

DEVELOPMENT CONTROL COMMITTEE

23 July 2026

AMENDMENT SHEET

The Chairperson accepts the amendment sheet in order to allow for Committee to consider necessary modifications to the Committee report to be made so as to take account of late representations and corrections and for any necessary revisions to be accommodated.

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8	17	P/25/20/FUL

A Full DC Committee Site Visit was undertaken on Wednesday 22 July 2026 at 10.30am.

As well as Development Control Committee Members and Officers, Local Ward Members, local residents and the architect and agents attended the site visit.

The architect presented updated illustrations of the scheme including revised architectural and material detailing, sectional plans and updated CGIs and Members viewed the site from both ends of John Street.

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9	61	P/25/737/FUL

A Full DC Committee Site Visit was undertaken on Wednesday 22 March 2026 at 11.30am.

As well as Development Control Committee Members and Officers, Local Ward Members, a representative from Bridgend Town Council, local residents and the agent attended the site visit.

Following the site visit one of the Castle View neighbours enquired regarding the proposed boundary enclosures and possible loss of privacy and security.

Council Officers confirmed that it would be appropriate to impose a condition requiring the Applicant to submit details of the proposed boundary treatment and these be approved prior to the commencement of development. Accordingly, the following condition is recommended:

No development shall take place until there has been submitted to and agreed in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected and a timetable for its implementation. Development shall be carried out in accordance with the agreed plan and timetable.

Reason: To ensure that the general amenities of the area are protected in accordance with Policy SP3 of the Bridgend Replacement Local Development Plan 2024.

Following the accompanied site visit, the Council's Highways Officer has recommended the imposition of a condition requiring the submission and approval of a Demolition and Construction Method Statement in order to mitigate any adverse effects caused during the demolition of the garages and construction of the proposal.

The following condition is recommended:

No development shall take place, including any works of demolition/site clearance, until a Demolition and Construction Method Statement has been submitted to and agreed in writing by the Local Planning Authority. The Statement shall provide for:

- i. The routing of demolition and construction traffic to/from the site from Coity Road*
- ii. The weight and size of plant and materials deliveries to ensure suitable access from Coity Road*
- iii. the parking of vehicles of site operatives and visitors*
- iv. loading and unloading of plant and materials*
- v. storage of plant and materials arising from the demolition and used in constructing the development*
- vi. details of measures to protect public safety during the demolition and construction works*
- vii. wheel washing arrangements*

The demolition and construction works shall be carried out in accordance with the agreed Statement and shall be implemented for the entire duration of the demolition and construction period.

Reason: In the interests of highway and public safety and to accord with Policies SP3 and SP5 of the Bridgend Replacement Local Development Plan 2024.

Finally, there was a query around drainage on and adjoining the site. The planning agent referred this matter back to his client, V2C, and their drainage consultant and has provided the following update:

To confirm the position, our site does not directly impact what is happening in Castle View. The drainage from Castle View outfalls to the existing culvert upstream of our site with a separate outfall, flooding seems to be occurring due to blocked pipework prior to discharging to the culvert. The problem is that a temporary overflow to the ditch was installed instead of repairing the pipework.

It is the responsibility of the landowner to the north of our site where this temporary overflow has been installed which I think is the Welsh Government to address this issue with DCWW.

They have a chain of emails discussing this and the below explains where BCBC are at with this issue.

The land is not owned by BCBC, you can find out the details from land registry.

The statement from DCWW is not correct, they still have a blockage in their sewer that connects to the Morfa Brook, at some point an overflow system was installed and that discharges to the ditch. I assume that was installed so they didn't have to repair the

pipe. DCWW are required to ensure their drainage system can discharge in the area and need to contact the landowner.

Given the third party involvements between WG and DCWW there isn't too much V2C can do to directly help the situation for Castle View but are aware of the issue and are happy to make the relevant parties aware of the situation when involved in discussions.

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10	93	P/24/457/FUL

Since publishing the agenda, late observations have been received from the Local Authority's Drainage Section who have made the following comments:

"The application form states that the proposed development is not within a flood risk zone, is not within 20m of a watercourse and does not propose to increase flood risk elsewhere.

The application states that foul water will be disposed via the main sewer. A foul drainage layout has been provided. The applicant shall provide an agreement in principle from DCWW for the proposed foul water connection to the public sewer.

