows the green infrastructure constraints and the two areas of peat outlined in blue.

Figure 9 - Site plan showing peat discovered on site

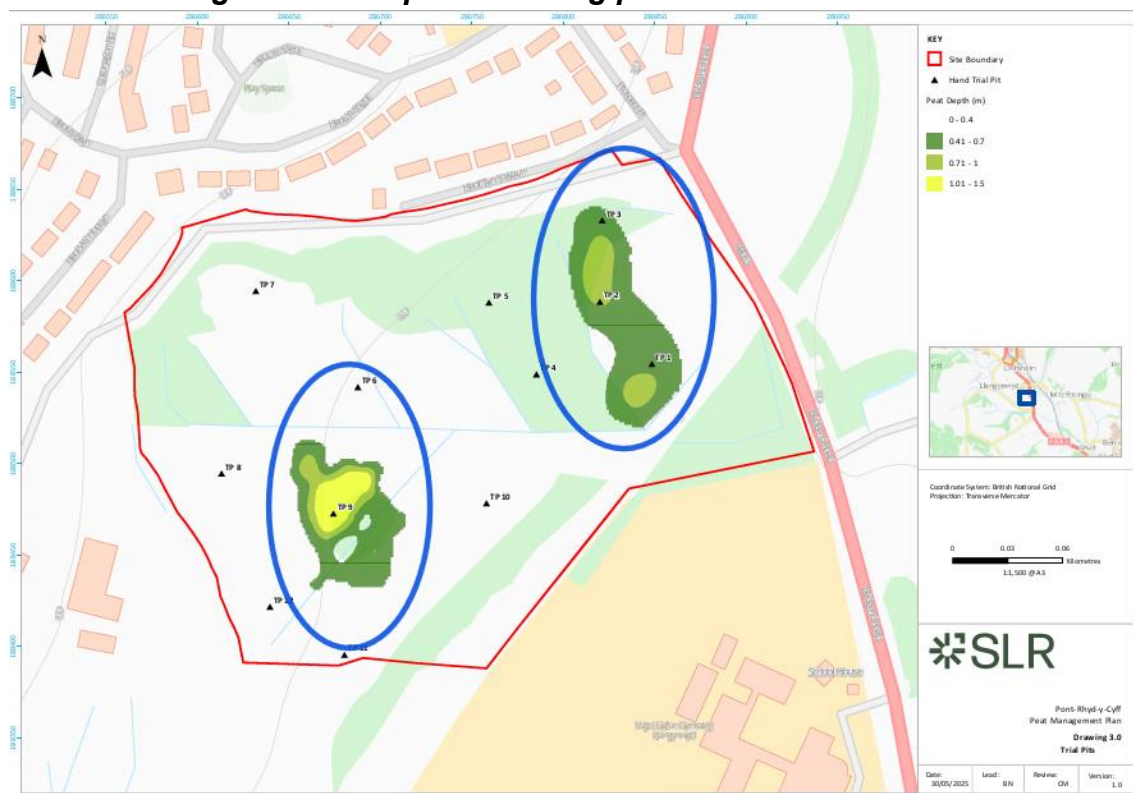
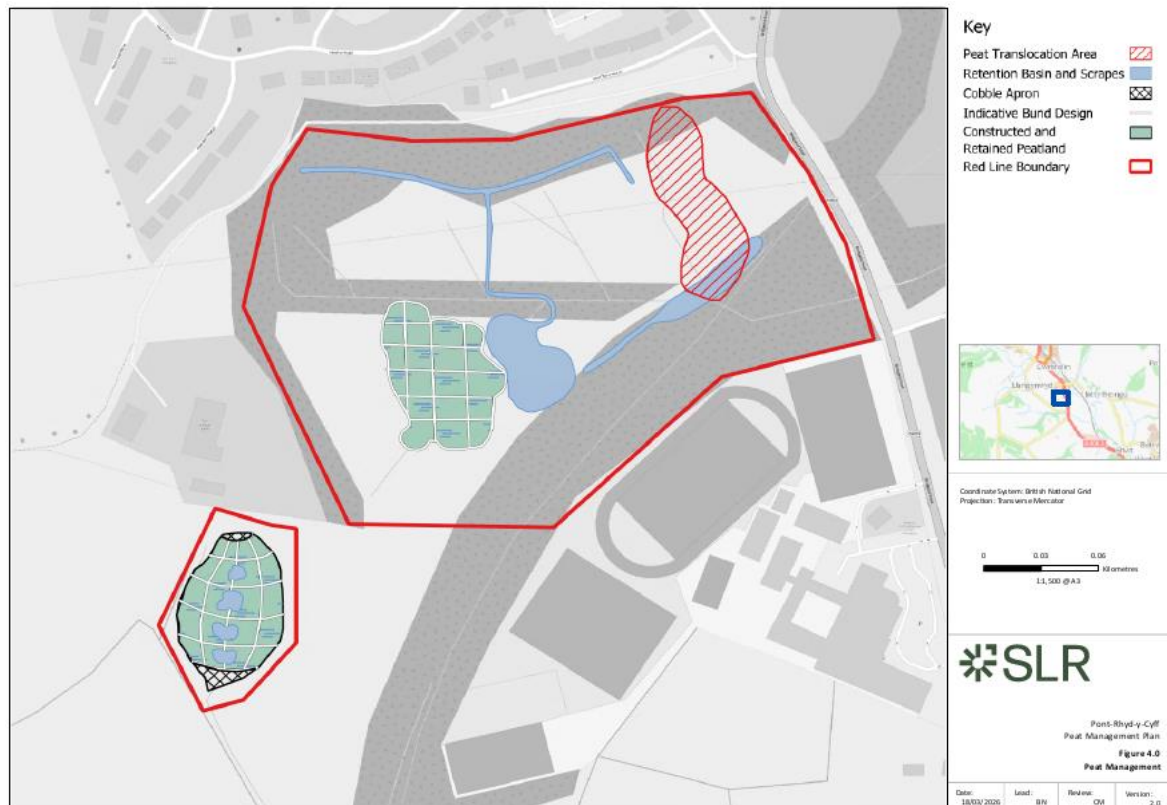


Figure 10 below show the area of peat hatched in red to the east of the site which will be translocated to the red outlined oval shape to the south of the main development site.

Figure 10 – plan showing translocated Peat Wetland area



The Council's Ecologist has reviewed the revised Soil and Peat Management Plan (**SPMP**) (SLR, March 2026), including the updated wetland creation and peat restoration proposals within Appendix D. It is acknowledged that the Applicant has undertaken additional peat investigation work and revised the proposed peat management approach in response to comments raised by the LPA and NRW. This includes provision of a defined wetland restoration peat receptor area within the off-site mitigation land (edged red on Figure 10) ("**Peat Receptor Area**"), additional detail regarding peat handling and re-use methodologies, and the development of a more detailed monitoring and management framework.

The updated Appendix D proposals provide a more detailed approach to the proposed wetland creation and peat translocation strategy, and the additional information regarding spring water compatibility and the intended hydrological functioning of the Receptor Area is also noted and welcomed. This now provides greater confidence that the Applicant has appropriately considered the long-term management and restoration of peat soils affected by the development.

Notwithstanding the above, peat translocation and restoration proposals inherently involve a degree of uncertainty and long-term management dependency, particularly where peat soils are excavated, handled and relocated. It therefore remains important that the detailed implementation, monitoring and adaptive management measures are robustly secured through conditions.

NRW note there is no submitted Habitat Management Plan (**HMP**) reflecting the revised Peat Management Plan (**PMP**). While the PMP refers to habitat creation and management, the HMP has not been provided as part of the planning Application submission. As such, there is no clear framework demonstrating how peat management, wetland creation and retained peatland areas will be managed together in the long term. As such NRW advise that vegetation management will be required along with maintenance of features such as contour bunds. In addition, the PMP sets out monitoring and inspection measures, including reference to “*corrective actions*”, but these are not linked to defined objectives, thresholds or remedial measures within an HMP. As such NRW have advised an HMP should be produced to demonstrate how peat saturation, hydrological function and habitat condition will be monitored and managed adaptively over time. This can be imposed via a suitably worded condition.

