

REFERENCE: P/25/507/HYB

APPLICANT: Llanmoor Development Co Limited C/o Boyer Planning, Third Floor,
Park House, Greyfriars Road, Cardiff, CF10 3AF

LOCATION: Land west of Bridgend (land between Llangewydd Road and A473
Bridgend)

PROPOSAL: Hybrid planning application (outline/full) for a residential development for up to 850 homes, public open space and a primary school, alongside landscaping, drainage, Green Infrastructure with vehicular and pedestrian/cycle access (outline application with all matters reserved except for means of access and full application for the initial phase comprising 377 dwellings, internal estate roads, public open space (including play areas), drainage, internal footpaths/cycleway with parking/landscaping together with associated works)

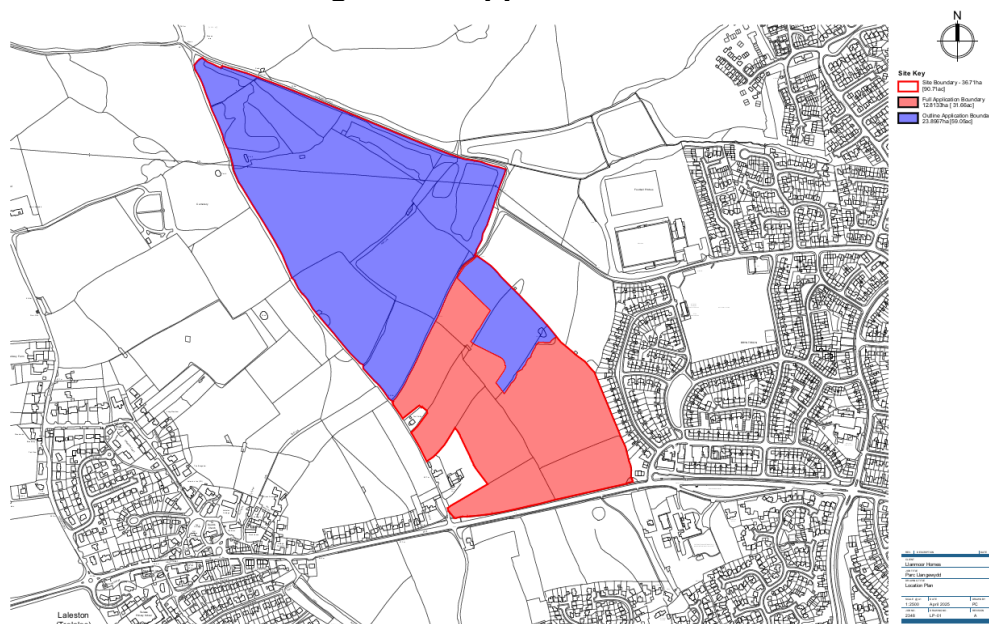
RECEIVED: 13 August 2025

APPLICATION PROPOSAL

Llanmoor Homes are seeking Full and Outline Planning Permission for the extensive development of Land West of Bridgend, a specifically allocated strategic site for new development within the Bridgend Replacement Local Development Plan, 2024 (**RLDP**).

The Application submission effectively comprises a Hybrid Planning Application, seeking Full and Outline Planning Permission, for a residential development for up to 850 homes, a primary school and public open space, alongside landscaping, drainage, and green infrastructure with vehicular and pedestrian/cycle access. The two parts of the Hybrid Application comprises the Full Planning Permission for the initial phase, comprising the construction of 377 residential units, internal estate roads, public open space (including play areas), drainage, internal footpaths/cycleway with parking/landscaping together with associated works, and Outline Planning Permission for the development of the remainder of the site for residential purposes including associated infrastructure and the provision of a new primary school at Land West of Bridgend (land between Llangewydd Road and the A473), in-between Laleston and Bryntirion.

Figure 1 – Application Site



The Application, as submitted by Llanmoor Homes, represents a major development proposal that comprises the following elements:

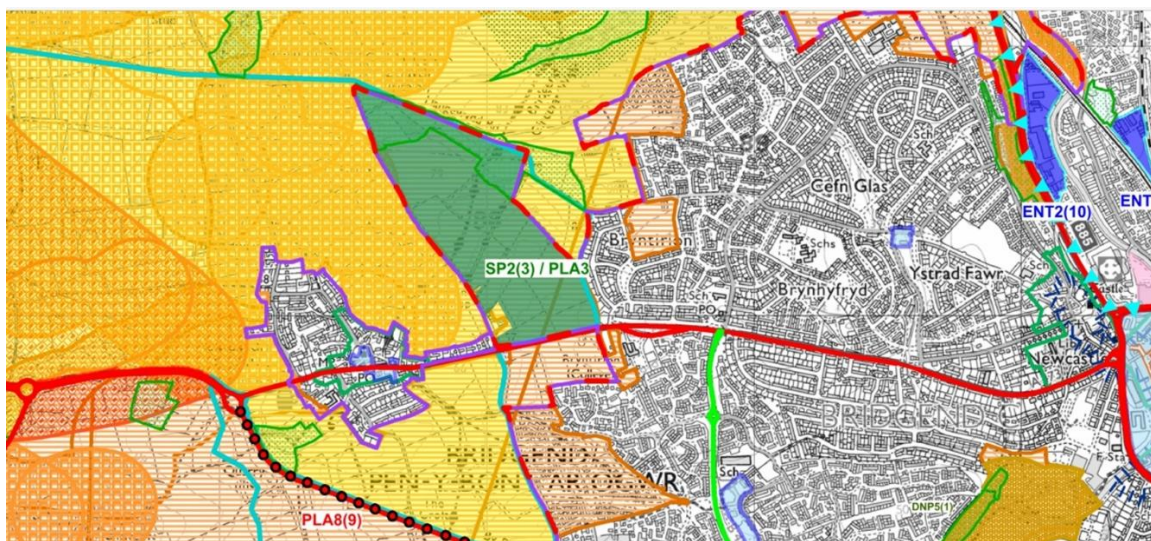
- Up to 850 residential properties, with 377 homes being sought (following the submission of amended plans) as part of the initial, detailed Full Planning Application (20% of the provision being affordable housing).
- A 1.5 Form Entry Primary School, set within a 2.3 hectares site (Outline proposal).
- Outdoor recreation facilities including Local Equipped Areas for Play (**LEAPs**) and Local Areas for Play (**LAPs**).
- The retention of approximately 7.8 hectares of natural and semi-natural areas of woodland towards the north/northeastern areas of the site (comprising Laleston Meadows Site of Importance for Nature Conservation - **SINC**).
- Public Open Space (**POS**) and Active Travel Routes/permeable walking and cycle routes, and;
- Drainage infrastructure features including attenuation basins and a pumping station.

As part of this Hybrid Planning Application, Full Planning Permission is sought for the first phase of the development which includes the initial construction of 377 residential units over an Application site area of 12.81 hectares and Outline Planning Permission, with all matters apart from access reserved for future approval, on the remaining parcels of land covering a site area of 23.89 hectares. The remaining parcels will be subject to future Reserved Matters Applications, with the combined Outline and Full Application site areas covering approximately 36.7 hectares of land.

The Application site comprises the strategically allocated 'Land West of Bridgend' site that is specifically identified for the development of up to 850 residential homes, public open space and a primary school, alongside associated infrastructure.

The adopted Bridgend Replacement Local Development Plan, 2024 (**RLDP**) has allocated five strategic sites to deliver new homes and associated facilities and infrastructure across the Borough (Policy **SP2**). Each of the strategic allocations must be developed in line with site specific policies and masterplan development principles set out within the **RLDP**, Policy **PLA3** being relevant to the Application site at Land West of Bridgend. The Application proposal effectively marks the first of the **RLDP** strategic sites to come forward, which is being promoted by the developer, Llanmoor Homes.

Figure 2 - RLDP Proposals Map showing allocation for the site (shaded green) and settlement limit (purple line)



Full Planning Permission is sought for the construction of the first 377 residential units to the southern part of the site as follows:

Affordable Housing (76 units in total)

- One-bedroom units – 30 units
- Two-bedroom units – 29 units
- Three-bedroom units – 16 units
- Four-bedroom house – 1 unit

Open Market Housing (301 units in total)

- Two-bedroom houses – 32 units
- Three-bedroom houses – 195 units
- Four-bedroom houses – 74 units

The units would largely comprise traditional two-storey properties with pitched roof designs (the heights of these buildings ranging from 6m to 11m tall) and a mix of link, semi-detached and detached houses.

They would incorporate a mixture of finishing materials ranging from face brick, cladding and render to stone facades with typical dark coloured concrete tiled roofs. Throughout the development site there would also be areas of three-storey properties (the heights of these buildings ranging from 6m to 13m tall). These buildings would mark more densely populated key locations and routes through the development site (including three-storey residential blocks of flats; three such buildings being created on the detailed first phase of the development). All plots would benefit from off-street car parking provision and typical garden amenity spaces with adequate provision for the storage and management of domestic waste typically generated by such units. It is further detailed every plot/building would benefit from electric heating, incorporating air source heat pumps and roof mounted solar panels.

Figure 3 – Proposed Layout of Full Application Site



In terms of the layout of the site, the proposed new homes would be positioned largely in blocks and would face out towards open space wherever possible. The overall layout and arrangement of the residential development is highly permeable with footpaths throughout, maximising opportunities for walking as an alternative sustainable means of travel within the site and linking to the wider areas of Bryntirion and Laleston.

With regards to the street hierarchy, a primary access route and loop would be provided which runs towards a central, community green space that provides access into smaller, secondary streets. Hedgerows and trees would be retained where possible across the site to soften the appearance of the built form with substantial planting to replace lost vegetation and to deliver net benefits for biodiversity. The primary access route would also be tree lined.

The Full Planning Application effectively runs from the immediate north of the A473 to an existing pathway (double hedgerow route/adopted highway) that dissects the site from east to west. In terms of access, primary vehicle access to the site would be achieved via a new, main vehicle and pedestrian/cycle access road off the A473 at the south of the site. The access would take the form of a traffic-controlled junction with the A473 with controlled crossing points. The main internal access road would be designed to accommodate a bus route up to and around the community green space/central Local Equipped Area for Play (**LEAP**) and proposed school site.

Further pedestrian and cycle access points would be created towards the southeastern and southwestern boundaries of the site linking onto the A473 and connecting the site to the local bus stops and wider amenity provision within the Bryntirion and Laleston areas. Different forms of play provision are incorporated throughout the design of the scheme. This includes formal provision through a centralised, main Local Equipped Area for Play (**LEAP**), two Local Landscaped Areas for Play (**LLAP**) with soft landscaping forms and features, Local Areas for Play (**LAP's**), and informally through various themes throughout the scheme including the western, landscaped trail and Public Open Space (**POS**) areas including a stone, circular maze style feature to the front, southwestern corner of the site. Following negotiation, the main **LEAP** which forms part of the detailed submission, has been significantly enlarged following the submission of revised plans. It would measure approximately 24m by 41.5m (maximum) and incorporate extensive play facilities set upon a central communal/green space within the development site.

Figure 4 – Plan of LEAP (As revised) & Central Communal/Green Space





The proposed development aims to be landscape-led, with consideration given to the layout and the relationship between built form and open space, taking into account the surrounding Laleston Meadows Site of Importance for Nature Conservation (**SINC**) to the north/north-east and the proximity of the site to the wider countryside. Green buffers throughout the site in the form of landscaped spaces and a nature and trim trail have been provided to the western corridor leading up to the northern aspect of the **SINC** and would provide a form of screening for the development from the built-up area of Laleston.

The proposed drainage strategy would incorporate attenuation basins for surface water runoff (three large basins proposed for the Full Application submission), which effectively also serve as amenity spaces and green buffers to the built residential development. One drainage basin would be located to the south of the site in close proximity to the A473 (in the area, known locally as the former 'Circus Field') providing an opportunity for further landscaping and forming an open, pleasant green area towards the entrance to the site. Green corridors have also been retained and incorporated throughout the development.

The Outline Planning Permission covers the remainder of the site and the more northern section of the plot. It indicatively includes the provision of up to a total of 850 residential units (including the first phase of 377 units) and ancillary infrastructure and green space, whilst also including the construction of a 1.5 Form Entry Primary School.

The design, mix and tenure of dwellings in future phases within the northern half of the site (including the exact final number of units) would be determined by future Reserved Matters Applications although it is expected to be broadly consistent with the pattern/ratios and general design of properties in phase one. Importantly, no new development is being proposed within the Laleston Meadows **SINC** and the dense woodland to the northeast of the site would be retained as part of the Application.

The submitted parameters plan for the school site illustrates the primary school would be developed on a 2.3 hectares plot towards the eastern side of the Application site and

accessed off the central spine road/loop, adjacent to the main **LEAP**, within the central aspect of the site.

Indicative supporting information submitted with the Application illustrates the school parameters would range between 10 to 85m in length, 10 to 85m in width and 4 to 15m in height. The finer details, exact layout and design of the school site will be determined and set out within a future Reserved Matters Application.

The Outline aspect of the site would also to be accessed from the central spine road created off the A473 (Means of Access being sought as part of the Outline Application), and would generally seek to provide the following:

- Up to a total of 850 residential units (minus the full planning application).
- A 1.5 Form Entry Primary School.
- Retention of the double hedged link that transects the site from east to west (Llangewydd Road to the unnamed lane) providing a shared foot and cycle Active Travel Route, set within a green corridor (largely retaining the southern aspect of the existing hedgerow).
- Re-routing but retention of the Public Right of Way (**PROW**) that crosses the site (LAL/11/1 – Laleston Footpath from Llangewydd Road Lane to High Street Lane, Laleston) (subject to the necessary diversion/re-routeing order).
- Retention of the Laleston Meadows **SINC** woodland area with sensitive access to the **SINC** and management of the more ecological important areas of the **SINC**; and,
- Nature and trim trail, set within a wildlife corridor, creating a buffer to the western side of the development and providing screening from the built-up area of Laleston.

Again, the developer is seeking and aiming for a landscape-led approach to the northern part of the site. Retaining and enhancing key landscape features of the site, such as the northern tree-belt and other border vegetation, with the aim of enabling the new development to naturally integrate within key, existing landscape features of the site.