The application states that surface water will be disposed via a SuDS and the watercourse. A surface water drainage layout has been provided.

The site layout identifies significant diversion of existing ordinary watercourses. Based on site visits to view existing ditches, the new ditch does not appear to be sized sufficiently to cater for the existing flows and will likely need to be wider and deeper to mitigate flood risk. It is unclear how this ditch would be maintained in the future. A maintenance access track will be required to allow vegetation clearance to mitigate flood risk to the new dwellings.

The location of the plots/gardens to the north appear to clash with the existing watercourse.

There is currently a large ditch crossing the development site. The current layout shows this being culverted for a significant length with a number of bends via MH including one 90 degree bend, which will end up being filled with silt over time. BCBC only permits culverting watercourses for access for short sections of road crossings. The current proposals are not acceptable. Any modifications to ordinary watercourses on site will require an ordinary watercourse consent application to be submitted to the land drainage team.

BCBC does not adopt attenuation crates as they can become blocked and are difficult to maintain. Based on the current layout there is no way of replacing the crates without

taking the whole basin offline, which is not feasible. The current proposal to utilise attenuation crates needs to be modified.

Issues raised during a site meeting with the developer do not appear to be addressed or incorporated into the design.

Land drains are shown but it is unclear how these would be maintained in the future.

It is unclear how the peat buffer zone interacts with the proposed attenuation basin location. The location of the basins adjacent to the peat buffer zone.

A construction environment management plan will be required to confirm how surface water will be managed during the construction phase and to identify how the existing ditches/watercourses will be protected from sediment runoff and pollution.

Given the development area, a sustainable drainage application will be required.

From 7 January 2019, new developments greater than 100m² of construction area or 2 dwellings or more 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. 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/>

No surface water is allowed to discharge to the public highway.

No land drainage run-off will be permitted to discharge (either directly or indirectly) into the public sewerage system.

Should planning be approved, I would request that the following Condition be attached to any Consent you are minded to grant.

No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how roof and yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use.

Reason: to ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased.

To satisfy the above condition, the applicant must:

- *Provide amended surface water drainage layouts;*
- *Submitted ordinary watercourse consent applications for any modifications to existing watercourses to the land drainage team;*
- *Provide hydraulic calculations to confirm the site does not flood during the 1 in 100yr + 30% CC storm event;*
- *Provide a surface water maintenance plan to confirm maintenance activities and owners;*
- *Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk. The SAB application must be approved prior to commencement of construction.”*

In light of the above comments, it is recommended that an additional condition is imposed so that a comprehensive drainage scheme is provided to allow the matters raised by the drainage officer to be addressed as part of the Planning Process, and that condition 24 which relates to Construction Environmental Management Plan is amended to incorporate the drainage officer requirements. In addition to this, the drainage advisory note would also need to be amended to reflect the requirements of the recommended compressive drainage condition. The amended and new conditions shall read as follows:

Amended Condition 24 (Construction Environmental Management Plan) amendment shown in bold

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:

- Construction methods: Method statement, details of materials, how waste generated will be managed.
- General Site Management: details of the construction programme including timetable, details of site clearance; details of site 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.
- Soil Management: details of topsoil strip, storage and amelioration for re-us
- CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use;
- 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, **and details of how the existing ditches/watercourses will be protected from sediment runoff and pollution.**

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)

New Condition 45 (Comprehensive drainage scheme)

Notwithstanding the submitted plans, no development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how roof and yard water will be dealt with, including future maintenance requirements, has been submitted to and approved in writing by the Local Planning Authority; the approved scheme must be implemented prior to beneficial use.

Reason: to ensure that effective drainage facilities are provided for the proposed development and that flood risk is not increased and to ensure accordance with Policies accord with Policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024)

The amended drainage advisory Note shall read as follows: new text in **bold**.

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/>

To satisfy the condition 45, the applicant must:

- **Provide amended surface water drainage layouts;**
- **Submitted ordinary watercourse consent applications for any modifications to existing watercourses to the land drainage team;**
- **Provide hydraulic calculations to confirm the site does not flood during the 1 in 100yr + 30% CC storm event;**
- **Provide a surface water maintenance plan to confirm maintenance activities and owners;**
- **Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk The SAB application must be approved prior to commencement of construction.**

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12	207	P/25/553/BCB

A Full DC Committee Site Visit was undertaken on Wednesday 22 July 2026 at 9.30am.