The Stage 2 Ecology Report states the habitats identified within the off-site receptor area present opportunities for compensation, mitigation, and enhancement for the loss of areas designated as *Tyn-Y-Waun SINC*, and loss of several trees within the proposed development Application. As a result of those losses, the off-site Receptor Area provides scope for implementation of Step 3 ‘*mitigate/restore*’ and Step 4 ‘*Compensate off site*’ parts of the step wise approach within the PPW.

This approach was also applied to inform the avoidance, mitigation and enhancement measures described in the Preliminary Ecology Appraisal (**PEA**) Report (SBE 2022), which remain relevant. As part of the submission, a GI Statement and Strategic Landscape plan have been produced which illustrate the retained and new habitat features to be accommodated as part of the proposed development. Other recommendations, some of which are illustrated on the GI and Strategic Landscape plans include:

- Enhancement of existing ‘off-site’ grassland by additional seeding with species rich seed mix suitable for neutral pH and wet soil and subsequent management as a meadow; The same approach should be implemented for the grassland in the northern part of the development site
- To comply with PPW 12 Chapter 6 GI requirements, compensate the 2340 sq m woodland loss with a combination of new planting in the off-siter receptor area and management of retained/ created woodland;
- Line of trees habitats, particularly to the north and west of the off-site area could benefit from planting up gaps between the trees;
- Creation of wetland habitat feature around the ditch within the off-site area using shallow/degraded peat & soils from the eastern development parcel;
- Invasive species comprising *Himalayan balsam* to be managed/eradicated from the Application site and within the off-site area;
- Active management of retained/planted woodland to enhance its quality as well as the maintain/enhance the northern hedgerow identified within the northern part of the development site.
- A bespoke management plan should be produced and could be implemented to ensure that the enhanced/created habitat areas are appropriately manged, monitored and provide a benefit for Biodiversity.

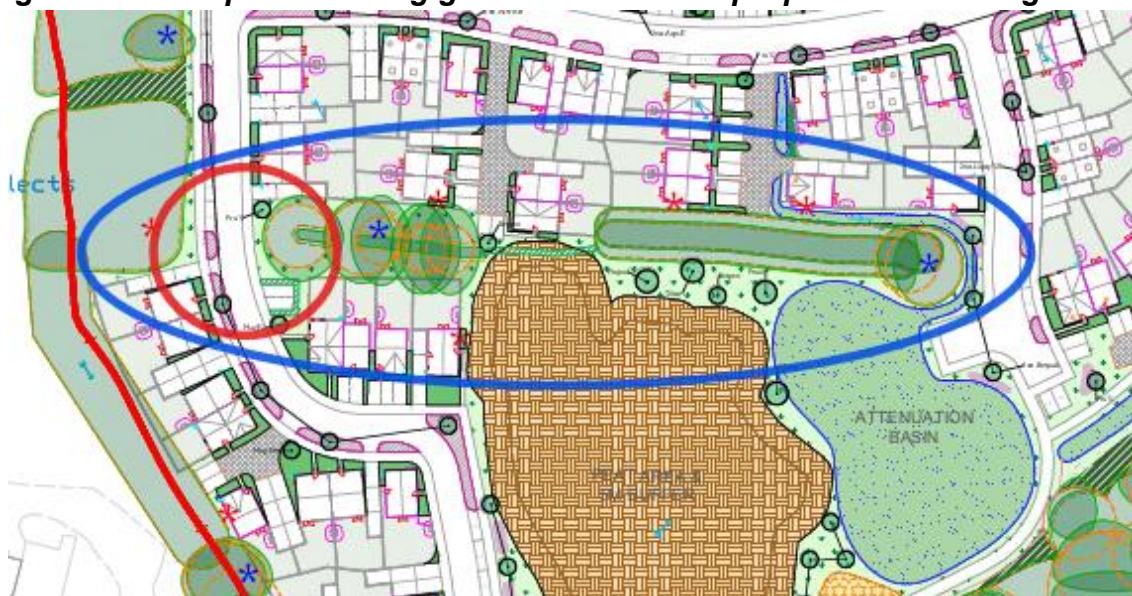
No details of lighting have been provided; as such a scheme would be required to ensure that vegetation and wildlife corridors remain dark.

NRW have reviewed the submission and advised there are watercourses within the proposed development site which are tributaries of the *Afon Llynfi*. Therefore, the proposed development site is hydrologically connected to the Afon Llynfi. As such, there is a risk of pollution during the construction phase of the development. NRW have recommended a construction environmental management plan (**CEMP**) is imposed as a condition. A suitably worded conditions can be imposed to ensure a CEMP is provided.

NRW have also advised the proposed development site is located within 1km of *Cwm Du Woodlands Site of Special Scientific Interest (SSSI)*. Although the proposed development site and the SSSI are linked by proximity to the watercourses, the SSSI is entirely terrestrial and located alongside a different tributary. Therefore, NRW would consider the proposed development is not likely to damage the features for which the Cwm Du Woodlands SSSI is of special interest.

The Local Authority's Ecologist has also reviewed the submitted revised ecological information, including the updated Green Infrastructure Statement. It is acknowledged that the Applicant has undertaken further work in response to previous ecological comments, including additional measures intended to maintain habitat connectivity such as replacement hedgerow planting where trees are proposed for removal in the central corridor, and further consideration of woodland edge habitat along the northern boundary. It is also noted that proposals to the eastern corridor to increase edge habitat have been considered and a condition could be imposed to narrow a small section of the road which would allow increased planting thus narrowing the gap caused by the road in the green corridor. This is shown below in figure 12 below with the green corridor consisting of tree and hedgerows outlined in blue. The narrowing being sought is where the red circle is shown to either allow for more tree retention or more trees or planting in this area.

Figure 12 - Site plan showing green corridor and proposed narrowing of road



Some residual concern remains regarding the extent to which retained and replacement habitat features would provide equivalent long-term ecological functionality following development, particularly given the introduction of housing, roads, lighting and associated urbanising influences within and adjacent to the existing ecological network. Whilst replacement planting and habitat enhancement measures would provide ecological benefit over time, newly established features would not immediately replicate the structure and functionality of existing mature habitat corridors. It is therefore important that robust long-term management, monitoring and lighting controls are secured through condition to ensure retained and created habitat corridors continue to function effectively for commuting and foraging bats and other wildlife.

It is noted that there have been objections in relation to the ecological impacts the development would have upon ecology and the wider SINC. It is acknowledged that the site forms part of the *Tyn-Y-Waun SINC* and supports habitats and ecological corridors of value, including woodland, marshy grassland, hedgerows and bat commuting and foraging habitat. It is also acknowledged that the development would result in some habitat loss and fragmentation within the SINC, and that newly created habitats would not immediately replicate the maturity or ecological functionality of existing habitats. The concerns raised regarding ecological connectivity, habitat fragmentation and application of the PPW stepwise approach are therefore recognised as valid planning and ecological considerations.

However, the updated GI Statement and supporting ecological information demonstrate that the layout has undergone iterative revision in response to ecological and peat-related constraints, including retention of the majority of woodland and dark corridor features, some additional connectivity planting, replacement planting proposals, off-site habitat enhancement measures, and amendments to the peat management strategy, particularly in relation to retention of the deepest peat body and inclusion of a surrounding buffer.

Whilst ecological impacts may still occur, it is considered that the Applicant has demonstrated that ecological constraints have informed the evolution of the layout and that mitigation, compensation and enhancement measures have been incorporated into the scheme. Subject to robust conditions securing detailed habitat management, monitoring and lighting controls mentioned above, it is considered that the ecological impacts of the development can be appropriately managed and mitigated.