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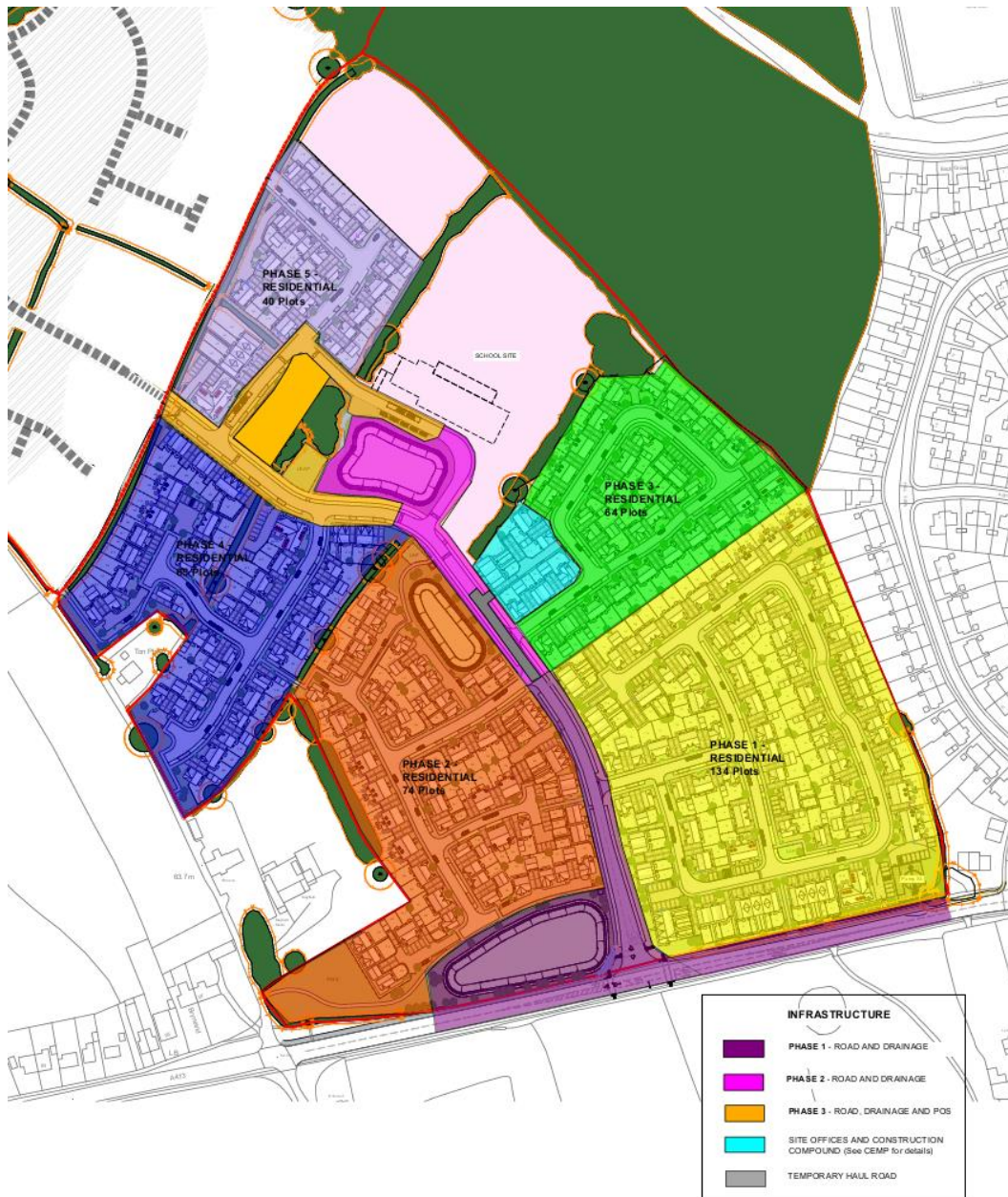
A number of wider changes and upgrades (primarily highway and pedestrian led alterations) are also proposed within the locality, including:

- Llangewydd Road Active Travel Route (including Traffic Regulation Order) - Prohibition of driving of motor vehicles on Llangewydd Road at the point where it joins Bryntirion to the east, and approximately 300 west of this point near the 'S' bend to enable a future Active Travel Route connecting the site to Bryntirion.
- Upgrades to the existing footpaths to the front of the site along the northern side of the A473 - providing pedestrian and cycle linkages along the A473.
- A48/Broadlands round-about upgrade work – to be upgraded to a signalised junction with improved Active Travel crossing,

- Various signalised junction improvements, and;
- Active Travel Route improvements including dropped kerbs and tactile paving improvements, along with widened footways within the locality.

It is anticipated that the construction phase would be initiated in 2026 and will approximately continue over an eight to nine year period, with the final homes likely to be completed in 2033/34. It is detailed the construction and operational phases will run in parallel, from the date of the first completion/occupation to the date of the last completion/occupation on the site. The construction programme would aim for the completion of approximately 30 to 50 homes in the first year rising to approximately 100 - 110 homes each year thereafter, until 2034.

Figure 6 – Proposed Phasing Plan for the Full Application



SITE DESCRIPTION

The Application site has an irregular shape and extends to a total area of approximately 36.7 hectares which comprises both the southern aspect of the site, which seeks Full Planning Permission for the erection of 377 Dwellings (over 12.81 hectares), and the more northerly aspect where Outline Consent for up to a further total number of 850 homes is

proposed, covering an area of 23.89 hectares.

Figure 7 – Site Location Plan/Aerial View of the Site



The application site falls within the settlement boundary of Bridgend as identified within the adopted Bridgend Replacement Local Development Plan (2024) (**RLDP**). The site is specifically allocated under Policy **PLA3**: Land West of Bridgend to allow the delivery of a strategic mixed use urban extension for up to 850 homes, a primary school, outdoor recreation facilities and public open space together with active travel routes and associated infrastructure.

The site is situated on the northern side of the A473 along the western edge of the built-up area of Bridgend; in-between the areas of Bryntirion and Laleston and approximately 3.0km west of Bridgend Town Centre. The site lies approximately 750m to the east of the main village of Laleston and directly abuts (in part) the residential streets of Hill View and Clos Y Llwyfen to the east, within Bryntirion.

The site currently comprises open farmland in the main with an area of mature woodland and associated marshy fields to the north/northeast of the site, which is recognised as Laleston Meadows Site of Importance for Nature Conservation (**SINC**), a locally designated site recognised for marshy grassland, dense continuous scrub and broadleaved, semi-natural woodland. The **SINC** contains areas of Ancient Woodland and an Area Tree Preservation Order, to its northern and northeastern boundary (Order No. (1987) OBC No.06). These features would be retained and protected as part of the Green Infrastructure (**GI**) scheme for the site. The site forms part of the wider, Laleston Special Landscape Area (**SLA**) and also falls within Landscape Character Area (**LCA**) *Newton Down Limestone Plateau*.

Figure 8 – Site Photographs





The open farmland comprises gently undulating, irregularly shaped, largely grassed fields that are bounded by vegetation and hedgerows. Ground levels typically fall from the north-western corner of the site to the southern boundary. The highest point of the site as illustrated through the submitted topographical surveys is toward the eastern boundary at approximately 79m Above Ordnance Datum (**AOD**) with the lowest point of the site at the southern boundary with an approximate ground level of 59m **AOD**.

The site is currently used as farmland, primarily for grazing animals although according to the Predictive Agricultural Land Classification Map for Wales the site is considered at best Subgrade 3b, rather than Best and Most Versatile (**BMV**) Agricultural land. There are a number of existing private agricultural gate entrances allowing access to the wider site from each boundary, as well as 2 no. pedestrian access points from the northeast to the southwestern boundary. The first is a narrow and enclosed pathway (adopted highway) which has a double hedge bank, running approximately through the centre of the Application site (marking the boundary between the Full and Outline Application). The second is a Public Right of Way (Footpath 11 Laleston) which forms part of the Bridgend Circular Walk, a long-distance walking route, which crosses the site from midway along the western edge of the site running northeast through the **SINC** before joining Llangewydd Road.

Figure 9 - Details of PROW crossing the



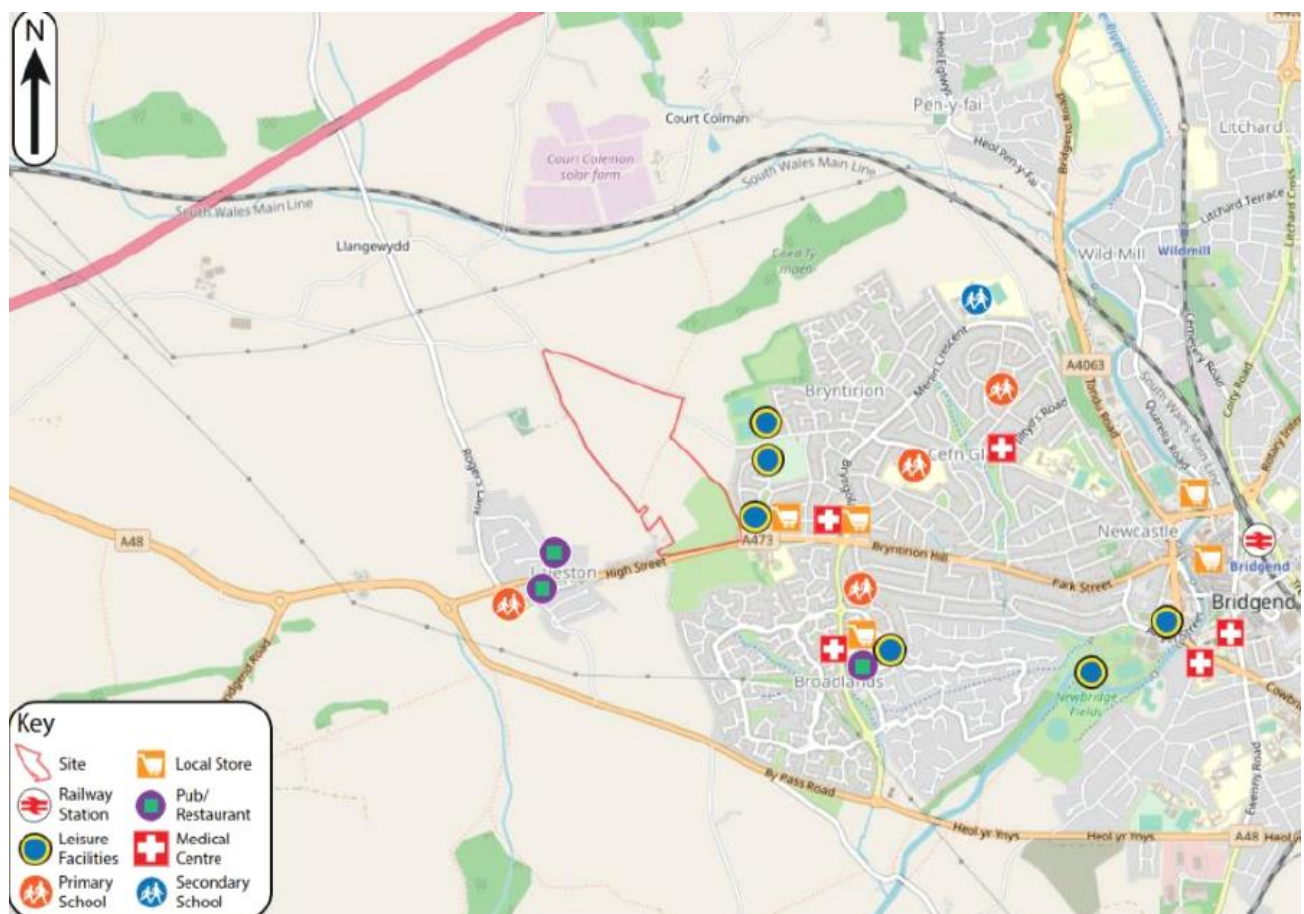
The site adjoins the western built extent of Bryntirion and is directly adjacent to the A473 highway to its southern aspect. A mature hedgerow and low stone boundary wall define the front of the Application site adjacent to the northern side of the A473 highway (with both being largely retained as part of the proposal). On the southern side of the A473, directly opposite the Application site, is a wide pavement (identified Active Travel Route -

BRC9b) and more mature tree lines, beyond which is open, generally grassed fields. Further south, beyond the fields, is the western extent of the Broadlands Housing Estate. To the west of the site is an unnamed, narrow country lane beyond which is the settlement of Laleston. There are a few residential properties scattered along the immediate western boundary of the site including, Ton Phillip, Rhosla and Mayfield.

To the north, northeast of the site beyond the wooded **SINC** is Llangewydd Road which leads into the settlement of Bryntirion and the nearby Penybont Playing Fields/Football Club. Further north is largely open countryside, where a Scheduled Ancient Monument (**SAM**) – *Llangewydd Church and Churchyard Remains* lies. Laleston Cemetery is situated towards the west of the upper extent of the Application site.

Within the wider locality are a number of facilities and amenities including Penybont/Bryntirion Playing Fields, convenience stores (One stop shop and Nisa/Filco store), community facilities, and Public House facilities within Laleston.

Figure 10 – General details of nearby facilities (as submitted by the applicant)



The Application is supported by numerous documents and technical reports, including the following:

- Environmental Statement (**ES**)
- Planning Statement
- Pre Application Consultation Report (**PAC**)
- Health Impact Assessment (**HIA**)
- Public Rights of Way Statement
- Design and Access Statement (**DAS**)
- Archaeological & Heritage Assessment
- Landscape and Visual Appraisal

- Ecological Baseline Report
- Arboricultural Impact Assessment (**AIA**)
- Green Infrastructure Statement (**GIS**)
- SINC Mitigation Strategy
- Ecological Construction Method Statement (**ECMS**)
- Outline Landscape and Environmental Management Plan (**LEMP**)
- Construction Environmental Management Plan (**CEMP**)
- Agricultural Land Classification Note
- Ground Investigations Desk Study Report/Ground Investigations Report
- Drainage Strategy and Flood Risk Assessment (including Sab Pre Application Drainage Strategy)
- Storm Water Calculations
- Transport Assessment(s) (**TA**)
- Interim Residential Travel Plan
- Stage 1 Road Safety Audit
- Noise Assessment for Planning
- Renewable Energy Statement
- Site Waste Management Plan (**SWMP**)
- Utilities Statement
- Air Quality Assessment
- Outdoor Lighting Report
- Developer Services Hydraulic Modelling Report
- Education Report

The Application submission is accompanied by an Environmental Statement (**ES**) as the development constitutes Environmental Impact Assessment (**EIA**) development in line with the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the proposed development was also the subject of a formal Screening/Scoping Opinion Request (that informed the extent and content of the **ES**) which was received by the Council on 27 March 2023 and a decision reference P/23/183/SOR was issued on 12 June 2023).

An **EIA** is a means of drawing together, in a systematic way, an assessment of the likely significant environmental effects of the project. This helps to ensure that the importance of these effects, and the scope for reducing them, are properly understood by the public and the Local Planning Authority, before a decision is taken on a planning Application. The **EIA** focuses on assessing the main or significant environmental effects of the proposed development.