As well as Development Control Committee Members and Officers, a Local Ward Member, a representative from Pyle Community Council and the applicant and agent attended the site visit.

In addition, Cllr Jane Gebbie has submitted a representation in support of the application as follows:

“I am speaking as Chair of Governors at Mynydd Cynffig Primary School to offer my wholehearted support for this planning application.

This proposal has been many years in the making. It has taken an enormous amount of commitment, patience and collaboration from so many people to reach this stage, and today represents a significant milestone for our school and the wider community.

Our current school has served generations of children exceptionally well, and it holds many cherished memories for families across Kenfig Hill. However, the reality is that

the building is well beyond its intended service life. Despite the dedication of our staff, maintaining high-quality education in facilities that are no longer fit for the demands of modern teaching presents increasing challenges. Our children deserve a learning environment that reflects their potential and equips them for the future.

The proposed new school will provide modern, accessible and sustainable facilities that will transform the educational experience for current and future pupils. It is much more than a new building—it is an investment in children, families and our community for generations to come. The inclusion of high-quality outdoor learning areas, sports facilities, improved accessibility and environmentally sustainable features demonstrates a vision that is both ambitious and responsible.

As Chair of Governors, my priority has always been to ensure that every child has the very best opportunities to succeed. I have no doubt that this development will make a lasting difference to the lives of thousands of young people over many decades.

I would also like to publicly acknowledge and sincerely thank our local residents for their continued support throughout this lengthy process. Change of this scale inevitably brings disruption and uncertainty, particularly where extensive ecological surveys and mitigation work have been required. I know this has affected many people, including our allotment holders, who have shown remarkable patience, understanding and goodwill. Their willingness to engage constructively and support a solution that balances educational needs with environmental responsibilities has been greatly appreciated, and I hope they know their contribution has not gone unnoticed.

Finally, I want to pay tribute to the people who matter most—our pupils.

From the very beginning, the children of Mynydd Cynffig Primary School have not simply observed this project; they have helped shape it. They have worked alongside designers and project teams, sharing their ideas, their creativity and their aspirations for what a school should be. They have truly co-produced the vision for this new school, and they should be immensely proud that their voices are reflected in the building that will serve future generations of children.

Their enthusiasm has reminded us all why this project matters. This school is being built for them and because of them.

On behalf of the Governing Body, I would also like to thank Bridgend County Borough Council, Welsh Government, officers, project teams, contractors and everyone who has contributed to bringing us to this point. Major projects such as this only succeed through partnership, perseverance and a shared commitment to doing what is right for children.

I respectfully ask the Committee to approve this application so that we can finally deliver a school that our pupils, staff and community have waited so long to see become a reality.”

The Applicant has raised an issue with proposed condition 9 in the Officer's Report. The condition as recommended reads:

9. No part of the development shall be brought into beneficial use until the approved parking, servicing, and cycle storage areas (including EV charging, blue badge bays, and ALN drop-off spaces) have been fully implemented and made available for use. These areas shall be retained thereafter for their designated purpose.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

This condition was recommended by the Highways Officer in order that the approved parking, servicing and cycle storage facilities be provided once the new school was operational.

It should be noted that given the complex phasing of development across the wider site, the existing school will remain operational whilst the new school is built. Once completed, pupils and staff will be moved to the new buildings, the existing school demolished and the final phases of development, including parking facilities would then be completed.

This phasing of development was recognised and factored into recommended condition 8 which provides a 6-month window following the occupation and beneficial use of the development to complete works to the adopted highway.

Given the phasing of development, and the practical inability of the Applicant to construct the car park until the existing school building is demolished, it is recommended that condition 9 be altered so that it provides a 6-month period in order to develop and make available the off-street car and cycle parking and servicing facilities.

Accordingly, the following condition is now recommended to replace the condition in the report:

9. That within six months of the completion of the occupation and beneficial use of Phase 1 of the development (Drawing A105 PHASING STRATEGY PLANNING REV A), the approved parking, servicing, and cycle storage areas (including EV charging, blue badge bays, and ALN drop-off spaces) shall be fully constructed and implemented and made available for use. These areas shall be retained thereafter for their designated purpose.

Reason: To ensure adequate off-street provision for vehicles, cyclists, and service users and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

JONATHAN PARSONS
GROUP MANAGER – PLANNING & DEVELOPMENT SERVICES
23 JULY 2026