In light of the above, the Local Authority's Ecologist and NRW have no objection subject to conditions relating to the following:

- A detailed Habitat Management Plan for all retained, restored and created habitats, including peat and wetland habitats, and the area of retained SINC. This should include long-term monitoring and adaptive management measures, management responsibilities and maintenance arrangements, establishment and restoration success criteria and remedial measures where monitoring identifies these criteria are not being met.

- A detailed lighting strategy demonstrating how impacts to retained habitat corridors and bat commuting routes will be avoided in accordance with Bat Conservation Trust guidance
- Invasive Species Management Plan which details the management and monitoring approach to invasive species on-site and within the off-site mitigation area. This should include treatment, biosecurity, and ongoing monitoring.
- Construction Environmental Management Plan detailing how the impacts to the environment will be minimised during construction. This should include pollution prevention, protection of retained habitats, particularly of tree, hedgerows and peat, buffer zones, reptile clearance methodology, and other species management.
- A scheme to narrow the break in the central green corridor where the access road intersects it near the Eastern boundary as shown in figure 12
- Conclusion and recommendation in Chapter 3 of the Tree Survey Report for bats is adhered to through construction.
- A condition to ensure protection of the trees, retained habitats and peat during construction
- A condition to secure a landscaping implementation schedule as per the Landscaping Plan
- A condition to secure a scheme detailing Bird boxes and bat bricks to ensure they are incorporated on every residential unit.
- Details and timetable of implementation of all off- site works and landscaping

To conclude, NRW and the Council's Biodiversity Policy Officer have reviewed the submissions in detail and have raised no objection subject to the conditions mentioned above, therefore, on balance and having regard to the objections raised, the proposed development is compliant with Policies SP3, SP18, DNP, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024) and is therefore acceptable in terms of Biodiversity.

Coal Mining Legacy

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

The Coal Authority have advised their records indicate that within 20m of the site boundary there is a recorded mine entry (CA adit ref: 286188-010). The Coal Authority hold no treatment details for this mine entry and due to the historic source plans used to record its current position, this could vary by several metres. However, as the 20m zone only marginally intersects the southeastern boundary, it is unlikely that this would affect the Application site. In addition, a coal seam of workable thickness (shown as split due to a geological fault running through the site) is recorded to outcrop at or close to the surface of the site (southeastern corner; and through the central part of the site). If the coal seam has been historically worked, this could affect public safety and surface stability for the proposed development.

The planning Application is accompanied by a Site Investigation Report (14024/JJ/22/SI, June 2022), prepared for the proposed development by Intégral Géotechnique (Wales) Limited. The Report has been informed by an appropriate range of sources of historical, geological and coal mining information, including the results of intrusive site investigations. Eight rotary boreholes drilled to a maximum depth of 35m were carried out to confirm the presence or otherwise of unrecorded shallow coal mining activity.

Based on the results and an analysis of the finding of the rotary drilling works, Section 7.2 states that no evidence of any coal seams or potential mine workings was encountered where the rotary boreholes were positioned across the site. Borehole logs and a plan to illustrate where the boreholes were drilled are appended to the Report. Accordingly, the Report concludes (Section 11.1) that there is a low risk of the site being affected by past shallow underground mine workings and no specific mining related precautions are considered necessary in order to safely develop the site for its intended residential end use. The Coal Authority therefore has no objection to the proposed development.

Mine Gas

The Coal Authority have advised that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered. As a result, Shared Regulatory Service (**SRS**) (Environment) have been consulted. A coal mining risk assessment, including mine gas assessment, has been undertaken and this indicates no significant risk from mine gas legacy features.

Land Contamination

The SRS Environment Team has assessed the submission. They have advised that no significant contamination was identified within soils in these areas. Part of the site includes a former tramline and associated structures, which may give rise to potential risks to human health and the environment for the proposed end use. This area was inaccessible at the time of the investigation and will need to be investigated, once clearance works have been undertaken.

The submission also identified peat deposits within the underlying natural ground which may pose a risk to the development from ground gas emissions. A programme of ground gas monitoring and risk assessment is required in relation to this.

A coal mining risk assessment, including mine gas assessment, has been undertaken and this indicates no significant risk from mine gas legacy features.

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

As such SRS has no objection subject to conditions relating to ground gas protection, contamination assessment, remediation and verification, unforeseen contamination, imported soils and aggregates, use of site won materials and an informative statement in accordance with CIEH best practice.

In relation to Controlled Waters and the Environment, Natural Resources Wales (**NRW**) has reviewed the submitted report and have advised there are watercourses within the proposed development site which are tributaries of the *Afon Llynfi*. Therefore, the proposed development site is hydrologically connected to the *Afon Llynfi*. As such, there is a risk of pollution during the construction phase of the development. As such NRW have raised no objection subject to a condition requiring a construction environmental management plan (**CEMP**) to ensure control waters are protected during construction. This can be imposed via a suitably worded condition.

Renewable and Low Carbon Energy

Policy ENT10 (RLDP): *Low Carbon Heating Technologies for New Development* seeks to ensure that low carbon heating technologies are installed as part of all new major development. New major development must be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. The Local Area Energy Strategy identifies that electric heating could be suitable in this area. If this is proven to be financially or technically unviable then development proposals must follow the sequential approach to identify low carbon heating technologies in accordance with ENT10. An Energy Statement has been submitted with the planning Application which explains that the Applicant has carefully planned the transition to zero carbon through holistic design, energy efficiency and heating solutions, including a fabric-first approach, increased thermal efficiency, improved airtightness, improved glazing specifications, Solar PV, battery storage and low carbon heating technologies. Whilst the Energy Statement is informative, it is considered that further detailed information on which units will incorporate these technologies would be required in order to comply with Policy ENT10 and, as such, a condition can be imposed requiring a scheme to demonstrate the development complies with Policy ENT10.

Archaeology.

Heneb, the Local Authority's Archaeological advisors, have reviewed the Application area against the information held in the regional Historic Environment Record (**HER**), which shows that the area is situated within the Registered Historic Landscape of Margam Mountain (HLW (WGI/MGI)2), specifically within the Historic Landscape Character Area of Llangynwyd (HLCA 005). The Character Area is described as "...an important relict archaeological landscape; a palimpsest preserved within an interesting medieval/early post-medieval agricultural landscape. The dominant relict features comprise numerous and generally impressive prehistoric and medieval settlement with associated field systems."

The HER also shows that the *Dyffryn Llynfi* and *Porthcawl Railway Cutting* and the *Llangynwyd Tramway* are located within the southern and eastern extent of the Application area. There is also a record in the HER for structures situated immediately adjacent to the north eastern extent of the tramway, as also evident on the First, Second and Third Edition Ordnance Survey maps (dating from 1877 to 1918). The Application area is also adjacent to *Tyn-Y-Waun Farmstead*, a Grade II Listed Building, and noted in the HER as a

potential historic farmstead. It is considered that archaeological remains and deposits may be encountered during any ground disturbing works within the area.

The Applicant has submitted a Written Scheme of Investigation (**WSI**) for Archaeological Monitoring and Recording by Rubicon Archaeology (report no. RR1530, dated November 2025). The WSI document details a methodology for the recording of all archaeological remains that may survive in the Application area, in order to mitigate potential damage/destruction during the course of the development. Specifically, the WSI documents set out a programme of archaeological monitoring and recording. The document meets current professional standards and presents both a coherent and appropriate mitigation strategy.

Heneb recommend a condition requiring the Applicant to submit a condition securing the implementation of a programme of archaeological work in accordance with that outlined in the WSI: *“Land southwest of Pont Rhyd-y-Cyff, Llangynwyd, Bridgend: Written Scheme of Investigation for Archaeological Monitoring and Recording” (Rubicon Archaeology Report no. RR1530, dated November 2025)*, prior to any development taking place.