In line with the requirements of the Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 the Application is also supported by a Pre-Application Consultation (**PAC**) Report undertaken by Boyer Planning on behalf of the applicant, Llanmoor Homes.

The **PAC** process took place for the statutory 28-day period between 16 May 2025 and 13 June 2025 whereby the schemes details were made available for public, community and specialist consultees to comment on the proposals. Community consultees comprise: the Community Council whose area the proposed development would be situated (this includes both town and community councils), with the site being situated within the electoral ward of Bryntirion, Laleston and Merthyr Mawr and covered by Laleston Community Council; and/or each Councillor (Local Member) representing an electoral ward in which the proposed development would be situated.

Specialist consultees comprise the list of consultees in Schedule 4 to the Town and

Country Planning (Development Management Procedure) (Wales) Order 2012 (**DMPWO**) as amended by the 2016 Order and include for example, Natural Resources Wales, The Fire Service, CADW, and Welsh Water.

The proposals (at **PAC** stage) were also advertised by site notice, seven in total being erected around the perimeter of the site and adjoining landowners/occupiers were also notified of the development proposals/letter drops undertaken.

A total of eight consultee responses were received in respect of the scheme proposals from Natural Resources Wales, Environmental Health (Shared Regulatory Services), Health and Safety Executive, National Grid and the Designing Out Crime Officer/South Wales Police, BCBC Highways, Welsh Water and CADW which are summarised in the **PAC** report (with final consultation responses further highlighted in the Consultation Section of this report).

In terms of resident and nearby landowners/occupiers, a total of 10 responses were received from residents following the **PAC** process. The concerns raised at that stage primarily related to:

- Overdevelopment in a rural area with particular emphasis on the strain the development would place on existing infrastructure, including roads, schools, medical facilities, broadband and utilities. It was/is commented current infrastructure is already stretched and cannot accommodate additional demand without major investment.
- Environmental and amenity impacts. These include the loss of greenfield and agricultural land, hedgerows, and biodiversity; inadequate landscape buffering and screening; and the impact on heritage assets such as historically significant lanes. The proposal is seen to reduce local recreational amenity and risks the merging of villages, threatening rural character and community identity.
- Traffic related issues. Fears about congestion, use of narrow lanes, highway safety and insufficient parking provision and pollution, and;
- Concerns around development density, proximity to existing homes with privacy loss, and long-term disruption from construction.

Following the undertaking and completion of the **PAC** process, and the receipt of local comments and input from specialist consultees, the developer has changed/amended the Planning Application submission, to include the following:

- Increasing the width of proposed pathways/footpaths from 2m to 3m across the site.
- Carriageway improvements and road widening.
- The introduction of hit & miss fencing to the rear of apartment blocks 305-313 & 338-346 to improve overlooking of the rear car parking courts as a response to a Secured by Design/Police comment.
- Visitor parking areas have been relocated across the site. The total number of visitor spaces within the final Application is now 80 spaces (for the Full Application submission).
- Red line/blue line revisions to the final Application submission.

NEGOTIATION AND PRE-APPLICATION DISCUSSIONS

The planning Application has been subject to significant Pre-Application discussions and negotiations between the developers and the Local Planning Authority (**LPA**), including relevant, specialist and technical Officers.

The pre-application discussions began to take place prior to the adoption of the **RLDP** and

continued following the adoption of the **RLDP** in March 2024, directly up to the submission of the Application in August/September 2025.

Various points discussed included overall housing numbers, design and layout reviews, housing mix and densities, highways implications and active travel networks, land drainage, green infrastructure, landscaping and biodiversity, education/school provision, infrastructure requirements and Section 106 legal requirements.

Following the submission of the planning Application further discussion, consultation, negotiation and engagement with the developer has been ongoing, which resulted in final amendments and alterations to the scheme being undertaken. Final changes and amendments to the submission include:

- Removal of five residential plots to provide additional open space and an enlarged **LEAP** for the scheme.
- Improved **LEAP** and **LAP** designs.
- Internal road widths increased, with previously proposed 4.8 m roads widened to 5.5 m to respond to highway discussions, improving manoeuvrability, service access and ensuring alignment with adoptable standards.
- Shared surface streets updated to provide 5.5 m carriageways with two 1.5 m wide footways.
- A number of house types have been repositioned or substituted where required to accommodate the updated street geometry, ensuring coherent enclosure, active frontage and continuity of the street scene.
- Plots replanned to respond to the revised road widths.
- Hit-and-miss fencing introduced to mitigate overlooking of rear parking areas.
- Drives serving single garages have been widened to 3.6 m, resulting in localised adjustments to adjacent plots.
- Landscape elements, including trees and hedgerows, repositioned to align with the revised layout, and;
- Materials revised to the front, south-west of the site, with stone finishes replacing brick finishes originally proposed in this area of the development.

The final package for submission and the accompanying revised plans were received by the Local Planning Authority (**LPA**) on the 18 February 2026 and 02 July 2026 and is effectively the scheme now before Members for consideration.

PLANNING HISTORY

There is limited recent or relevant planning history associated with the Application site, except for the developer's recent Habitats Regulation Assessment application and a Screening/Scoping Opinion request being submitted in relation to the proposals (as detailed below).

P/25/513/HRA – Land West of Bridgend - Habitat Regulations Assessment (**HRA**) for hybrid planning application (outline/full) for a residential development for up to 850 homes, public open space and a primary school, alongside landscaping, drainage, Green Infrastructure with vehicular and pedestrian/cycle access (outline application with all matters reserved except for means of access and full application for the initial phase comprising 377 dwellings, internal estate roads, public open space (including play areas), drainage, internal footpaths/cycleway with parking/landscaping together with associated works) (application ref. P25/507/HYB [Amended details received 18/02/2026] – No significant effects determined – 17/04/2026.

P/23/183/SOR – Land West of Bridgend - **EIA** screening request for mixed use development - **EIA** required 12/06/2023.

PUBLICITY

The Application has been advertised on site and in the press.

Neighbours were notified of the receipt of the Application on 16 September 2025, and site notices were erected on 18 September 2025. A further neighbour consultation exercise was undertaken in February 2026 on receipt of revised plans and information for the scheme (received 18 February 2026). The period allowed for response to consultations/publicity has expired.

CONSULTATION RESPONSES

Laleston Community Council: Comments and concerns raised on the original submission. It is accepted that the land in question is one of five sites contained within the Replacement Local Development Plan earmarked for housing but given the size of the development, concerns are expressed in terms of the overall impact. S106 monies should also be used to support the plans for Bryntirion fields, for large scale development.

Specifically, the following concerns are highlighted:

1. Lack of resources with regard to pressure on existing health provision.
2. Whilst development includes a Primary School and recreation areas, concern expressed at long term impact on Secondary School provision.
3. Access issues to and from the site both for residents and construction vehicles.
4. Also, as access through Laleston village would be restricted and intended via A48 (Bypass Road), impact on Broadlands.
5. Effect such large scale development will have on water table and drainage (possible flooding).
6. Safety of pedestrians using Llangewydd Road and nearby lanes.
7. Effect on habitation of existing wildlife.
8. Close proximity to Laleston Cemetery.

Following the receipt of amended plans and details, the following additional comments were subsequently raised by Laleston Community Council:

Convincing of communities – it is noted that a visual buffer was put in place to prevent the development looking like a continuation of Bridgend's western suburbs joining the historic village of Laleston. This is very important to ensure the separation is maintained to protect the identity of Laleston village.

Active Travel - Strongly support the active travel route on Llangewydd Road, which will be widely used by children venturing to school at Bryntirion comprehensive, it is urged that the road between Penybont Football Club and Bryntirion playing fields is widened as part of this, supported by s106 contributions as there is already an issue with the road at this point - this should also be double yellow lined as part of the enhancement.

S106 contributions - Laleston community council is seeking to develop Bryntirion fields which would be the nearest playing fields to the new development. It is requested that s106 contributions be sought from the developer to contribute to the cost of the masterplan delivery which has been widely consulted upon.

Traffic management - particularly concerned about the impact on Laleston village and ask that particular consideration is given to slowing traffic down through the

village, currently there is a crossing point by the Great House which is regularly missed by speeding traffic – it is asked that consideration be given to this during the planning stage. Impact on B4622 - particularly concerned about the increased traffic coming from the development on to the B4622 which will also be the route for construction vehicles - children attending Maes Yr Haul school and Bryntrion Comprehensive school cross the road at the top of the B4622 roundabout and bottom roundabout - dedicated zebra crossings should be put in at both roundabouts to allow for safer crossing of the B4622.
Highway Authority: No objection subject to conditions.
Shared Regulatory Services - Environment Team – Air Quality: No objection.
Shared Regulatory Services – Environment Team – Land Quality: No objection subject to conditions.
Shared Regulatory Services – Pollution Control: No objection subject to conditions.
Land Drainage: No objection subject to conditions.
Dwr Cymru/Welsh Water: No objection subject to conditions.
Public Rights of Way Team: No objection subject to conditions.
Cadw: No objection.
Natural Resources Wales: No objection subject to conditions.
Heneb (Glamorgan Gwent Archaeological Trust): No objection subject to condition.
South Wales Fire Service: No objection.
South Wales Police – Secured by Design Officer: General comments raised in respect of the design and layout of the scheme to ensure natural surveillance of parking areas and footpath links. Comments also provided in respect of the provision of security enhancements (including the school site) that include the following: (i). Perimeter security; (ii). Vehicle and pedestrian access; (iii). CCTV; (iv). Signage; (v). Lighting; (vi). Landscaping; (vii). Vehicle parking areas; (viii). Bicycle stores; (ix). Bin stores; (x). Building shell security; (xi). Drainpipes; (xii). Intruder alarm systems; (xiii). Access control; (xiv). Door security; (xv). Window security.
Bridgend Ramblers: Object to the scheme, it is stated the plans show that buildings will be erected on Public Rights of Way (Footpath 11 Laleston, and a public access route from Llangewydd Road to a lane at Laleston).
National Grid Electricity Distribution (NGED) Asset Protection Team: No objection (comments raised during the PAC process). It is commented (as summarised in the Applicants PAC Report) that there is existing 11kv & 33kv overhead infrastructure in situ in both the main development site and the land proposed for future development at this location (which the developer would need to negotiate appropriate diversionary works with NGED).

Education, Early Years and Young People Directorate: No objection - It is advised Section 106 contributions in respect of education will be required from the developer in line with the local authority's published Supplementary Planning Guidance.
Principal Regeneration Officer and Urban Designer (Landscape and Visual Impact Assessor): No objection. General support for the scheme raised and its principle providing that suitable condition(s) are attached to the decision to control the finishing materials for the development, in closest proximity to the Laleston Conservation Area in particular. Overall, it is commented, given the allocation of the site and its strategic importance, the scheme as a whole would not have a detrimental impact on the character of the landscape or be at a high risk of landscape receptors.
Conservation & Design Team: No objection, although advise that a suitable condition be attached to any approved consent to control the finishings stone for the development/dwellings in closest proximity to the front of the site and Laleston Conservation Area.
Parks Officer's (Kirklees Council Consultant): No objection - Significant and positive negotiation and amendments undertaken to the LEAP and LAP designs, serving the development.
Welsh Government Department for Climate Change and Rural Affairs: No objection. It is highlighted the Department does not hold any information on detailed Agricultural Land Classification (ALC) field surveys for the site. According to the predictive ALC Map for Wales the site is considered at best Subgrade 3b, moderate quality agricultural land, rather than Best Most Versatile (BMV) agricultural land. The Department therefore does not consider BMV land to be present at this site, therefore a detailed ALC field survey is not recommended.
Health and Safety Executive: Provided advice (at the PAC stage) on determining whether the application site was within a HSE consultation zone, although the developers established the site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline, therefore at present HSE does not need to be consulted on any development of this particular site.
Cwm Taf Morgannwg Health Board: No objection.
Cllr Jon - Paul Blundell & Cllr Colin Davies: Object to the planning Application, providing the same objection letter that raises the following concerns with the development: • Infrastructure Overload (Including more road traffic congestion, with utilities and public services already exceeding capacity). • Environmental Impact (Loss of greenfield and negative biodiversity and habitat impact). • Scale & Density (Significant scale and density, and risk of

overdevelopment and crowding, potential erosion of privacy and amenity for existing and proposed residents).

- **Affordable Housing Provision** (80% market value homes may price people out with a need for over 2,800 affordable/social homes in Bridgend by 2033, especially smaller one bedroom flat style homes. The affordable homes should not be clustered or isolated – affordable should not mean inferior).
- **Impact on Local Services and Community** (Schools, health services, leisure facilities, public transport and open spaces will be placed under pressure. Such a large development may also change the character of the local area substantially and needs to integrate well not simply create another large estate with minimal services).

Conditions are suggested however if the scheme is approved in respect of:

- Ensuring guarantees that upgrades to public transport, roads and all relevant utility infrastructure are undertaken prior to the occupation of most of the homes;
- 20% affordable housing must be maintained, well integrated and of equal quality;
- Clear phasing of infrastructure delivery to align with housing phases;
- Strong environmental protections – with high standards for green infrastructure, wildlife corridors, low carbon building standards and natural drainage;
- Insurance that health school and leisure services can absorb the increase without loss of service to the existing population;
- Provision of local amenities to serve the enlarged local population.

The Cllr's. objection letter concludes:

'While the need for housing is real, and the inclusion of affordable housing, a school and open space in the proposal are steps in the right direction, the scale, location, and existing resource constraints make the proposed development, in its current form, problematic. Granting permission without strong conditions will likely lead to adverse outcomes for both new and existing residents in terms of traffic, environmental degradation, overburdened services, and loss of local character. For these reasons, we urge the Council to refuse the planning application unless it can be substantially revised to address the objections above.'

Cllr Steven Bletsoe – Comments Raised, in respect of the implications of the development (whilst not located in Bridgend Central) in relation to traffic movement and the impact on air quality on the A473, which is lined with residential properties. The submitted information highlights Nitrogen Dioxide levels would increase and a negative impact on the air quality along the A473 would be experienced, even with all the work to encourage more sustainable transport modes. On this basis, Section 106 monies from the developer should be secured to improve the infrastructure along the A473 taking into account the additional traffic using the road. The investment into infrastructure is essential to ensure that the development is not detrimental to existing residents who live in the neighbouring Ward.

REPRESENTATIONS RECEIVED

Following the advertisement of the Application, 28 objections have been raised from residents against the scheme with one letter of interest (expression of interest) being

received from Broadlands AFC that highlights their interest in utilising any future and relevant sports facilities introduced at the site.

The objections raised are summarised as follows:

Overdevelopment

Concerns about the continuing urbanisation and ongoing loss of greenfield land around Bridgend, once gone the fields can never be replaced.

Residents do not want a concrete jungle here.

This development represents overexpansion without adequate regard for the local environment, infrastructure, and community well-being. It risks eroding the character of the area, displacing wildlife, and putting unsustainable pressure on services and transport networks.

Traffic and Road Safety

The proposed development will substantially increase traffic in the area. Local roads are already heavily congested, particularly during peak hours, and the additional volume will worsen safety risks for pedestrians, cyclists, and motorists. There is no evidence that the road network or junctions can accommodate this increased demand.

The proposed development is likely to generate substantial additional traffic, particularly during peak hours. The main access road is already heavily congested, and further pressure will hinder residents' ability to travel efficiently.

Parking demand would rise both during and after construction, creating challenges for traffic control and safe pedestrian access.

Influx of traffic which is high now and will be extremely dangerous if these houses are allowed.

Major concerns that this development would cause serious issues with regards to traffic during peak times (both prior and after school, as well as pre work and post work travel). The A473 is already a very busy road with a number of traffic light systems in the area becoming far more congested as the population has increased over the years. I would urge Officers to observe with their own eyes the buildup on the traffic lights by Bryngolau coming from all directions during these peak times to witness the chaos that ensues.

There are a number of primary schools in the area as well as a comprehensive school which means there are groups of children walking in the area, adding another 850 homes near the area would mean that more children will be walking, more traffic will be using the roads, and more congestion will occur causing more hazards for these children.

Drivers already speed between Laleston and the One Stop Shop along the A473 and nothing has been done despite complaints to South Wales Police. Whilst Planning cannot consider motoring offenses it is important to consider the dangers that more homes bring, and more traffic would impact the area particularly as there are lots of children using the paths and crossing roads in the area.

Traffic is a major issue, which this development would add to, increasing the risk of an accident (especially when the HI-Tide is holding firework displays during the summer months).

Inappropriate site for such a large development.

The road infrastructure cannot cope as is, adding several hundred new houses will result in gridlock on the A473 past Broadlands and into Bridgend. The lane to the west of the site historically known as Ffordd Y Gyfraith would become a 'rat run' for traffic trying to access Bryntirion Comprehensive, or the M4 via Pen Y Fai. The lane is popular with ramblers and walkers and is only going to get even busier if hundreds of new homes are built bordering it - adding hundreds of new vehicle journeys to it each day is a recipe for disaster. If this inappropriate development goes ahead, this lane needs to be blocked off to traffic and made pedestrian only past Rhosla and Ton Philip. There is nowhere that can't be accessed by using the alternative route up the much bigger road from Rogers Lane to Cefn Cribwr

Congested roads and inadequate public transport would lead to increased reliance on cars, worsening traffic congestion and air pollution.

The local road network is already under severe strain during peak hours, with congestion regularly reaching gridlock levels in the mornings. Adding the traffic from potentially 850 new households would only make this worse, increasing journey times and vehicle emissions.

Laleston village is already a busy main route for traffic and suffers from congestion that the proposal would only exacerbate, with many users already dangerously ignoring the 20mph speed limit through the village.

The roads in this area are often gridlocked at present, and this development can only exacerbate the problem.

On-street parking within the development would likely adversely affect traffic flow within the development impacting public transport and emergency vehicles.

Construction activities themselves will directly affect nearby households, particularly those whose properties border the development site. Noise, dust, and restricted access will all have a significant day-to-day impact.

Inadequate Local Infrastructure

Local services are already under pressure, particularly GP surgeries, dentists and hospitals. The application does not appear to provide sufficient mitigation or investment to address these issues. An increase in residents without adequate support will place undue strain on existing facilities and already stretched local services. The applicants need to contribute more into the current community first.

Schools, healthcare services, and local amenities are already overstretched, and this development would exacerbate the issue.

Police and fire services are underfunded and under pressure.

It is understood houses need to be built but there seems to be no plans to accommodate the extra population aside from homes. New infrastructure should be planned to include roads, new train stations and a new surgery and dentist; potentially a new healthcare hub too. Supporting infrastructure needs to be carefully thought out not just the homes themselves.

Healthcare Services

No reference has been made to the capacity of local GP surgeries or hospitals. Currently, patients are facing significant delays, with many struggling to secure timely appointments. This increases the risk of misdiagnosis or untreated conditions.

Local hospitals already experience long waiting times in emergency and outpatient departments. Additional demand without proportional investment would exacerbate these pressures.

Dental services in the area are also severely stretched, with long waiting lists for both NHS and private patients. Many residents are already unable to access essential dental care, which could worsen with population growth.

The doctor's surgeries will be overrun and the dentist's that cannot cope now. The hospitals will not cope either.

Bridgend is already oversubscribed with housing and needs additional supporting services, community facilities, employment opportunities and amenities.

No faith in the proper amenities being provided - Broadlands for instance still has no doctor's surgery.

Our local NHS services are already under considerable strain, and the influx of new residents will only worsen access to essential healthcare.

Education Provision

The proposal addresses primary education; however, there is no mention of provision for children outside of this age range, such as those requiring nursery, secondary, or post-16 education. Any new school should also be Welsh Medium.

Existing schools within the area are already operating at or above capacity. An influx of new families will inevitably increase pressure on admissions, class sizes, and the quality of education.

Transportation to and from schools also poses challenges. Increased school traffic will place additional strain on local roads, creating safety concerns for children walking or cycling to school, as well as congestion for local residents.

Bryntirion Comprehensive school is full now so there cannot be houses built as the children aged 11 and over will not be able to obtain an education.

The proposed school being built would not benefit the area. All schools are oversubscribed in Bridgend and that is a well-known fact that it has only got worse over the years. The same situation could happen as Coity Primary School, whereby the school was built and almost fully occupied before the housing estate was finished. This caused issues for families moving into the area and having to send their children to schools that weren't the one on their doorstep. This would result in more children walking/parents driving in the area to get to Cefn Glas Primary school, Llangewydd Junior School and Bryntirion Infants School.

Local schools are already operating at or near full capacity, and further population growth will lead to severe overcrowding and a decline in education standards.

Projected future pupil numbers would suggest that the proposed new school is not required for the local area.

Sustainability Concerns

National and local planning policy requires developments to demonstrate that they are sustainable. Without robust plans to address traffic, parking, and essential community

services, this proposal fails to meet those requirements.

The submission wrongly identifies the Bridgend Bus Station and Railway Station is the same 3.4km away from the site although the railway station is further and situated at the top of a steep hill. Local topography has been ignored when considering the distances to Bridgend Town Centre.

Wildlife and Green Space Loss

850 homes will eliminate a whole section of greenspace where trees, plants and wildlife could thrive. The impact assessments take into account risk and importance but that is a tick box exercise to show that there are no endangered species etc.

Damage to the wildlife which live on the land and it will be terribly destructive to their lives. Too many green spaces are going.

Not enough green spaces around the local area.

Unhappy with the prospect of more land being built on. This is damaging to the environment and local ecosystems – something BCBC as an Authority should be conscious of.

The proposal threatens local wildlife and greenbelt land, both of which are vital for preserving biodiversity and maintaining the character of our area.

We can't keep taking green spaces. This land is home to so much wildlife and nature. Enough animals and insects as well as plants and trees have suffered because of greed. They were here first and we need to find a balance instead of bulldozing everything to erect homes.

The land in question is home to a variety of wildlife, most notably bats, which can be observed flying in the area each evening. As bats are a protected species under UK law, any disruption or destruction of their habitat would be both environmentally damaging and contrary to conservation regulations. It is vital that proper ecological surveys be conducted and published to ensure the protection of these animals and their environment before any development is even considered.

The development would further erode our local green areas and threaten the local wildlife, which is concerning given the recent Nature Emergency declaration by Bridgend County Borough Council.

The reported presence of bat roosts on the site renders this development potentially illegal under the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981.

No mention of resident hedgehogs in the area which are known.

The development would bring with it the inevitable introduction of the 'domestic cat' and the impact of these free roaming cats would have on the wildlife would be detrimental. This is not the best place for 850 homes, it will take up a lot of green space. The proposed site is rural as well as of historical importance, the appearance would destroy the natural beauty of the countryside.

Habitation for a vast number of natural wildlife will be destroyed forever including foxes, bats and badgers etc.

It is clear that very little attempt has been made to retain existing trees and hedgerows and that the narrow gaps between proposed dwellings and existing properties will severely limit the ability to undertake new landscaping with indigenous and appropriate species.

People need green space for mental health and wellbeing.

Building Design

The contemporary style of the buildings is not in keeping with the surrounding area nor the conservation area of Laleston. The proposal has overly angular, ill proportioned and too narrow buildings. They have been designed to increase the number of properties on the land and also do not show charge points for EV cars which should be provided.

Three stories along the A473 would be unsightly and would abrupt the flow between Bryntirion and Laleston. The properties do not blend into the area.

Coalescence of built areas

Laleston is a small but separate village and has always been so. The development basically links Bryntirion and Laleston by building in the fields between them.

The development could be made smaller, say 500 houses, and allow 100 metres of field between the edge of Laleston and the new development. Apart from preserving Laleston's identity this would help with the problems of insufficient infrastructure.

The green space has benefited from use by a Circus, which has been vital for the local economy and community.

The proposal would destroy/demolish Laleston as an historic village with no clear green boundary.

The Green Belt policy aims to prevent urban sprawl by keeping land permanently open and protecting the characteristics of the countryside. This was farmland and as such the development is on Green Belt land, this should be generally restricted, with exceptions only made in "exceptional circumstances" The fundamental goal is to prevent towns and cities from spreading into the countryside, ensuring open spaces and permanence.

This land is one of the few green corridors this side of Bridgend in completion of this project there will be continuous housing from practically Brackla to Laleston.

Negative impact on the village of Laleston including the conservation area and numerous listed buildings. Laleston will no longer be a standalone village if this development goes ahead – its identity will be destroyed.

Laleston and Bryntirion are not meant to be joined, hence the green belt area; Planning was not granted when Broadlands was built on the opposite side of the A473, therefore I can see no reason for it to applied to the other side.

Overall, the western edge of the development closest to Laleston remains relatively dense and creates the impression that Laleston is coalescing into the new development.

Land Drainage

Flooding will increase.

The sewage would be appalling, it is bad enough now; pumping the sewage into the River Ogmore thus going into the sea.

Residential Amenity

Overlooking, overshadowing, and loss of privacy for existing residents. Close proximity of the building work to current residential homes backing on the border of the development site.

Loss of privacy to adjacent properties – the building site would destroy the peacefulness of the area and impact individuals who suffer from existing illnesses.

Noise and disruption during and after construction.

Loss of light and open views because of these new residential homes.

The proposed development would drastically reduce the level of privacy currently enjoyed by residents in the surrounding area. Many of the planned properties would overlook existing homes and gardens, which would significantly affect the right to quiet enjoyment of existing properties. The scale and proximity of the development is entirely out of keeping with the existing rural and residential character of the area.

Noise, dirt and dust during the construction process.

The scheme as submitted does not accord with the requirements of the LDP and fails regarding its approach to properties located at the edge of Laleston and in the way it treats the development immediately around the application site. There is very little space or buffer between the properties to the western side of the site and existing properties which appear very close to the boundaries with the existing properties. This limits the space available to plant or retain hedgerows or trees which would provide useful screening to existing occupants. It would be better if the closest properties and garages were moved further away from the existing properties to create space for a more meaningful buffer. Planting species and overall distances between existing properties and the new houses should be clarified.

Pollution

This development would contribute to additional pollution in the area, as well as more pollution on Park Street, an area that has seen some of the worst pollution in Bridgend and the Council has worked so hard to cut down. Shared Regulatory Services own air quality report claims it will be on target by 2027, would that now be the case with potentially 850 more cars using this road a day. Also, is this helping to contribute to a net zero Wales. The inevitable rise in air pollution would pose a public health risk, especially for children and the elderly. Without significant investment in road infrastructure and sustainable transport options, the current network simply cannot support such a large influx of vehicles.

The development's carbon footprint, additional pollution, and waste management issues need to be addressed, especially considering the current inconsistent refuse collection and water pollution problems.

Poor environmental record and potential ongoing violations of the Applicant in this respect.

Park Street in Bridgend is well known for its level of emissions and having high levels of nitrogen dioxide and is a recognised Air Quality Management Area (**AQMA**). The proposal would significantly increase the levels of nitrogen dioxide in the area and add further traffic jams to the area.

Significant noise levels from the main road and high street would impact the new development.

Affordable Housing Provision

Only a small percentage of this development will be affordable – this does not support young people or families who are trying to get onto the housing ladder.

The proposed volume of social housing would appear to be insufficient for local needs.

Loss of Productive Agricultural Land

The site is currently used by a local farmer, contributing to both the local economy and the traditional rural landscape. Converting this productive farmland into a housing estate represents an irreversible loss of agricultural land at a time when supporting sustainable, local food production is increasingly important. The proposal represents an unjustified loss of appreciated agricultural land.

Lack of Transparency

The significant increase from 450 homes in 2019 to 850 homes currently raises questions about the true scope of this development. How many homes will ultimately be built.

Alternative Options

Instead of residential - why not a community garden or allotments for the residents to boost their mental health, increase neighbourhood interaction or something that won't have a significant impact on traffic, and local services.

These new developments are not an efficient use of land when Bridgend Town and the county is blighted by many empty and unsightly properties and vacant land, which could be used for building new homes.

Loss of Property value and loss of views

Property value decreased and existing views harmfully affected and disrupted.

COMMENTS ON REPRESENTATIONS RECEIVED

The following comments are offered in response to matters raised:

Overdevelopment

The adopted, Bridgend Replacement Local Development Plan, 2024 (**RLDP**) identifies a combination of different site typologies which are necessary to deliver the growth requirements of the Borough. These include a number of sustainable urban extensions which will allow the Council to achieve the most sustainable form of development, meet the **RLDP** objectives and address existing capacity issues. Sustainable urban extensions comprise a minority of strategic sites that are allocated to deliver homes and associated infrastructure. This is necessary to create sustainable communities that will incorporate a mix of complementary uses and deliver improvements to existing infrastructure and/or provide new supporting infrastructure. Indeed, this latter factor is particularly notable given the school capacity issues across the County Borough and the need for new strategic sites to be significant enough in scale to support provision of a new primary school as a minimum.

Sustainable Urban Extension sites are allocated where they can best support the **RLDP** Vision and Objectives, and are capable of delivering mixed use development at a scale that will enhance communities. Identification of appropriate Sustainable Urban Extensions has been undertaken fully in line with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the creation and adoption of the **RLDP**. This includes the Candidate Site Assessment, Spatial Strategy Options Background Paper and Minimising the Loss of **BMV** Agricultural Land.