To ensure adherence to the recommendations, Heneb recommend that the condition should be worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014. A suitably worded condition can be imposed. Heneb have also requested a note be attached in relation to the archaeological works.

Waste Management

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

Planning Obligations/Section 106 Contributions

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

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

Affordable Housing

Policy COM3 specifies a site-specific affordable housing policy of 15% for this site, with an anticipated quantum of 20 affordable homes based on the allocated number (in the RLDP) of dwellings (130). The proposed development is to deliver 18 affordable dwellings, which equals approximately 15% of the total number of dwellings proposed (122). This therefore

accords with the requirement set by Policy COM3. The site's affordable housing mix should respond to the prevailing housing need identified in the Local Housing Market Assessment (**LHMA**) for the Llynfi Valley. The s106 agreement should be worded to require the delivery of the agreed affordable tenure and unit mix outlined below. A tenure plan should be submitted to the LPA. The following tenure split is to be delivered on-site:

House type	Total Affordable Housing Units	Social Rent	Intermediate
1-Bed (2P)	6	6	0
2-Bed (3P)	7	2	5
3-Bed (4P)	3	1	2
3-Bed (5P)	2	0	2
Total	18	9	9

The Applicant is proposing to deliver 18 affordable dwellings (15% of 122 dwellings for the site as a whole). They are proposing to split affordable housing delivery between 1-bed (approximately 4.92% of total housing delivery), 2-bed (approximately 5.74% of total housing delivery), and 3-bed (approximately 4.1% of total housing delivery) dwellings. These are to be scattered throughout the site with no more than ten dwellings clustered together.

Planning Policy Wales (Edition 12) requires that '*all affordable housing, including that provided through planning obligations and planning conditions, must meet the Welsh Government's development quality standards*' ("**WDQR**"). Supporting paragraph 5.3.28 of Policy COM3 (RLDP) equally states, '*where affordable housing is provided, it should be constructed to Development Quality Requirement (DQR) standards and integrated into the overall development through separate clusters of no more than ten affordable units. Affordable housing should not be obviously segregated through layout, location or design*'.

Paragraph 5.4 of the adopted Affordable Housing Supplementary Planning Guidance (**SPG13**), states that Applicants must demonstrate that proposals for all new affordable housing (including Social Rented and Intermediate dwellings), meet these WDQR standards. It is noted that the Applicant has provided a statement that all affordable homes are WDQR compliant. It is considered that the proposed clustering of affordable dwellings is in accordance with the adopted RLDP policy.

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

Education

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

The Education and Family Support Directorate have confirmed that Llangynwyd Primary School is currently over capacity and would require financial contributions for nursery school places and primary school places. This site, combined with the neighbouring housing allocation COM1(3) – Land South of Pont Rhyd-y-Cyff, for which there is a current planning Application (Planning Application: P/24/313/FUL), would collectively generate the need for 9 x nursery school places and 32x primary school places. This equates to £167,391 for the nursery school places and £595,168 for the primary school places. Based upon an apportioned area split (ha) between this site (7.33ha/77.81%) and COM1(3) (2.09ha/22.19%), the total education contribution total required for this site is **£593,347.16**, to be secured in the section 106 agreement.

Public Open Space

Policy COM10 (RLDP): *Provision of Outdoor Recreation Facilities*, requires the provision of satisfactory standards of Outdoor Recreation Facilities from all new residential development. BCBC's Outdoor Sports & Children's Play Space Audit (2021), shows a deficit of *Equipped Play Areas* and *Outdoor Sport* provision in this location, and the following quantities of Outdoor Recreation Facilities are required to ensure compliance with COM10:

- Playing pitches: 3,367.2m²
- Other Outdoor Sports (non-pitch): 4,489.6m²
- Equipped/Designated play areas: 695.4m²
- Other Outdoor Provision: 841.8m²
- Allotments: 561.2m²

Recognising that not all the above Outdoor Recreation provision can be provided on a development of this size, the LPA would require a Local Equipped Area for Play (**LEAP**) and Local Area for Play (**LAP**) (together equalling 695.4m² in size), on-site to achieve policy compliance. The illustrative masterplan incorporates both a LAP and a LEAP.

The on-site LEAP measures approximately 413.67m² and the on-site LAP measures approximately 101.67m², equalling a combined area of 515.34m².

As the full spatial requirement for equipped/designated play areas (695.4m²) is not proposed to be provided on-site, an additional financial contribution is required to cover the remaining 180.06m² required by Policy COM10. The Outdoor Recreation Facilities SPG states that 'where more than one equipped play area is required on-site, the financial contribution should be apportioned using the ratio; 1(LAP): 4(LEAP): 10(NEAP). Therefore, the figures used to calculate the contribution for the remaining 180.06m² should be apportioned accordingly (with reference to Table 1 on page 11 of the Outdoor Recreation Facilities SPG):

- LAP (1 part) = 36.012m² (**£9,221.59**)
- LEAP (4 parts) = 144.048m² (**£11,663.57**)

The Council's preference is to adopt on-site facilities. As such, an appropriate maintenance sum should also be provided to cover a 25-year period. An additional contribution of **£34,388.92** is required for the maintenance of the LEAP and LAP (based on requirement of 695.4m²).

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, commuted sums will also be required in addition to the provision of on-site recreation facilities, to cover the equivalent cost of providing and maintaining (over a 25-year period) 3,367.2m² of '*playing pitches*' and 841.8m² of '*other outdoor provision*' facilities on-site. This equals a contribution of **£101,756.79** (Capital - £40,541.09 & Maintenance - £61,215.70) for playing pitches and **£105,359.68** (Capital - £53,984.63 & Maintenance - £51,375.05) for '*other outdoor provision*', equalling a combined total of **£207,116.47**. This will be used to upgrade existing provision within the vicinity of the development site.

All contributions for Public Open Space referred to in this section, including the inspection fee, to be secured in a s106 agreement.

Highways Active Travel

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

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

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

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

Public Rights of Way

The Applicant will be required to make financial contributions of **£10,000** to towards the resurfacing of the Public Right of Way '*FP1 Llangynwyd Middle*' which would be improvement for the benefit of the wider community, to be secured in the Section106 agreement.

CONCLUSION

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

The site is identified as forming part of an overall wider strategic opportunity as one of three inter-connected sites allocated for housing under Policy COM1 of the RLDP; the development would provide 122 new homes (18 of which are affordable), and deliver an Active Travel Route between the three allocated housing sites, the school and the wider community creating a sustainable development within the locality and regenerating the wider area.

By securing the retention, restoration and long-term protection of the deep peat on-site, the creation of a new off-site wetland receptor habitat, biodiversity mitigation/enhancement area, as well as landscaping and biodiversity enhancements proposed within the site, the proposal comprehensively respects the peat habitat and the site's SINC status and secures Biodiversity Net Gain in line with PPW12. The conditions imposed will ensure long-term, sustainable habitat management; furthermore potential environmental and amenity impacts will be rigorously managed through a strict Construction Environmental Management Plan (CEMP). Pre-commencement conditions provide for any noise implications and drainage would be subject to a separate SAB application with the Local Authority's Drainage Section.

On balance and having regard to the objections received, it is considered that the proposal subject to the conditions set out within this report, represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP13, SP15, SP17, SP18 SF1, PLA9, PLA11, PLA12, COM1, COM2, COM3, COM6, ENT10, ENT15, DNP4, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (adopted March 2024).

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

RECOMMENDATION

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

- I. 15% (18 units) of the total number (122) of residential units as affordable housing units in the mix 6 x 1-bed units (walk up flats communal access flats) 2x 2 bedroom units (walk up flats communal access flats/houses) 1 x 3 bed unit (house) Social Rented units and 5 x 2 bed units (walk up flats communal access flats/houses) 4x 3 bed units (houses) Intermediate units;
- II. a financial contribution of **£593,347.16** (Index Linked) towards Education provision within the locality of the Application site;
- III. a financial contribution of **£262,390.55** (Index Linked) towards the upgrading of Outdoor Recreation Facilities and/or public realm within the locality of the Application site;

- IV. a fee of **£360** towards the inspection/certification of on-site Outdoor Recreation Facilities.;
- V. That no commencement of construction of any dwelling pursuant to this Application shall occur unless and until (i) a completed s278/s111 Agreement for the Active Travel Route (ATR) Works has been entered into by the Applicant AND (ii) a substantive start on the ATR Works has occurred and has been demonstrated to the satisfaction of both the Local Planning Authority and Highways Authority and confirmed in writing to the Applicant;
- VI. a financial contribution of **£9,000** (Indexed Linked) towards Traffic Regulation Orders (TRO) to cover the cost of making and publication of the TRO Orders; and,
- VII. A financial contribution of **£9,333** (Index Linked) (representing a one -third apportionment of the total funding requirement across the 3 x allocated housing sites), towards the upgrade of the bus stops within the vicinity of the development.
- VIII. a financial contribution of **£10,000** (Index Linked) towards the resurfacing and/or improvements of ' *FP1 Llangynwyd Middle* Public Right of Way.
- IX. All public open space and Outdoor Recreation Facilities shall be (i) delivered and (ii) maintained by the developer to a standard acceptable to the Council until responsibility is passed to the Council / Management Company for adoption.

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

RECOMMENDATION

(R34) That permission be GRANTED subject to the following condition(s):-

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

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

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

RLB-02 Red line Boundary Revision J
 PL03 Planning Layout Revision D
 2751 501 Rev F Drainage Strategy
 2751 506 Rev D Road Longitudinal Sections
 2387301 - SBC - 00 - XX - DR - L – 001 Green infrastructure context plan
 2387301 - SBC - 00 - XX - XX - L – 003 P03 phase 1 off site mitigation
 2387301 - SBC - 00 - XX - DR - L – 004 Rev P08 Site Green infrastructure Plan
 2387301 - SBC - 00 - XX - DR - L – 005 Rev P08 Strategic Landscape Plan
 NC1V-001 to 008 NGrid Transformer Specs
 Ga1.1_MA_R21 001 Single Garage Index
 Ga1.1_MA_R21 101 Single Garage Sub Structure Plan Rev A

Ga1.1_MA_R21 102 Single Garage Floor Plan Rev A
Ga1.1_MA_R21 103 Single Garage Elevation Side Gable Rev A
Ga1.1_MA_R21 104 Single Garage Section Rev A
Dg_End_R25 901 The Dallington End Proposed Plans
Dg_End_R25 902 The Dallington End Compliance Plans
Dg_End_R25 T001 The Dallington End Proposed Traditional Elevation T001
Gz_End_R25 901 The Grizedale – Semi Detached Proposed Plans
Gz_End_R25 902 The Grizedale – Semi Detached Compliance Plans
Gz_End_R25 T001 The Grizedale – Semi Detached Proposed Traditional Elevation T001
Gz_End_R25 T201 The Grizedale – Semi Detached Proposed Traditional Elevation T201
Hd_End_R25 901 The Haldon End Proposed Plans
Hd_End_R25 902 The Haldon End Compliance Plans
Hd_End_R25 T001 The Haldon End Proposed Traditional Elevation T001
Ro_TF_End_R21E 901 RevA The Rockcliffe Proposed Plans
Ro_TF_End_R21E 902 RevA The Rockcliffe Compliance Plans
Ro_TF_End_R21E T001 RevA The Rockcliffe Proposed Traditional Elevations T001
Ro_TF_End_R21E T201 The Rockcliffe Proposed Traditional Elevations T201
Sh_Det_R25 901 The Sherwood Detached Proposed Plans
Sh_Det_R25 902 The Sherwood Detached Compliance Plans
Sh_Det_R25 T001 The Sherwood Detached Proposed Traditional Elevation T001
Up_End_R25 901 The Upton End Proposed Plans
Up_End_R25 902 The Upton End Compliance Plans
Up_End_R25 T001 The Upton End Proposed Traditional Elevations T001
Wa_End_R25 901 The Wareham End Proposed Plans
Wa_End_R25 902 The Wareham End Compliance Plans
Wa_End_R25 T001 The Wareham End Proposed Traditional Elevations T001
Wa_End_R25 T201 The Wareham End Proposed Traditional Elevations T201
Be_Det_R25 901 The Barndale Detached Proposed Plans
Be_Det_R25 902 The Barndale Detached Compliance Plans
Be_Det_R25 T001 The Barndale Detached Proposed Traditional Elevations T001
Be_Det_R25 T201 The Barndale Detached Proposed Traditional Elevations T201
Re_End_R25 901 RevA The Birkdale Proposed Plans
Ro_End_R25 902 RevA The Birkdale Compliance Plans
Ro_End_R25 T001 RevA The Birkdale Proposed Tradition Elevations T001
Ro_End_R25 T201 Rev A The Birkdale Proposed Tradition Elevations T201
Q13723_A Pont Rhyd Y Cyff LAP
Q12952_B Pont Rhyd Y Cyff LEAP

Design and Access Statement by High Light Planning March 2026
PAC Report by High Light Planning Dated July 2024
Heritage Statement by high Light Panning August 2024
Health Impact Assessment September 2024
Sustainability and Energy Statement by Persimmon
Site investigation Report by Integral Geotechnique June 2022
Supplemental Gas Monitoring Report by Integral Geotechnique dated 8th April 2026
Preliminary Ecological Appraisal Report by Soltys Brewster Ecology Nov 2022
Green infrastructure Statement by Soltys Brewster Rev E May 2026
Stage 2 Ecology Report by Soltys Brewster March 2026
Soil and Peat management Plan by SLR 26 May 2026
Arboricultural Impact Assessment by Tree scene dated March 2026
Tree Survey by Treescene March 2024
Tree constraints Plans by Treescene
Tree survey report (Bats) by Soltysbrewster Ecology Aug 2024
Transport Assessment by Link Transport Planning June 2024
Transport Assessment by Link Transport Addendum April 2026

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

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

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

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

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

4. Notwithstanding the submitted plans, prior to their use in the construction of the development hereby permitted, details and samples of the materials to be used in the construction of the external surfaces of the development including details of the windows, doors and road surfacing shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

5. Notwithstanding the submitted plan and prior to the first beneficial use of the development hereby approved a scheme indicating the positions, height, design, materials and type of boundary treatment and finish of any retaining structures to all property boundaries shall be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall have regard for ground dwelling species such as hedgehogs and reptiles to be able to move freely. The boundary treatment/retaining structures shall be completed, as approved, prior to the first beneficial use of the respected part of development and retained as such thereafter.

Reason: In the interest of the visual amenity of the area, residential amenity and to ensure the development complies with Policies SP3 and DNP6 of the Bridgend Replacement Local Development Plan (2024).

6. Notwithstanding the submitted plans, prior to the commencement of works to construct the Local Equipped Areas of Play (LEAP); the Local Area of Play (LAP) and any associated permanent footpath links AND a scheme detailing the design of the LEAP; the LAP and wider aspects of Public Open Space shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall detail the following:
- The LEAP and LAP shall be designed having regard to the advisory note in relation to LEAP and LAP designs attached to this decision Notice.

- The pathway to the LEAP shall also be re-positioned so that pedestrians are able to walk the route without having to go through the play facility.
- Details of Future Management of the LAP, LEAP and wider aspects of Public Open Space

The play areas and open space shall be implemented as approved in accordance with the agreed details and timing for implementation and maintained by the developer to a standard acceptable to the Council until responsibility is passed to the Council / Management Company for adoption. The areas thereafter shall be retained in perpetuity.