In order to enable the implementation of the Growth and Spatial Strategy, Policy **SP2** of the **RLDP** defines a suite of Strategic Allocations where growth will be focused. Policy **SP2** therefore directs growth to Sustainable Urban Extensions (and Regeneration Sites) within the identified Regeneration Growth Areas and Sustainable Growth Areas. The location and scale of these sites present opportunities for significant new development to take place over the plan period to help meet the **RLDP** Vision and Objectives and ensure implementation of the Regeneration and Sustainable Growth Strategy. The combined development of these sites will result in the provision of comprehensive residential,

employment and commercial development whilst providing new transportation, affordable housing, community, education and recreation facilities to serve the respective sites and existing communities.

These sites (together with all other candidate sites) have been subject to a proportionate Site Assessment, incorporating Strategic Environmental Assessment (**SEA**), and Habitats Regulations Assessment (**HRA**) to identify the likely environmental and wider sustainability effects from their delivery, thereby informing the site allocations.

The application site forms one of the specifically allocated sites under Policy **SP2 (3)** of the **RLDP** as a sustainable urban extension known as Land West of Bridgend. The site (alike all allocated sites) is considered essential to the delivery of the aims and aspirations of the **RLDP** and has been subject to rigorous viability and deliverability testing. This process has certified that the costs of the development requirements and placemaking principles set out in site specific policies coupled with the Council's aspirations for delivering high-quality new communities are realistic and deliverable on each site within the plan period.

Policy **PLA3** of the **RLDP** further identifies and allocates the Application site for a comprehensive green infrastructure led residential development, which should deliver circa 850 homes, new primary school, recreation facilities and associated infrastructure. Whilst comments in respect of overdevelopment of the site and loss of green space are acknowledged the site forms a fundamental and essential, allocated site for development within the **RLDP**, that has been subject to rigorous viability and sustainability testing with the proposal deemed an appropriate and acceptable development scheme in line with the principles of the **RLDP**.

Traffic and Road Safety

The Application proposal is supported by an Environmental Statement (**ES**), Traffic Assessment (**TA**) and various other supporting evidence and documentation to support and justify the development scheme and assess its likely impact on traffic and highway safety. Importantly, the site has been subject to rigorous design reviews, negotiation and lengthy discussions with the Highway Authority. Following a substantial and extended Pre-Application process and various reviews of the design of the development and supporting information, coupled with the positive highway benefits of the scheme, the Council's Highway Authority raise no objection to the proposals (as further detailed in the Appraisal Section of this Report).

In addition, it is fully acknowledged the proposal represents a significant project and inevitably a development of the scale proposed, in close proximity to existing properties, is going to result in some inconvenience, general noise and disturbance during the construction period. Nevertheless, this is not a valid reason to justify the refusal of the planning Application with such disturbance effectively being of a temporary nature. Given the scale of development, it would however, be reasonable to impose planning conditions to control the hours of construction and ensure the implementation of a construction traffic management plan throughout the period of construction. Statutory noise nuisance is governed under separate legislation.

Inadequate Local Infrastructure and Healthcare Services

It is acknowledged new development often creates a need for additional or improved community services and facilities without which the development could have an adverse effect upon amenity, safety, or the environment. Planning obligations are legally binding agreements between a local authority and a developer/landowner and are the means through which these deficiencies are to be mitigated. In this respect and as further detailed in the Appraisal Section of this report, appropriate contributions in relation to education, affordable accommodation provision, open space and highway infrastructure are being

sought from the developer which are considered reasonable and fair in this instance.

The planning Application should also be determined on its own planning merits and on the basis of the supporting evidence submitted in this case along with due regard to the key consultee responses received in respect of the development scheme, it is considered the proposal is unlikely to negatively impact local amenities and facilities to such a degree to refuse the scheme.

The site has been identified as, and forms one of the specifically allocated sites under Policy **SP2 (3)** of the **RLDP**, a sustainable urban extension known as Land West of Bridgend. The site (alike all allocated sites) is considered essential to the delivery of the aims and aspirations of the **RLDP** and has been subject to rigorous viability and deliverability testing.

It is further acknowledged that Cwm Taf Morgannwg University Health Board have raised no objections against the scheme, with the proposal being supported by a Health Impact Assessment (**HIA**), and other key consultees such as the Fire and Police Services (Designing Out Crime Officer), and The Highway Authority have raised no fundamental objections to the scheme.

Whilst due consideration has been given to the impact of the scheme on Local Infrastructure and Healthcare Services in particular, it is deemed that the development is satisfactory in this respect, subject to necessary and relevant contributions to infrastructure upgrades and provision, with the planning merits of the scheme outweighing any potential negative impacts of the proposal in this case.

Education Provision

The Application has been the subject of significant negotiation and discussion with Education Officers with the proposal, in line with the relevant, adopted Policies of the **RLDP** including the provision of a necessary 1.5 Form entry Primary school on a 2.3 hectare plot within the boundaries of the Application site.

In addition, and as further highlighted later in the report, the developer would be required to provide substantial Section 106 Contributions to address education provisions within the locality of the Application site accordingly. This would amount to a figure of **£9,625,648.50** from the developer.

Sustainability Concerns

As discussed, the **RLDP** identifies a combination of different site typologies which are necessary to deliver the growth requirements of the Borough. These include a number of sustainable urban extensions which will allow the Council to achieve the most sustainable form of development, meet the **RLDP** objectives and address existing capacity issues. Identification of appropriate Sustainable Urban Extensions has been undertaken fully in line with the Site Search Sequence and other requirements set out in Planning Policy Wales, as documented in supporting evidence to the creation and adoption of the **RLDP**. The Application site wholly includes a specifically allocated site for built development of the nature prescribed and is deemed a sustainable and accessible site within close proximity to amenities and local facilities, including the relatively nearby Bridgend Town Centre.

Wildlife and Green Space Loss

As highlighted, the proposal is supported by an Environmental Statement (**ES**), along with substantial ecological information that appropriately considers the impact of the development on wildlife and green infrastructure.

The scheme has been designed with full regard to mitigating ecological constraints by

importantly retaining suitable buffers to habitats particularly the key retention of Laleston Meadows **SINC** which includes and incorporates the green space bordering the northern and north-eastern boundaries of the site. The inclusion of the **SINC** within the site boundary allows a balanced provision of informal public open space and wildlife zones which when linked with the proposed open space, retained rights of ways and Active Travel Routes would provide a significant benefit to both visual and recreational amenity, conservation and biodiversity enhancement.

The **SINC** provides a space to accommodate ecological mitigation and biodiversity enhancements and thus offset ecological impacts that may arise during development of adjacent land. Cessation of grazing activities following development and occupation of the site and sensitive long-term management of sensitive habitats would improve the existing condition of the **SINC** and facilitate its restoration, further compensating for habitat loss elsewhere across the site.

The provision of structural landscaping, with a mix of native and non-native trees and shrubs proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents would be provided. The retention of existing landscape features where feasible (hedgerows and trees) forms a desirable strong green framework that links with the wider green infrastructure to the north, west and south of the site. In total, the site would provide in excess of 10 hectares of retained woodland, improved grassland and new areas of open space.

Furthermore, no objections to the scheme have been raised by the Councils Ecologist or Natural Resources Wales.

Building Design

The application proposals have been the subject of significant and extensive Pre-Application discussions and a comprehensive evaluation of the design, finishes and overall layout of the development by Planning Officers, The Councils Conservation Officer and the Councils Urban Designer, undertaken. The scheme is deemed an acceptable and appropriate form of residential development that broadly meets the design requirements of national and local planning policy.

As discussed further in the Appraisal section of this report, the scheme is considered to represent a well-balanced, logical and appropriate mixed-use scheme with acceptable residential areas and green open spaces and infrastructure interwoven to give the proposal appropriate design qualities.

The scheme is considered to meet the place making objectives of the **RLDP** (meeting Policy **PLA3** Development Requirements in particular) and has due regard to much of the design aspirations encouraged by wider national Planning Policy in the form of Planning Policy Wales (Edition 12) and relevant Technical Advice Notes.

Coalescence of built areas

The scheme incorporates significant levels of green space, planted buffers and general landscaping to aid the buffering of the site and assist its integration with the surrounding landscape. As discussed further in the Appraisal Section, the scheme which is supported by an Environmental Statement (**ES**) and visual assessment, would form a substantial and noticeable feature and inevitably change the current rural landscape and setting of the Application site. Nevertheless, a high-quality design is being proposed with various mitigation aspects that aid the screening of the development and to ensure an acceptable form of built development is introduced to the locality in this case.

Land Drainage

The Council's Drainage Officer and Dwr Cymru/Welsh water have fully assessed the planning Application and the significant supporting documentation that accompanies the submission. Following negotiation and discussion, no objections to the scheme have been raised by either of the appropriate consultees in respect of Land Drainage.

Residential Amenity

The scheme has been carefully scrutinised and assessed in terms of amenity protection and provision with due regard to the letters of representation received from neighbouring residents in this respect. On balance, and as further discussed in the Appraisal Section of this report, the scheme is considered to meet the requirements of adopted and accepted standards in respect of overlooking, overshadowing and domination.

In addition, Shared Regulatory Services Officers have raised no objection against the scheme subject to the imposition of conditions.

Overall, the scheme does not infringe the Authority's privacy standards with appropriate distances and orientations of properties existing within the proposed development site and in terms of the relationship with neighbouring residential land uses.

Pollution

The Hybrid Planning Application is supported by an abundance of supporting information in respect of pollution prevention, including noise and air quality with no specialist consultee including Shared Regulatory Services Officers and Natural Resources Wales raising any objection against the scheme in this respect, as further discussed in the Appraisal Section of this report.

Affordable Housing Provision

As prescribed by the provisions and policies of the **RLDP** (Policy **PLA3** in particular), 20% of the new residential units must be affordable in nature and this is what is envisaged and being proposed by the developer which would be appropriately secured by a Section 106 legal agreement.

Loss of Productive Agricultural Land

The loss of the open fields and associated use of the land for farming/grazing purposes is regrettable; however, the Application site does wholly comprise a purposely allocated site for built development within the **RLDP**. Following consultation with the Welsh Government (Department for Climate Change & Rural Affairs) and a review of the Predictive Agricultural Land Classification Map for Wales the site is considered at best Subgrade 3b, rather than Best and Most Versatile (**BMV**) Agricultural land, with no objections being raised to the loss of the land for agricultural purposes being raised.

Lack of Transparency

The Application Site comprises land that is specifically allocated for the provision of up to 850 homes within the adopted **RLDP**, which was adopted by the Council in 2024 following considerable consultation and rigorous examination by an independent Planning Inspector. The plan provides clear guidance and clarity on exactly what the land (Application site) should be utilised for.

Alternative Options

As highlighted the site is allocated under the provision of the adopted **RLDP** for mixed use purposes including the provision of up to 850 residential units and a 1.5 Form Entry Primary School that the Hybrid Planning Application submission seeks to address and provide. The Local Planning Authority must determine the Application submitted, based on the plans and information submitted, rather than any other alternative schemes.

Loss of Property value and loss of views

Decreased property value and loss of a view are not material planning considerations or justified reasons to warrant the refusal of the scheme.

POLICY CONTEXT

Local Policy

The Development Plan for the area comprises the Bridgend Replacement Local Development Plan 2024, which was formally adopted by the Council on 13 March 2024. The relevant policies of the Bridgend Replacement Local Development Plan (**RLDP**) and supplementary planning guidance are highlighted below:

Policy SF1 Settlement Hierarchy and Urban Management - Development will be permitted within settlement boundaries at a scale commensurate with the role and function of settlements - Bridgend.

Policy SP1 Regeneration and Sustainable Growth Strategy - To deliver Bridgend's Regeneration and Sustainable Growth Strategy between 2018-2033, the Plan will make provision for: 8,628 new homes to meet a housing requirement of 7,575 dwellings (based on a 14% Flexibility Allowance), including 1,711 affordable homes. Regeneration and Sustainable Development in the County Borough will be focused in identified growth areas including, c) Bridgend Sustainable Growth Area.

Policy SP2 Regeneration Growth Area and Sustainable Growth Area Strategic Allocations - Identifies Sustainable Urban Extensions (in addition to regeneration sites), specifically allocated within Sustainable Growth Areas as mixed use (leisure, retail and residential) strategic sites including **SP2(3)** Land West of Bridgend. Each of the Strategic Allocations must be developed in line with site specific policies and associated masterplan development principles (Policy **PLA3** for Land West of Bridgend).

Policy SP3 Good Design and Sustainable Place Making - 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.

Policy SP4 Mitigating the Impact of Climate Change - All development proposals must make a positive contribution towards tackling the causes of and adapting to the impacts of Climate Change.

Policy SP5 Sustainable Transport and Accessibility - Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure.

Policy SP6 Sustainable Housing Strategy - The plan makes provision for 8,628 homes to promote the creation and enhancement of sustainable communities and meet the housing requirement of 7,575 homes for the Plan period, of which, 1,711 of these homes will be affordable. The policy supports the delivery of Strategic Sites within and on the edge of, established settlements.

Policy SP8 Health and Well-Being - Health inequalities will be reduced and healthy lifestyles and choices encouraged through development proposals.

Policy SP9 Social and Community Infrastructure - In order to maintain and improve the quality of life of residents, social and community uses and/or facilities will be retained or

enhanced.

Policy SP10 Infrastructure - All development proposals must be supported by sufficient existing or new infrastructure. In order to mitigate likely adverse impacts and/or to integrate a development proposal with its surroundings, reasonable infrastructure provision or financial contributions to such infrastructure must be provided by developers where necessary. This will be secured by means of planning agreements/obligations where appropriate.

Policy SP17 Conservation and Enhancement of the Natural Environment - The County Borough has a rich and varied biodiversity with a broad range of species, habitats and unique, rich landscapes. Development which will maintain and, wherever possible, enhance the natural environment of the County Borough will be favoured. Development proposals will not be permitted where they will have an adverse impact upon 1) The integrity of the County Borough's countryside; 2) The character of its landscape; 3) Its biodiversity and habitats; and 4) The quality of its natural resources including water, air and soil.

Policy SP18 Conservation of the Historic Environment - The County Borough has a rich and diverse built heritage and historic environment. Development proposals must protect, conserve, and, where appropriate, preserve and enhance the significance of historic assets, including their settings (including (2) Scheduled Monuments, (3) Archaeological Sensitive Areas and Archaeological Remains and (5) Conservation Areas).