Reason: To ensure a satisfactory LEAP, LAP and wider public open space are provided and suitably managed having regards for the guidance provided and that the pathway to the LEAP is able to be used by all users (le dog walkers etc) in the interest of the future occupier of the site, visual amenity and to ensure compliance with Policy SP3 of the Bridgend Replacement Local Development Plan (2024)

7. Notwithstanding the submitted plan, no construction of any dwelling, public open space, permanent road or other permanent built development within the affected easement/area of the overhead electrical lines shall commence until a scheme detailing the removal, diversion or relocation of the overhead electrical lines has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented as agreed prior to the first beneficial use of any residential dwelling.

Reason

To ensure the overhead line is removed/diverted/relocated to a more suitable location outside of any residential curtilage and public space and to accord with Policy SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

8. Prior to the commencement of development, excluding site set-up, fencing surveys, investigations, ecological mitigation, archaeological works, remediation works and site clearance, a Construction Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any dwelling, details of the operational waste storage and collection arrangements, including bin collection day storage points on shared drives, shall be submitted to and approved in writing by the Local Planning Authority. The management of any waste material generated during the demolition, construction and operation of the development shall be implemented in accordance with the agreed Management Plans thereafter in perpetuity.

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

9. Any work involving intrusive groundworks, soil stripping or ground reduction shall be undertaken fully in accordance with the approved programme of archaeological work as outlined in *“Land southwest of Pont Rhyd-y-Cyff, Llangynwyd, Bridgend: Written Scheme of Investigation for Archaeological Monitoring and Recording”* (Rubicon Archaeology Report no. RR1530, dated November 2025).

Reason: To mitigate the impact of the works on the archaeological resource and to ensure that the development complies with Policy SP18 of the Bridgend Replacement Local Development Plan (2024).

10. Prior to the commencement of development, other than works required to investigate, assess or remediate contamination, site clearance, site set-up, ecological mitigation, archaeological works and other enabling works, a scheme to investigate and monitor the

site for the presence of gases* being generated at the site or land adjoining thereto, including a plan of the area to be monitored, shall be submitted to the Local Planning Authority for its approval.

Following completion of the approved monitoring scheme, the proposed details of appropriate gas protection measures to ensure the safe and inoffensive dispersal or management of gases and to prevent lateral migration of gases into or from land surrounding the Application site shall be submitted to and approved in writing to the LPA. If no protection measures are required 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 in accordance with policy DNP9 of the Bridgend County Borough Council Replacement Local Development Plan.

11. Notwithstanding the submitted plans, prior to the commencement of development, other than works required to investigate, assess or remediate contamination, site clearance, site set-up, ecological mitigation, archaeological works and other enabling works, 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) Desk Top Study not required
 - (ii) an intrusive investigation to assess the extent, scale and nature of contamination which may be present.
 - (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 in accordance with policy DNP9 of the Bridgend County Borough Council Replacement Local Development Plan.

12. Notwithstanding the submitted information, prior to the commencement of development, other than works required to investigate, assess or remediate contamination, site clearance, site set-up, ecological mitigation, archaeological works and other enabling works, 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 Replacement Local Development Plan.

13. The remediation scheme approved by condition 12 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 dwelling within the relevant phase of the development, 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 Replacement Local Development Plan.

14. 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 Replacement Local Development Plan.

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

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

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

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

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

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

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

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

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

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

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

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

20. No construction of any dwelling above slab level shall commence until a noise assessment has been undertaken by an appropriately qualified acoustic consultant which noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall provide details of the following:

i) Traffic noise due to its very close proximity to the A4063 in accordance with "Planning Guidance (Wales) Technical Advice Note (Wales) 11 Noise" to establish which noise exposure category the proposed dwellings will fall within and submit a report as to the appropriate sound insulation and boundary treatment remedial measures that are necessary to mitigate the impact of traffic noise. The report shall include an assessment of the LAeq 16 hours, LAeq 8 hrs, LMax levels and LA90. The noise assessment should be carried out within term time to include the additional traffic generated by the school.

ii) Noise from the adjacent existing Multi Use Games Area (MUGA) at the school which has potential to impact future residents

iii) An assessment of the noise impact from the proposed ASHPs in accordance with BS 4142:2014+A1:2019 and a limiting plant noise level which needs to be set to ensure there is no adverse impact on existing and future residential receptors from the operation

of the equipment. When assessing the ASHP noise, the worst-case operating noise levels shall be taken into account.

iv) The submitted noise report shall include any necessary mitigation to reduce any adverse impacts that have been identified.

Thereafter the development shall be carried out in accordance with the agreed details and retained as such thereafter.

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

21. Notwithstanding the submitted Sustainability and Energy Statement, no construction of any dwelling above slab level shall commence until an Energy Masterplan has been submitted to and approved in writing to the Local Planning Authority that demonstrates that the most sustainable heating and cooling systems have been selected, following the sequential approach to identify low carbon heating technologies in accordance Policy ENT10 and how they will be used within the development. The development shall be constructed in accordance with the agreed details and retained as such thereafter.

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

22. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), On plots 1 to 5, 72, 77, 78, 85, 86, 94, 95 to 98, 100 to 104, 105, 111, 112 to 115, 116, and 120 to 123, no buildings shall be erected other than those expressly authorised by this permission and identified on the approved drawings.

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

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that Order with or without modification), there shall be no extension or external alteration to any building on plots 72, 77 85, 86, 94, 105, 111, 116 and 123 without the prior grant of planning permission in that behalf.

Reason: In order to safeguard the amenities of the location by enabling the Local Planning Authority to consider whether planning permission should be granted for extensions having regard to the particular layout and design of the development, the proximity of trees and sensitive ecology areas and to accord with Policies SP3 of the Bridgend Replacement Local Development Plan (2024).

24. No development, other than site set-up, temporary fencing/hoarding, surveys, ground investigation, archaeological investigation, contamination investigation, remediation works, ecological mitigation/protection works and installation of tree/habitat protection measures, shall commence until a site wide Construction Environmental

Management Plan (**CEMP**) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- a) Construction methods: Method statement, details of materials, how waste generated will be managed.
- b) General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- c) Soil Management: details of topsoil strip, storage and amelioration for re-use
- d) CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- e) Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use;
- f) Traffic Management: details of site deliveries and wheel wash facilities and measures to control dust
- g) Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- h) Responsible Persons: Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
- i) Noise and Nuisance: details relating to noise and vibration mitigation, hours of operation/construction, timescales for phases and measure to control dust and dirt. and Measures to control light spill during construction.
- j) Biodiversity Management: details of trees, retained habitats, hedgerow protection including buffer zones; invasive species management; species and habitats protection, avoidance and mitigation measures; reptile clearance methodology and other species management, Details of the toolbox talk for site operatives in relation to reptile clearance and the details of the ecologist that will be giving the talk and on call;
- k) Construction Drainage: details of construction drainage to include how the retained peat body and its buffer zone would be protected from contaminants from surface water during construction and measure to prevent any contaminated water from construction and any SAB drainage features from entering the protected peat area and its buffer.

No vegetation clearance or substantive construction works shall commence until the CEMP has been approved and the agreed CEMP shall be implemented as approved during the site preparation and construction phases of the development.

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

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

lighting shall be implemented on site in accordance with the approved scheme only and retained as such thereafter.

Reason: In the interest of residential amenity, biodiversity and to prevent any unacceptable light spillage, and to ensure compliance with Policies SP3, DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

26. Notwithstanding Condition 2, the development shall be undertaken in accordance with Section 4.0: Conclusion and recommendations of the Stage 2 Ecology Report by Soltys Brewster Ecology dated March 2026

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

27. Notwithstanding the submitted plans, no vegetation clearance, ecological receptor works or development works requiring use of the off-site mitigation/receptor site shall commence until a scheme detailing all proposed works and planting within the off-site mitigation/receptor site, including a timetable for implementation, has been submitted to and approved in writing by the Local Planning Authority. All works and planting shall be carried out in accordance with the agreed details and the agreed implementation programme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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

28. Notwithstanding the submitted plans, all dwelling units, shall incorporate either a suitably designed integral bat brick or suitably design bird box. A scheme providing details of the designs and location of each bird/bat box/brick shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as agreed prior to the first beneficial use of the residential unit they are located on and retained as such thereafter.

Reason: In the interest of Biodiversity enhancements and in accordance with policy SP3 and DNP6 of the Bridgend Replacement Local Development Plan (2024)

29. Notwithstanding the submitted plans, prior to the beneficial occupation of the first dwelling, a soft landscaping implementation programme shall be submitted to and approved in writing by the Local Planning Authority. This programme shall detail when the landscaping shall be planted having regard to any construction phases. All soft landscape works shall be carried out in accordance with drawing No. 2387301 - SBC - 00 - XX - DR - L – 005 Rev P08 Strategic Landscape Plan and the agreed implementation programme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of maintaining a suitable scheme of landscaping to protect the visual amenity of the area, to maintain the special qualities of the landscape and habitats through the protection, creation and enhancement of links between sites and their protection for amenity, landscape and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

30. No site clearance, vegetation clearance or construction works shall take place within the relevant phase, root protection area, retained habitat area, hedgerow, peat area or buffer zone until protection measures for that phase/area have been submitted to and approved in writing by the Local Planning Authority. The approved scheme of protection measures shall be retained in place throughout the construction of the relevant phase of development hereby approved.

Reason: To ensure all existing trees, sensitive habitats and peat are protected throughout the construction of the development, in the interest of visual amenity, and to ensure the development complies with Policies SP3, SP17 and DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan. (2024)

31. Notwithstanding the submitted plans, prior to the construction of the section of estate road where the main road intersects the central green corridor/tree line, a scheme detailing measures for the narrowing of the gap in the central green corridor shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall create a narrowing of the road to one lane to allow more trees to be retained and increase the foliage in this area in this area, thus reducing the gap within the central trees forming the green corridor and the permitter trees. The development shall be undertaken in accordance with the agreed details and retained as such, thereafter.

Reason: In the interests of biodiversity and reducing the gap between the central green corridor and the permitter trees, creation and enhancement of links between sites and their protection for amenity and biodiversity value, and to ensure the development complies with Policies SP3, SP13, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

32. Notwithstanding Condition 2, the development shall be undertaken in accordance the following:

- Green Infrastructure Statement 27th May 2026 rev E
- Soil and Peat Management Plan 26 May 2026 Revision 3.2
- Conclusion and recommendation in chapter 3 of the Tree survey report (Bats) by Soltys Brewster dated August 2024

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

33. No vegetation clearance, soil stripping, groundworks or works within any area affected by invasive species shall commence until an Invasive Species Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and monitored in accordance with the approved Invasive Species Management Plan.

Reason: In the interest of eradicating and controlling invasive species and to accord with Policy DNP6 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

34. Prior to occupation of the first dwelling, or prior to commencement of works to create, restore or manage any retained or proposed habitat areas, whichever is sooner, a Habitat Management Plan (HMP) covering the application site and receptor site shall be submitted to and approved in writing by the Local Planning Authority. The HMP shall cover all retained, restored and created habitats, including retained peatland area, created wetland habitats, and the area of retained SINC as well as the off-site mitigation area. This should

include long-term monitoring and adaptive management measures, management responsibilities and maintenance arrangements, establishment and restoration success criteria and remedial measures where monitoring identifies these criteria are not being met. The HMP shall be implemented as approved and in accordance with the agreed timescales.

Reason: To ensure necessary management measures are agreed prior to commencement of development and implemented for the protection and long-term management of the environment and to accord with Policy SP13, DNP5, DNP6, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

35. No development shall commence, other than site clearance, enabling works, ecological mitigation, archaeological investigation, ground investigation or remediation works, until detailed engineering drawings of the Active Travel Works have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The details shall include, but not be limited to, the horizontal and vertical alignment of the route, construction details, drainage, tie-ins to the existing highway, tactile paving, pedestrian and cyclist crossing provision, lighting, road markings, traffic signs, visibility requirements, any required retaining structures, and details of any land dedication, adoption or maintenance arrangements. The Active Travel Works shall thereafter be constructed in accordance with the approved details and secured through the relevant Section 278, Section 111 and/or Section 106 agreement as applicable.

Reason: To ensure that the development delivers appropriate active travel infrastructure and safe, convenient pedestrian and cyclist connections to local facilities, schools, public transport and the wider active travel network, in accordance with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan 2024.

36. No more than 60 residential units hereby approved shall be occupied or brought into beneficial use until the Active Travel Works have been completed in accordance with the approved details and the relevant Section 278, Section 111 and/or Section 106 agreement, to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: To ensure that the active travel infrastructure required to support the development is delivered at an appropriate stage and before occupation exceeds the agreed contribution trigger for this site, in accordance with Policies SP3, SP5 and PLA11 of the Bridgend Replacement Local Development Plan 2024.

37. No dwelling shall be occupied until the site access onto the A4063, including visibility splays, footways, dropped kerbs, tactile paving, drainage, signing and lining, has been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved visibility splays shall thereafter be retained free of obstruction above 0.6m in height.

Reason: In the interests of highway safety and to ensure that safe and suitable access is provided to serve the development.

38. No works generating construction traffic, other than surveys, investigations and ecological/archaeological/remediation works, shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of:
- a) Construction access, routing of construction traffic,
 - b) the parking of vehicles of site operatives and visitors,

- c) loading and unloading of plant and materials,
- d) wheel washing facilities, measures to prevent mud and debris being deposited on the highway,
- e) measures to control the emission of dust and dirt during construction,
- f) hours of construction,
- g) The routing and timing of construction traffic/deliveries to/from the site in order to avoid school drop off and pick up times,
- h) Details of Any construction lighting to have no unacceptable impacts upon residents, the highways and any vegetation ecological sensitive areas, and,
- i) the erection and maintenance of security hoarding.

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

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

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

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

40. The cycle parking and storage facilities serving each dwelling shall be provided prior to the beneficial occupation of the dwelling to which they relate and shall thereafter be retained for cycle storage purposes.

Reason: To ensure that appropriate secure cycle parking is provided and retained, in the interests of encouraging active travel and reducing reliance on private car journeys in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

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

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

42. No development above slab level, excluding temporary access works, enabling works and approved site access works, shall commence until full engineering details of the estate road layout, including carriageway and footway construction, drainage, street lighting, visibility splays, retaining structures, private drives, refuse vehicle tracking,

adoption limits and maintenance arrangements have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The estate road layout shall thereafter be constructed in accordance with the approved details and retained as such thereafter.

Reason: To ensure that the internal road layout is constructed to an acceptable standard and provides safe and suitable access for all users in accordance with Policies SP3, SP5 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

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

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

44. The public right of way crossing the site FP 1 Llangynwyd Middle must be protected and available for public use at all times.

Reason: To ensure that the existing Public Right of Way is protected and remains safe and available for public use during the construction period and to comply with Policies SP3, SP5 and PLA9 and PLA12 of the Bridgend Replacement Local Development Plan 2024.

45. * THE FOLLOWING ARE ADVISORY NOTES NOT CONDITIONS

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

The site is identified as forming part of an overall wider strategic opportunity as one of three inter-connected sites allocated for housing under Policy COM1 of the RLDP; the development would provide 122 new homes (18 of which are affordable), and deliver an Active Travel Route between the three allocated housing sites, the school and the wider community creating a sustainable development within the locality and regenerating the wider area.