Policy PLA3 Land West of Bridgend, Bridgend Sustainable Growth Area - Allocates Land West of Bridgend (as shown on the Proposals Map) for a comprehensive green infrastructure led residential development. The site will deliver circa 850 homes (including 20% / 170 affordable housing units), incorporating a new one and a half form entry Primary School, recreation facilities, public open space plus community facilities all set within distinct character areas. Specific masterplan development principles for the site are identified which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting cohesive communities.

Policy PLA8 Transportation Proposals - Highway improvement works in the form of corridor or junction improvement schemes will be required to mitigate the impact of development on the highway network.

Policy PLA9 Development Affecting Public Rights of Way - As part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the **PROW** network. Any predicted adverse impacts on the character, safety, enjoyment and convenient use of a **PROW** must be mitigated.

Policy PLA11 Parking Standards - All development must be served by appropriate levels of parking in accordance with the adopted SPG 17 on parking standards. Consideration must be given to electric and Ultra Low Emission Vehicles.

Policy PLA12 Active Travel - Development must maximise walking and cycling access by prioritising the provision within the site and providing or making financial contributions towards the delivery offsite.

Policy COM1 Housing Allocations - Allocates specific sites for residential development including Land West of Bridgend (one of five strategic sites).

Policy COM2 Affordable Housing - sets measures for the delivery of 1,711 affordable homes over the Plan period.

Policy COM3 On-Site Provision of Affordable Housing - Seeks the provision of affordable housing contributions on schemes for ten or more dwellings with the strategic development sites being subject to individual, site specific affordable housing requirements (20% affordable housing contribution for Land West of Bridgend). Affordable housing will be expected to be delivered on-site in the first instance.

Policy COM6 Residential Density - 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.

Policy COM9 Protection of Social and Community Facilities - Proposals which would adversely affect or result in the loss of existing or proposed social and community facilities will not be permitted unless adequately justified.

Policy COM10 Provision of Outdoor Recreation Facilities - Provision of a satisfactory standard of outdoor recreation space is required on all new housing developments.

Policy COM12 Provision of Allotments and Community Food Networks - The provision of allotments and community food networks will be promoted wherever suitable opportunities arise.

Policy ENT10 Low Carbon Heating Technologies for New Development - New major development must: 1) Be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions.

Policy ENT12 Development in Mineral Safeguarding Zones - Development proposals within mineral safeguarding areas, either permanent or temporary, must 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. 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.

Policy ENT15 Waste Movement in New Development - 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.

Policy DNP4 Special Landscape Areas - Designates certain areas within the County Borough as Special Landscape Areas (SLA's) including DNP4 (7) Laleston. Development in SLAs will only be permitted where: 1) It retains or enhances the character and distinctiveness of the SLA; 2) The design of the development reflects the building traditions of the locality in its form, materials and details, and/or assimilates itself into the wider landscape; and 3) The proposed development is accompanied by a Landscape Impact Assessment (LIA), which takes into account the impact of the development and sets out proposals to mitigate any adverse effects.

Policy DNP5 Local and Regional Nature Conservation Sites - identifies that development within or adjacent to local and regional nature conservation sites must be compatible with the nature conservation or scientific interest of the area, whilst promoting their educational role.

Policy DNP6 Biodiversity, Ecological Networks, Habitats and Species - 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 Trees, Hedgerows and Development - Development that would adversely affect trees woodlands and hedgerows of public amenity or natural/cultural heritage value, or that provide important ecosystem services, will not normally be permitted. Where trees are to be replaced a scheme for tree replacement must be agreed prior to the commencement of development, including details of planting and aftercare.

Policy DNP8 Green Infrastructure - Development proposals will be required to integrate, protect and maintain existing green infrastructure assets and to enhance the extent, quality, connectivity and multi-functionality of the green infrastructure network. Where the loss or damage of existing green infrastructure is unavoidable, appropriate mitigation and compensation will be required. All developments must seek to maximise, as far as practicable, the amount of green infrastructure on the site, as well as the interconnectedness of green infrastructure within and around the site to the wider green infrastructure network. Development must also maximise opportunities to achieve multi-functionality by bringing green infrastructure functions together.

Policy DNP9 Natural Resource Protection and Public Health - Development proposal will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity.

The Council has also produced the following Supplementary Planning Guidance (**SPG**) which is relevant to this proposal: -

SPG 02: Householder Development

SPG 05: Outdoor Recreation Facilities

SPG 07: Trees and Development

SPG 08: Residential Development

SPG 13: Affordable Housing

SPG 16: Educational Facilities and Residential Development

SPG 17: Parking Standards

SPG 19: Biodiversity and Development

National Policy

In the determination of a planning Application regard should also be given to the local requirements of National Planning Policy which are not duplicated in the Local Development Plan. The following Welsh Government Planning Policy is relevant to the determination of this planning Application:

Future Wales – the National Plan 2040

Planning Policy Wales Edition 12

Planning Policy Wales -Technical Advice Note (**TAN**) - 2 Planning and Affordable Housing

Planning Policy Wales **TAN** 5 Nature Conservation and Planning

Planning Policy Wales **TAN** 11 Noise

Planning Policy Wales **TAN** 12 Design
Planning Policy Wales **TAN** 16 Sport, Recreation and Open Space
Planning Policy Wales **TAN** 18 Transport
Planning Policy Wales **TAN** 20 Planning and the Welsh Language

Planning Policy Wales - Edition 12 – February 2024 (**PPW**) indicates that the primary objective of **PPW** 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. A well-functioning Planning system is fundamental for sustainable development and achieving sustainable places.

Good design promotes environmental sustainability and contributes to the achievement of the well-being goals. Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise sustainable movement, and minimise the use of non-renewable resources. Good design can also help to ensure high environmental quality. Landscape and green infrastructure considerations are an integral part of the design process.

Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe, and sustainable links (including active travel networks) within and between developments. The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car.
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe, and attractive choice. Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place. A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development.

Sustainable building design principles should be integral to the design of new development. Development proposals should: mitigate the causes of climate change, by minimising carbon and other greenhouse gas emissions associated with the development's location, design, construction, use and eventual demolition; and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.

A *Globally Responsible Wales* is promoted by locating and designing developments which reduce trip lengths for everyday journeys and supports sustainable modes of travel which in turn will reduce our carbon footprint. For example, by locating new housing

developments within existing settlements enables people to take advantage of the shorter trip lengths to places of employment, retailing and other community services by walking, cycling or public transport.

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes. A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for Applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach has been applied.

Planning Authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.

Placemaking in development decisions happens at all levels and involves considerations at a global scale, including the climate emergency, down to the very local level, such as considering the amenity impact on neighbouring properties and people.

New housing development in both urban and rural areas should incorporate a mix of market and affordable house types, tenures and sizes to cater for the range of identified housing needs and contribute to the development of sustainable and cohesive communities.

Where new housing is to be proposed, development plans must include policies to make clear that developers will be expected to provide community benefits which are reasonably related in scale and location to the development. In doing so, such policies should also take account of the economic viability of sites and ensure that the provision of community benefits would not be unrealistic or unreasonably impact on a site's delivery.

A community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning Applications. Affordable housing for the purposes of the land use planning system is housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers.

Future Wales – the National Plan 2040 is our national development framework, setting the direction for development in Wales to 2040. It is a development plan with 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. The document sets out the key challenges and opportunities, required outcomes and a spatial strategy for the four regions of Wales.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with sustainable development principles to act in a manner which seeks to ensure that the needs of the present are met

without compromising the ability of future generations to meet their own needs (Section 5).

The well-being goals identified in the Act are:

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

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

THE SOCIO-ECONOMIC DUTY

The Socio-Economic Duty (under Part 1, Section 1 of the Equality Act 2010) which came into force on 31 March 2021, has the overall aim of delivering better outcomes for those who experience socio-economic disadvantage. The duty has been considered in the assessment of this Application.

APPRAISAL

The Application is presented to Development Control Committee for determination given the scale and nature of the development, with the proposal representing the first Strategic Site to come forward as prescribed by the Bridgend Replacement Local Development Plan, 2024 (**RLDP**). There has also been a level of objection and correspondence raised against the scheme from residents and Ward Members.

A Hybrid Planning Application has been submitted (both Full and Outline consent) for the development of up to 850 residential units, a primary school and public open space, alongside landscaping, drainage, and green infrastructure with vehicular and pedestrian/cycle access at 'Land West of Bridgend'.

Having regard to the above, the main issues to consider in this Application relate to the principle of the development, landscape - visual impacts and design, residential amenity impact, highways - access and sustainable transport, biodiversity - green infrastructure provision and trees, drainage and the impact on the Public Right of Way (**PROW**). A further consideration is the Section 106 Legal Requirements generated by the scheme.

PRINCIPLE OF THE DEVELOPMENT

The site is considered an acceptable location for development, which has been confirmed through its allocation within the currently adopted, Bridgend Replacement Local Development Plan, 2024 (**RLDP**). The site is wholly located within the Primary Key Settlement of Bridgend as defined by Policy **SF1** Settlement Hierarchy and Urban Management of the **RLDP**. The site is also located in the Bridgend Sustainable Growth Area as defined by Policy **SP1** Regeneration and Sustainable Growth Strategy.

Policy **SP6** Sustainable Housing Strategy of the **RLDP** supports the delivery of Strategic Sites within, and on the edge of, established settlements. The proposed site constitutes a Strategic Site under Policy **SP6** and would positively contribute towards the delivery of the overall housing requirement of the Borough. The site is specifically allocated for the delivery of up to 850 residential units (including 170 affordable housing units) under Policy **SP2 (3)** – Land West of Bridgend of the **RLDP**. The principle of the development proposal is therefore fully supported and established and is considered acceptable in this instance.

This Strategic Allocation must, however, be developed in line with the site-specific policy and associated masterplan development requirements set out in Policy **PLA3** Land West

of Bridgend, Bridgend Sustainable Growth Area of the **RLDP**. Policy **PLA3** Land West of Bridgend, specifically identifies the application site to deliver a mixed-use urban extension comprising:

- 850 Residential Units
- 20% Affordable Units
- 2.3 hectares, 1.5 Form Entry, Primary School
- 10 hectares of outdoor recreational facilities and public open space, and;
- Active Travel Routes.

Specifically, the masterplan development principles for the development, which are considered instrumental to achieving sustainable places, delivering socially inclusive developments and promoting more cohesive communities, are set out as follows (Policy **PLA3** of the **RLDP**):

- a) Create a well-connected, sustainable mixed-use urban extension to Bridgend, comprising a number of character areas that integrate positively with the existing landscape, SINC, Scheduled Ancient Monument, existing housing clusters, community facilities, Active Travel Networks and public transport facilities;*
- b) Pursue transit-orientated development that prioritises walking, cycling and public transport use, whilst reducing private motor vehicle dependency. Well-designed, safe walking and cycling routes must be incorporated throughout the site to foster community orientated, healthy, walkable neighbourhoods;*
- c) Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing;*
- d) Ensure the design and layout of the site has regard to the landscape in which it sits, considering the interface between the site, Bridgend and Laleston. Visual impacts must be minimised through the inclusion of mitigation measures that provide links with the existing landscape and access features to safeguard landscape character whilst creating a sense of place. The development must not be to the detriment of the Special Landscape Area, and any development proposal must incorporate measures to reduce adverse effects and/or visual intrusion on the wider landscape;*
- e) Maintain a strategic green corridor between the site and Laleston to retain the separate identities and character of these settlements whilst preventing coalescence;*
- f) Orientate buildings to face open spaces and create active street frontages to enhance cohesiveness, foster a strong sense of place and ensure community safety; and*
- g) Provide a mix of higher densities at key points in the layout and lower densities on the rural/sensitive edges.*

In addition, Policy **PLA3** of the **RLDP** sets out the direct development requirements for the site that shall now be discussed and addressed within the context of the other key material planning matters, generated by this planning Application.

LANDSCAPE, VISUAL IMPACT AND DESIGN

Planning Policy Wales (Edition 12, February 2024) states at paragraph 3.9 that: '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.'

Policy **SP3** Good Design and Sustainable Placemaking of the Bridgend Replacement Local Development Plan (2024) (**RLDP**) states 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 full 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.

Planning Applications must be supported through the submission of appropriate design and technical information to demonstrate compliance with criteria a) to o) of Policy **SP3**, that states, amongst others, all development must:

- a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character; and,
- b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.

Policy **SP18** Conservation of the Historic Environment of the **RLDP**, promotes the need to protect, conserve and where appropriate, preserve and enhance the significance of historic assets, including their settings.

In addition, Policy **PLA3** Land West of Bridgend, Bridgend Sustainable Growth Area of the **RLDP**, specifically states that the development must provide the following requirements (amongst others):

1) 850 homes, incorporating an appropriate mix of dwelling sizes and types to meet local housing needs, including 20% affordable housing units to be integrated throughout the development in sustainable clusters of no more than ten units as per the Council's requirements;

2) 2.3 hectares of land to accommodate a 1.5 form entry primary school with co-located nursery facility and a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The financial contribution (including timing and phasing thereof) must be secured through Section 106 Planning Obligations in accordance with the Education Facilities and Residential Development SPG. The school must be accessible to new and existing residents by all travel modes, enabled by the development;

*3) Green Infrastructure and Outdoor Recreation Facilities to be delivered in accordance with Policy **COM10** and Outdoor Recreation Facilities and New Housing Development Supplementary Planning Guidance and explore the provision of enabling sensitive public access to part of Laleston Meadows **SINC** and woodland;*

16) A Community focal space in the southern part of the site by means of a concentration of appropriate mixed uses with active frontages around a central hub including the school and formal play areas and easily accessible to new and existing residents;

The Hybrid Application proposal is for a comprehensive residential led scheme at land to the West of Bridgend. The Application has been subject to significant Pre-Application discussions and workshop meetings and substantially revised and amended during a lengthy Pre-Application process and Application time frame to ensure the scheme aligns

and appropriately meets the requirements of the **RLDP** and specifically addresses the key, planning policy and development requirements of this strategically allocated site.

Submitted in effectively two parts, with Full and Outline Planning Permission being sought in this case, the development proposal seeks detailed, Full consent for the southern aspect of the site, whereby 377 residential units and associated infrastructure would be created. The second phase of the development, for the more northern aspect of the site for additional residential units (up to a total of 850 units) and a primary school, is sought in Outline at this stage (with specific details to follow through the submission of Reserved Matters Applications for this aspect of the development).