By securing the retention, restoration, and long-term protection of the deep peat on-site, alongside the creation of a new off-site wetland receptor habitat, biodiversity mitigation/enhancement area, as well as the landscaping and biodiversity enhancements proposed within the site; the proposal comprehensively respects the peat habitat and the site's SINC status and secures Biodiversity Net Gain in line with PPW12. The conditions imposed will ensure long-term, sustainable habitat management, furthermore potential environmental and amenity impacts will be rigorously managed through a strict Construction Environmental Management Plan (CEMP). Pre commencement conditions would consider any noise implications and drainage would be subject to a separate SAB application with the Local Authority; s Drainage Section

On balance and having regard to the objections received, it is considered that the proposal subject to the conditions set out within this report, represents an appropriate form of development that would have no unacceptable impacts on visual amenity, residential amenity, drainage, ecology, environment, or highway safety and the proposal

is therefore recommended for approval. Accordingly, the proposed development is in accordance with Policies SP1, SP3, SP4, SP5, SP6, SP8, SP10, SP13, SP15, SP17, SP18 SF1, PLA9, PLA11, PLA12, COM1, COM2, COM3, COM6, ENT10, ENT15, DNP4, DNP6, DNP7, DNP8 and DNP9 of the Bridgend Replacement Local Development Plan (adopted March 2024).

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

B) ARCHAEOLOGICAL ADVISORY NOTE

The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/ifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.

C) NOISE ADVISORY NOTE

The scope of the noise survey and monitoring locations should be agreed upfront with Shared Regulatory Services.

D) CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE

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

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

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

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

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

E) COAL AUTHORITY ADVISORY NOTE

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during

development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242. Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

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

F) DRAINAGE ADVISORY NOTE

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

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

G) HIGHWAYS ADVISORY NOTES

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

H) WELSH WATER ADVISORY NOTES

The Applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the

Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com.

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.

I) ADVISORY NOTE IN RELATION TO LEAP AND LAP DESIGNS

General principles for LEAPs to inform initial designs:

Mix of equipment

The equipment should be clustered to cater for different age ranges i.e. an area for toddlers at one end, an area for older children at the other end and a mixed age area in-between to allow for mixed-age play.

- Toddler areas should include equipment such as toddler swings, a sensory board, a springy, a play house, a small slide.
- Mixed age areas should include equipment such as a wheelchair accessible roundabout, a seasaw, a balance beam etc.
- Older children areas should include swings and larger climbing frames / slides.

This is not meant to be an exhaustive list of equipment, but is just provided to illustrate how the play area could be demarcated to show different age-based groupings. The issues are primarily choice of equipment (which should be metal for durability) and layout to ensure clear flow and demarcation throughout the LEAP.

General Principles for Play Equipment

- Swings: Swings for toddlers and swings for older children should be provided and located at the two extremities of the play area, not in a way that encourages children to run through the swing zone.
- Slides: should be rotated to face eastwards so that dew can be dried by early morning sun. No plastic slides only 100% steel slides – longer life span and cannot be melted due to vandalism.
- See-saws: tyre stoppers should be avoided. Tyres can wear out quickly which can expose wires and damages surfacing when digging them out and replacing. Rubber stoppers on a metal footing are better or a no stopper version.
- Any units that have low ground clearance should be sited on a rubber surface or resin bonded rubber bark for ease of maintenance as mowing under units can otherwise be difficult.
- Wheelchair roundabouts: a 1m wide ring of wetpour rubber should be put immediately around the roundabout to ensure a flush transition and a hard wearing surface for an area of concentrated foot traffic and dragging feet. Outside of this, bound rubber mulch is recommended to provide an accessible impact surface.
- Springies – accessible – front or side loading versions are better. A rear entry "climb in" unit introduces barriers, creates safety risks, and reduces usability for children with disabilities. A side opening springy play unit is better for DDA/inclusive design.
- Timber posts – As a general rule all timber posts should be installed in metal post shoes which makes replacement easier and increases longevity.

Points of exit and entry

- 2 points of entry/exit are welcomed – an accessible, bound pathway should also be provided throughout the play area to ensure inclusive access for prams, pushchairs, wheelchairs, trikes, mobility aids and walkers (Equality Act) and providing all with a safe, surfaced route.
- As a minimum, there should be a bound looped path that runs from gate to gate and loops around to the swing areas/other key pieces of equipment. Accessible play equipment should be accompanied with accessible surfaces. Rubber crumb matting should be used under high wear areas such as swings/slides and paths.
- Ensure gate widths accommodate wheelchairs and double buggies, and that latches are accessible yet child safe. Details of the gates should be provided, with confirmation of the gap between the opening leaf and the closed leaf with a drop bolt. If the residual gap between the two leaves when closed sits in the 8–25 mm range, then this would be considered a finger trap risk under BS EN 1176.

Seating

- Benches should be clearly shown, included within the central parts of the site and interspersed with the equipment. This will allow parents to watch children playing more easily in different age-based zones. Different families responsible for children within different age ranges can then choose to sit in the most appropriate part of the playground. Ensure seating locations offer clear sightlines across the whole play area/equipment.
- Benches should also have hard standing or rubber paths leading to them and be sat on a surfaced area. Bound rubber bark mulch can be a good option to allow for ease of maintenance and prevent undue build-up of mud and rubbish.
- Armrests are recommended for accessibility.

Bins

- Bins should be positioned near gates so they are visible and easily accessible for all (not surrounded by grass away from access routes).

Railings

- Details of the railings should be provided. The bow-top railing panels should provide clear openings below 89 mm to comply with BS EN 1176 requirements in respect

of head and neck entrapment. The spacing also avoids finger entrapment hazards. Bow top railings are great for children's play areas and are less climbable than flat top railings.

Surfacing

- Provide an accessible path to access equipment and benches, consider a continuous loop of bound surfacing linking all key items of equipment, seating areas and entrances.
- Areas in front of gates can quickly become muddy pits with only grass surfacing – need entrance aprons of bound hard surfacing.
- No grass matting visible to connect equipment. This is necessary to create a firm route between equipment.
- High-wear areas to incorporate bound surfacing, linked to other surface areas to avoid developing muddy areas on desire lines between equipment.

General Principles for LAPs to Inform Initial Designs:

- Access and Inclusivity and User Safety – the location of the LAP should support good visibility and safe supervision & natural surveillance
- Use durable, low-maintenance surfacing at equipment exits. Use entrance aprons of bound hard surfacing
- Consider incorporating low-key playable landscape features—mounds, logs, stepping stones, natural play routes. Mounding is welcome as natural playable feature and to create varied topography, separating space slightly into small sensory or quiet area. This also provides the opportunity to introduce tactile panels.
- Consider other small natural elements or low level planting to enhance & offer varied types of play.
- An accessible path or clear route should be provided through to access the equipment or bench, 2 points of entry/exit are welcomed.
- An accessible, bound pathway should be provided throughout the play area to ensure inclusive access for prams, pushchairs, wheelchairs, trikes, mobility aids and walkers (Equality Act) and providing all with a safe, surfaced route.
- No grass matting connecting between equipment in order to create a firm route between equipment
- High-wear areas should incorporate bound surfacing and be linked to other surface areas with potential for muddy areas to develop on desire lines between equipment.

Seating

- Benches should be clearly shown, ensuring seating locations offer clear sightlines across the whole play area/equipment.
- Benches should also have hard standing or rubber paths leading to them and be sat on a surfaced area. Bound rubber bark mulch can be a good option to allow for ease of maintenance and prevent undue build-up of mud and rubbish.
- Armrests are recommended for accessibility.

Bins

- Bins should be positioned near gates so they are visible and easily accessible for all (not surrounded by grass away from access routes).

Railings

- Details of the railings should be provided. The bow-top railing panels should provide clear openings below 89 mm to comply with BS EN 1176 requirements in respect of head and neck entrapment. The spacing also avoids finger entrapment hazards. Bow top railings are great for children's play areas and are less climbable than flat top railings.

JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None