Accordingly, the Application submission, which seeks development for up to 850 homes including 20% affordable housing units, with the site layout incorporating and detailing 2.3 hectares of land to accommodate a 1.5 Form Entry Primary School with co-located nursery facility would meet the key development requirements (1 and 2) of Policy **PLA3** of the **RLDP**. Additionally, the necessary financial contributions as secured under a Section 106 Planning Obligation are also being made in this case (as discussed later in this report under the S106 Legal Contributions Section).

In terms of the proposed mix of dwelling sizes and types of units being proposed, detailed in particular for the Full Planning Application, the development proposal appears to be appropriate, compatible with its surroundings and reflective of nearby buildings and residential properties, and generally acceptable for a development of this nature and scale.

Figure 11 – House Type Examples/Visuals





As discussed, the Application has been subject to extensive negotiation and discussion, varying iterations and design improvements have been undertaken, with the final submission being supported by a Design and Access Statement (**DAS**), Environmental Statement (**ES**), Landscape and Visual Appraisal (**LVA**) and various other supporting documents that aim to demonstrate that the development is justified and would not have a detrimental impact on the surrounding area and contribute positively to the place making goals of both local and national planning policy.

The aim of the submission is to provide a high-quality development proposal in its own right and a scheme that effectively assimilates and integrates with the key, existing characters of the site and wider surroundings.

The detailed layout of the scheme establishes a new primary access point from the existing highway, A473 (new controlled junction with pedestrian crossings and enhancements), which would then form the primary spine road through the site with associated 3m wide Active Travel Route. The primary spine road/loop road would lead to a central area/community green space in line with the requirements of Policy **PLA3** of the **RLDP**; effectively creating a central island and community focal space adjacent to the school site. The central spine road would be designed to accommodate a bus route through the southern aspect of the site, supporting long term public transport connectivity.

The central area/community space would form a large area of formal and informal public open space within the southern aspect of the site and following negotiation would include the provision of an acceptable Local Equipped Area for Play (**LEAP**), Sustainable Drainage Systems (**SuDS**) features, and open green space with areas of mature trees and hedges that currently exist on the site being retained to integrate and enhance this space. Across the site, additional forms of play provision are also proposed including two Local Landscaped Areas for Play (**LLAP**) with soft landscaping forms and features, Local Areas for Play (**LAP's**), and informally through the various themes throughout the scheme including the western trim trail and maze style feature to the front of site.

In addition to forming the primary loop road and school access, from the main route through the site a network of streets, secondary and tertiary streets, and spaces supported by active travel links, green corridors and drainage infrastructure would also be created across the site in a permeable and connective manner. The residential development blocks being created would incorporate a legible and permeable manner with the proposed layout effectively being shaped and responding to the site's landscape structure, existing movement network and surrounding context. The residential scheme would establish a clear, permeable and legible framework with varying dwelling buildings and a good mix of character areas with integrated green infrastructure and pedestrian linkages.

Figure 12 - Visual of the Development proposal as viewed along the A473

CGI view along A473, showing new homes behind retained hedgerows, with varied rooflines and forms creating a softened, well-integrated edge.



The detailed aspect of the scheme proposes the construction of a total of 377 units comprising a mixture of detached, semi-detached and link properties predominantly of a two-storey design although areas of three-storey properties would be accommodated at key locations within the scheme, forming a central core largely along the main avenue through the site. The three-storey buildings would form a distinguishable and identifiable main route through the site. Lower density housing would be developed along the greener edges of the site with stone facades being incorporated into the southwestern aspect of the site (near the former Circus Field) to reflect and respond to the existing stone finishes of properties used predominantly throughout the built-up area of Laleston, including those within Laleston Conservation Area.

Across the site, the new buildings would comprise a comprehensive mix of one, two, three and four bed units with the two and three-storey design of the buildings incorporating pitched roof finishes and a mixture of brick, stone, rendered and clad facades that would be reflective and broadly in-keeping with the finishes and overall appearance of properties within the wider locality. Affordable housing units would be integrated throughout the site in sustainable clusters of no more than ten units which seeks to align with local planning policy requirements. It has also been illustrated each building would incorporate roof solar arrays, air source heat pumps (**ASHP**) and electric vehicle charging infrastructure (with appropriate levels of amenity being afforded to future residents of the site, including levels of outlook, general amenity, waste and recyclable storage and car parking).

Figure 13 – Example Street Scenes



The Outline aspect of the proposal, whilst illustrative at this stage generally identifies the site would follow the same kind of layout and general building forms of the main Full Application submission in terms of dwelling mix, form and design with the school site being subject to specific design and more detailed considerations at the Reserved Matters Application stage. The primary access would continue from the A473 into the northern aspect of the site, meandering up to the northern limits of the site. The Outline Application proposal for the site also clearly illustrates and has had regard to the need for the protection and maintenance of the Laleston Meadows Site of Importance for Nature Conservation (**SINC**) that would remain largely undeveloped and retained as part of the scheme. Specific enhancements, maintenance and management procedures would also be implemented to the **SINC**, with only sensitive **SINC** access to the public being encouraged (the Application being supported by a **SINC** management plan). The general layout of the site and overall design of the proposed development is therefore considered to adhere to development requirements 3 and 16 of Policy **PLA3** of the **RLDP** (as earlier detailed).

In addition, the proposed layout, following much negotiation is considered to provide a reasonable and appropriate level of amenity for likely future occupiers of the properties with an appropriate relationship being formed between the built form, highways infrastructure and both public and private amenity spaces across the development site. The extensive discussions held with the applicants and supporting agents have aimed to promote place making qualities, through adequate design, layout, overall density of properties and appropriate green and open space provision, whilst retaining existing green infrastructure across the site (hedges and mature trees) where practically and reasonably possible.

The submission of amended plans has ensured the retention of much of the hedges across the site (approximately two thirds of the hedgerow resource being retained) and the replanting of replacement trees and other plant species where a grouping of trees/hedges are to be removed. The retention and replacement planting scheme for the site would therefore facilitate the integration of the new development with its existing surroundings with the development also forming a new residential estate with its own character and identity.

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

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

The density of the site consists of a range of multi-tenure dwellings with an overall net density within the Full Application site of around 29.86 dwellings per hectare (based on 377 dwellings). The layout largely mirrors the general layout supporting the site at examination, and it is acknowledged that the illustrative masterplan responds to a number of constraints present on site (including the Laleston Meadows **SINC**). Higher density development is focused around key movement corridors and community hubs whilst lower density homes are proposed to define the more sensitive edges of the site and address

green infrastructure parcels. The current, overall density of the site is therefore deemed acceptable in this case, although any future reduction in density/dwelling numbers for the second phase (Reserved Matters Application), would need to be appropriately justified in accordance with Policy **COM6** of the **RLDP** and national planning policy.

It is clearly acknowledged the development of the site would mark a fundamental change to the character and landscape setting of the site that currently comprises largely open fields and grassland with the wooded Laleston Meadows **SINC** to the north-east of the site (although this feature would be retained). In acknowledgement of the scale and likely impact of the scheme in general visual terms, the scheme is supported by a Landscape and Visual Appraisal (**LVA**) that takes account of the landscape character of the site and surrounding area.

It is also noted the site falls within the Special Landscape Area (**SLA**) of Laleston as defined by Policy **DNP4(7)** of the **RLDP**. Development in **SLAs** will only be permitted where (Policy **DNP4** of the **RLDP**):

- 1) It retains or enhances the character and distinctiveness of the **SLA**;
- 2) The design of the development reflects the building traditions of the locality in its form, materials and details, and/or assimilates itself in the wider landscape; and
- 3) The proposed development is accompanied by a Landscape Impact Assessment (**LIA**), which takes into account the impact of the development and sets out proposals to mitigate any adverse effects.

The Landscape and Visual Appraisal (**LVA**) undertaken for this Application followed best practice guidance as set out in Guidelines for Landscape and Visual Impact Assessment (**GLVIA**). In accordance with the **GLVIA**, the **LVA** adopted an approach proportionate to the likely significant effects of the proposed development. The conclusions of the **LVA** have been determined via use of professional judgement, set within a structured assessment framework, and supported by reasoned justification.

The key elements of the design of the site and of relevance to the **LVA** are:

- Up to 850 residential dwellings in total (Full/Outline), with 377 of the residential houses included as detail. The proposals are for a high quality, mixed tenure residential community with distinct character areas responding to the site context and creating a sense of place. Variation in built form and density, positively fronting streets and areas of public open space;
- A new primary school;
- Laleston Meadows **SINC** woodland and wetland maintained and enhanced;
- Enhanced pedestrian and cyclist connectivity on the western edge of Bryntirion. New routes, namely an active travel route and new links to existing routes in the wider **PROW** network proposed to increase and improve access to the countryside in accordance with policy.
- A series of public open spaces (**POS**) dispersed throughout the site for formal and informal play/recreation including Local Areas for Play (**LAP**), Local Equipped Area for Play (**LEAP**) and Natural Play. A trim and trail space is also proposed, linking up a series of open spaces and there will be foraging and community opportunities incorporated into the design.
- The majority of existing hedgerows/hedge banks have been retained as part of the proposals. Landscape buffers along retained hedgerows, trees and landscape features form the framework upon which the masterplan has evolved for a multifunctional green network across the site and around the site's edge.
- Within development parcels, the greening of streets through strategic street tree planting,

soft landscaping to front gardens and a drainage strategy/integrated approach to Green Infrastructure (**GI**) to improve the street scene where built form interfaces with the internal road network.

- Additional tree planting along the western boundary to provide screening from existing development to the west; and
- Considerable areas of landscape proposals.

Through the **LVA** process the nature of the visibility of the development has been assessed and fed into the design process to minimise impacts upon landscape character. The landscape and visual sensitivities of the site have influenced the master planning process through an iterative process since the project's inception at the promotional stage. Thus, the scheme proposals incorporate a degree of integrated (or embedded) mitigation designed to avoid or reduce potential landscape and visual effects.

Extensive new tree planting would create a 'greenway' or a green visual edge to the proposed development on three sides. The overall principles of the landscape strategy are to create a new settlement edge to Bryntirion when viewed from the A473. This edge would redefine a new gateway to Bryntirion through considered architectural treatment of dwellings set back from the A473 and new tree planting along the edge to mirror the character of the south side of the road. Landscaped buffers would have multifunctional roles; as well as providing separation from Laleston, planting will enable habitat creation, and structural planting would soften the appearance of the built form over time to form a sympathetic interface between Bryntirion and the countryside to the north-west.

Although it is acknowledged the proposed development would bring the settlement edge further west and reduce the gap between Laleston and Bryntirion, the strategic greenway buffer would give rise to beneficial effects as the existing settlement edge of Bryntirion features little softening along its boundary and exerts an urbanising influence over the adjacent rural context. Street tree planting within the proposed development would also assist in the creation of a 'green neighbourhood' to assimilate the development into the wider landscape and break up the quantum of development in spatial terms.

To specifically address local planning policy the following measures have been embedded into the overall design concept:

- The Laleston Meadows **SINC** would be retained and brought into regular long-term, sensitive management and monitoring. This would protect the visual amenity and landscape character of this northern part of the site. A landscape buffer would set development back from the **SINC**, and dwellings would front onto it. The fields within the **SINC** would be improved by the proposals as well as maintained in the long term. Less sensitive areas of the **SINC** offer an opportunity for informal and natural play on site provided increased public access would not clash with its ecological function with part of the more valuable **SINC** being fenced and restricted for wildlife only.
- The site has a strong network of hedgerows, some which would be lost and the field pattern replaced by urban form. However, the majority of hedgerows and trees would be retained and enhanced and some of the character of the **SLA** within which the site lies would be retained.
- Provision of structural landscaping, a mix of native and non-native trees and shrubs is proposed throughout the site for biosecurity, diversity of ecosystems and habitat creation as well as the visual amenity of future residents. Areas of open space would be bolstered by considered structural planting to create an aesthetically pleasing urban development which is well integrated with the proposed landscape strategy and the settled landscape character currently experienced in the local area.
- Retention of existing landscape features (hedgerows and trees) where appropriate

- and as a priority for providing a desirable green framework that links with the wider green infrastructure surrounding the site; and
- A net benefit for biodiversity.

The embedded mitigation measures have enabled a considered layout to be designed in line with the constraints of the site and policy requirements. In addition to these mitigation measures, that are inherent in the land choice and within the proposals as shown on the submitted plans, the scheme would provide significant benefits for the local community including the provision of housing to meet the needs of Bridgend County Borough, formal and informal Public Open Space (**POS**), with new areas of attractive, accessible, linked **POS** across the site, which would be enhanced by sustainable drainage systems (**SUDS**) features.

The proposed development would, inevitably, change the character of the site itself from that of effectively a greenfield site on the edge of settlement to being part of the built form itself and forming a new settlement edge. Despite this wholesale change of land use, the proposal has retained a commendable amount of the existing landscape fabric on the site within the layout. Furthermore, the design has responded to open space and green edges by proposing outward facing edges across the majority of the scheme. Enhancement of retained features is proposed throughout, providing buffers to existing landscape features which would be managed. This approach would ensure the health and longevity of landscape features and provide protection and enhancement to features such as hedgerows, hedgerow trees, tree belts and woodland through the incorporation of landscape buffers. The majority of landscape features are proposed to be retained and enhanced within the scheme.

There would be noticeable landscape effects due to the loss of the open agricultural land as well as beneficial effects from the habitat creation and futureproofing the health of the retained landscape assets on the site itself. The aesthetics of the built form and the landscape strategy, which softens the appearance of the proposed development, would round off the settlement edge on a site that is defined by physical boundaries on all sides. Overall, it is anticipated within the scope of the **LVA** that the development, in keeping with the overall planning layout and mitigation measures proposed, would result in a major/moderate to moderate level of effect upon the landscape character of the site itself and the immediate site context. The Application site would be subject to the greatest change although this is predicted to diminish due to distance and intervening landform and features.

The site is within Landscape Character Area (**LCA**) 12 - Newton Down Limestone Plateau and the Laleston Special Landscape Area (**SLA**). The site, however, forms a small part of the host character area (**LCA12**). The Bridgend Circular Walk is a key characteristic relevant to the site and the adjacent country lanes, settlement patterns also contribute to the site's perceived character. There would be direct landscape effects on the Bridgend Circular Walk and possibly on the minor lanes adjacent to the site so landscape effects would be experienced at a localised level only. The majority of the **LCA** would not experience direct or indirect landscape effects as a result of the proposals. The effects on the host character area are anticipated to be no more than minor by the **LVA**.

SLA's are designated at county level for landscape protection and they are generally regarded as high sensitivity landscape receptors. Laleston **SLA** comprises a large area within which the site makes up a very small part. Hedgerows and field patterns are the most apparent key characteristics. Arable land would be lost as a result of the proposals, but the majority of the hedgerow network is proposed to be retained and enhanced by the scheme. Some breaks and removal of internal hedgerows would be required to facilitate a layout with good urban design principles. Hedgerow breaks would also be required for

access and necessary visibility splays would result in the existing rural-edge character being changed to urban and 'built'. However, the **LVA** states the effects upon the **SLA** as a whole are likely to be no more than minor, given the limited extent of key characteristics relevant to the site itself as well as the limited intervisibility with the site compared to the overall scale of the designation. Local effects may be elevated to moderate however, where there is intervisibility at close range.

A series of representative viewpoints have been assessed as part of the **LVA**, with the visual receptors likely to be impacted mostly being Public Rights of Way (**PROW**) users, road users, visitors to the area and residential receptors. Although visual effects are expected to be contained within a c.500m radius of the site's boundary for the most part. The **LVA** concludes that, the scheme has balanced the need for housing on the site whilst also taking into account the environmental constraints and opportunities identified in the various technical disciplines involved in the design team. The **LVA** has demonstrated there are adverse and beneficial landscape effects that would result from the development of this site. However, the mitigation embedded and the approach to design adhered to can deliver a biodiversity net benefit in accordance with policy requirements. It is considered that bringing the **SINC** into long term management would prevent degradation of this habitat in perpetuity, and as the proposed landscape establishes throughout the development itself, the built form would assimilate into its surroundings. Overall, the anticipated effects are not considered unacceptable from a landscape and visual perspective in the context of the delivery of a strategic housing site, and effects will be localised.

The Council's Principal Regeneration Officer and Urban Designer/Landscape Officer has reviewed the **LVA** and the Application submission and raises no principle concerns with the scheme. It is highlighted the character of the landscape would be changed as a result of this development which is acknowledged in the **LVA** and which subsequently places strong onus on the design of the development to aid the mitigation of those impacts in terms of looking into the site. The Laleston **SLA** designation also strongly recognises that field patterns play an important role in its character and appearance. It is noted the submission does state the development is seeking to retain hedgerows and undertake enhancements, however, the views onto the hedges would be impacted. Nevertheless, their retention and improvement are important to the success and greening of the scheme and limits its impact on the immediate landscape.

The visuals provided are generally appropriate and as expected within the **LVA**. The scheme does include strong bio-retention gardens throughout the detailed layout which satisfies a number of objectives including draining run off but importantly, it reduces that harsh feel of a site and introduces touches of landscaping within and throughout the scheme which is supported. Overall, given the allocation of the site and its strategic importance, the scheme as a whole would not have a detrimental impact on the character of the landscape or be at a high risk to landscape receptors.

Furthermore, the layout and form would appear to be strong and consists of a nice flow of streets with a variety of house forms. The central street appears to be well greened and would, if implemented well with the trees and soft landscaping, would form a characterful street scene with strong house type and elevations. Materials choice would be important however and, in particular, the stone finishes for the dwellings which should be conditioned.

These comments are echoed by the Council's Conservation Officer who, following the undertaking of site visits, is also generally supportive of the scheme but suggests that the stone finishes for the dwellings in the south western aspect of the site in closest proximity to Laleston should be appropriately controlled through a planning condition and fully

agreed prior to implementation on those particular dwellings (ensuring they are respectful to the finishes utilised throughout the nearby Laleston Conservation Area).

In summary, with due regard to the supporting information submitted, the level of negotiation and design changes and improvements undertaken during the processing of this scheme, coupled with the positive comments of consultees including the Council's Conservation Area and Design Officer's, the visual appearance, design and landscape impacts of the development are on balance, generally acceptable in this location, in accordance with Policies **SP3**, **SP17**, **SP18**, **PLA3**, **COM6** and **DNP4** of the **RLDP**. On balance, the scheme therefore raises no serious or adverse landscape, visual amenity or design concerns. The associated landscape and visual impacts of the development and associated buildings, both individually and cumulatively, would only be of a local relevance/importance and would not give rise to any significant wider environmental or visual effects.

A condition is however attached to the recommendation requiring additional detailed specifications/samples of the materials/finishes proposed for the development (stone finished properties) to ensure the proposal successfully assimilates with its surroundings, without an unreasonable adverse impact on the surrounding character and appearance of the area.

RESIDENTIAL AMENITY IMPACT

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

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

Policy **DNP9** Natural Resource Protection and Public Health of the **RLDP**, further advises that development proposals will only be permitted where it can be demonstrated that they would not cause a new, or exacerbate an existing, unacceptable risk of harm to health, biodiversity and/or local amenity due to (amongst others): air pollution; noise pollution, light pollution and any other identified risk to public health or safety.

Having regard to the submitted layout, elevation and cross section plans, including the size of the site, its characteristics and level of screening/planting and the scale parameters of the residential units and associated garden spaces, it is considered that the site is capable of accommodating a substantial number of residential properties which would benefit from a reasonable degree of amenity and would not detrimentally harm the levels of amenity currently enjoyed by existing properties within the locality to such a degree to warrant the refusal of the planning Application. It is considered that the site can be developed (including the provision of a primary school) without unreasonably impacting the amenities of neighbouring properties, particularly with regards to dominance and loss of light, outlook and privacy.

The formally adopted Supplementary Planning Guidance (**SPG**) 02 - Householder Development (adopted in December 2008), sets out objectives that define development that is likely to be acceptable. Whilst the **SPG** relates to householder development it is considered that the principles of the **SPG** are generally relevant to this Application. The **SPG** identifies broadly accepted, set distances between habitable room windows within

new development and existing development. It advises that 21 metres between habitable room windows should be achieved with 10.5 metres of garden space usually required to be established between new habitable room windows and neighbouring property boundaries. Following careful review, the proposal largely meets these requirements, particularly in achieving appropriate offset distances between the established dwellings that exist around the borders of the Application site and the proposed new residential units.

The nearest residential properties to the east of the site, are situated along Hill View (linear residential street of largely semi-detached properties with a number of these buildings comprising split level, flat style accommodation) and Clos y Llwyfen (five properties).

Properties within Clos y Llwyfen are orientated away from and appropriately offset and screened from the development site to experience no harmful loss of amenity; with the proposed low level, largely underground pumping station being proposed within the extent of the south-eastern corner of the Application site.

Figure 14 – Aerial view of the eastern boundary of the site and existing properties within Bryntirion



Residential properties along Hill View are predominantly spacious, semi-detached style dwellings in appearance (often accommodating two units of flat style accommodation) that back onto the Application site. These properties benefit from relatively large, linear garden spaces that overlook/are abutted by the open fields that currently characterise the Application site. Whilst it is inevitable the general outlook and views from the rear of these properties would significantly alter and change as a result of the new development being proposed in this area, an acceptable level of amenity and offset distances between the existing and new properties, on balance, would be achieved. The existing garden lengths of the properties that back directly onto the Application site range from approximately 30 metres to 17 metres. The proposed dwellings that would directly back onto the properties along Hill View on the eastern boundary of the site would also benefit from rear garden spaces of a minimum distance of 10.5 metres which accords with general guidance (**SPG 02 - Householder Development**) and would ensure an appropriate separation distance is created between the properties. Distances between habitable room windows would be in excess of the 21 metres generally required and encouraged with the separation distances ensuring no adverse overlooking, dominance, overbearing impact or general loss of amenity is likely along the eastern boundary of the site. Properties further north along Hill View would be further buffered from the site and the proposed development (including the new primary school) by the existing dense woodland which would be retained as part of the scheme.

Directly to the west of the application site is a small scattering of residential properties that are accessed via the narrow lane off the A473. These properties include, Ton Philip,

Rhosla and Mayfield (Mews) and as illustrated below, the development (Full Application) would be erected in close proximity to the boundaries of these properties (**Figure 15**):

Figure 15 - Relationship of new development to the existing properties on the western boundary of the site



Representations received from the nearby occupiers in this area raise general concerns that the scheme fails in its approach to safeguarding the relationship with existing properties located on the edge of Laleston, resulting in very little space and buffers between the existing properties and the new development. It is also stated appropriate landscaping needs to be retained and introduced to safeguard the privacy levels of existing properties.

Again, whilst the general openness and feel of the existing fields that adjoin the properties to the west of the site would undoubtedly alter and significantly change as a result of the development proposal, the scheme has been designed and developed to retain appropriate offset distances, incorporate buffers and sympathetic design details, to safeguard and protect existing nearby residential properties and to comply with planning policy and guidance in this respect. As such, the scheme is generally considered respectful to the levels of residential amenity currently enjoyed by the nearest neighbouring properties. Proposed properties in this area of the development site would again benefit from adequate garden spaces and separation distances from the existing properties with no habitable room windows unduly or unreasonably overlooking the existing properties (it is also understood the developer has undertaken direct discussions with occupiers in this area to ensure buffer zones have been introduced for the development).

Further west of the site is the general built-up area of Laleston, although residential properties within this historic village are adequately offset from the development site to experience no direct loss of privacy or adverse residential amenity issues because of the scheme.

To the north of the development site is largely open countryside and to the northeast, would be the retained Laleston Meadows **SINC** offsetting the scheme from properties further north, along Hill View and within Bryntirion generally.

To the immediate south of the development site is the A473 highway beyond which is tree lines and grassed fields. Further south is the western aspect of the large Broadlands housing estate although the proposed development is unlikely to result in direct loss of residential amenity issues to residents of the Broadlands Estate.

Lighting

In terms of lighting, a general external lighting report/plan has been prepared by the developer with the strategy being designed to minimise any impacts on amenity, and it is unlikely that the height and strength of the lighting in and around the site would have any negative impact on residential occupiers that currently adjoin the site. A condition has also been recommended and can be imposed, should Planning Permission be granted, to ensure the final design of the lighting scheme across the site is completely satisfactory and would fully safeguard the level of light emissions and the ecological value of the site and its immediate surroundings (as requested by both the Council's Ecologist and Natural Resources Wales).

Noise

The Application has been supported by a Noise Assessment that has been carefully reviewed by the Council's Shared Regulatory Services (**SRS**) Officers who raise no objection against the scheme. The Noise Assessment, undertaken by '*In-Acoustic*' is based on detailed environmental measurements at the site and a supplementary modelling exercise and considers internal and external noise criteria for the proposed residential properties.

The assessment has identified that the site is almost entirely categorised as Noise Exposure Category A (**NEC**) of TAN11 (Noise) (i.e. noise need not be considered as a determining factor in granting planning permission), with BS8233:2014 - compliant internal noise levels being achieved in most areas with windows partially open for ventilation. In those areas of the site that are more exposed to road traffic noise arising from the A473, the application of typical, thermally insulating facade treatments will be suitable, meaning that acoustic requirements should not steer the dwelling design. The assessment has also identified that the residential development can be brought forward with BS8233:2014 - compliant noise levels within all private external amenity spaces. The Assessment demonstrates and sufficiently concludes that the proposed development is predicted to meet relevant planning requirements and sufficiently demonstrates that noise should not be considered an impediment to the granting of planning permission for residential development at the site.

The Council's **SRS** Officer, who has been involved in Pre-Application discussions for the development and ongoing dialogue with the developers, has advised they raise no objection against the scheme. However, appropriately worded conditions, should Planning Permission be granted for the development are suggested accordingly to ensure the scheme raises no adverse noise concerns. Conditions in respect of the Full Application relate to the installation of appropriate glazing and trickle vents to properties that border the A473, and measures (boundary treatments shall be installed) to safeguard the properties in close proximity to the school site and A473, along with a condition to control

sound levels from Air Source Heat Pumps (**ASHP**'s). In respect of the Outline aspect of the Application, conditions are suggested to control likely noise emissions from the proposed school site (and light spill) and control noise levels of **ASHP**'s also.

In summary, on the basis of the information presented and the careful consideration of the scheme by **SRS** Officers who have raised no objections to the proposal, the scheme is unlikely to generate serious or adverse noise concerns for existing neighbouring occupiers or likely future occupiers of the site.

Air Quality

The Hybrid Application is also supported by an Air Quality Assessment undertaken by '*Logika Group – Air Quality Consultants*' that has been reviewed again by Shared Regulatory Services Officers who also raise no objection against this aspect of the proposal.

The Assessment aims to demonstrate that future residents and users of the proposed development would experience acceptable air quality, with pollutant concentrations below the air quality objectives. The proposal would also generate additional traffic on the local road network, but the Assessment indicates that there would be no significant effects at any existing sensitive receptor, including due regard to the Park Street Air Quality Management Area (**AQMA**) as declared by the Local Authority for exceedance of the annual mean nitrogen dioxide (**NO2**) objectives.

Nevertheless, in order to minimise emissions, the development would have adequate pedestrian and cycle access, potential for new bus stops to encourage use of public transport, and the provision of electric vehicle charging infrastructure. A Travel Plan has also been prepared (secured by condition) to encourage the use of sustainable transport.

Overall, the operational air quality effects of the proposed development are judged to be 'not significant'.

The Shared Regulatory Services (**SRS**) Officer who has reviewed the submitted Air Quality Assessment has commented as follows:

'An updated detailed Air Quality Assessment (**AQA**) has been undertaken to assess the impact of vehicular emissions from the proposed mixed-use development of *Land West of Bridgend*. Approved methodologies have been used for dispersion modelling of pollutants nitrogen dioxide (**NO2**), and particulate matter (**PM2.5**, **PM10**) at existing receptors within Bridgend and proposed development receptors, with the primary focus on the impact of vehicles generated by the development on Park Street **AQMA**. Model verification has been carried out accordingly, and adjusted correction factors have been applied after comparison with existing monitoring sites. This ensures a robust prediction of modelled concentrations, particularly within the sensitive **AQMA** location.

Projected concentrations for **NO2** and **PM** have been calculated. Four receptors, located within the existing area of exceedance within Park Street **AQMA**, display a slight adverse impact for **NO2** concentrations if the development was fully operational in 2026, with an average **NO2** contribution of 1.3µg/m³. Concentrations of **NO2** are predicted to be within the Annual Quality Objective (**AQO**) limit for **NO2** at all receptors within both the 'without scheme' and 'with scheme' scenarios in 2026. All other modelled receptors within the assessment display a negligible impact for **NO2**. Impacts for **PM2.5** and **PM10** are deemed negligible. An important consideration for the assessment is that the 'with scheme' scenario is based on the development being fully operational by 2026. Therefore, the assessment is conservative with regard to the contribution of pollutants and total air pollutant concentrations. In general, air quality improves over time due to improvements to

vehicle technology and the phasing out of older vehicles, in particular those that produce diesel emissions.

Using the most recent data set from the 2024 monitoring programme carried out by Shared Regulatory Services (**SRS**), exceedance of the Air Quality Objective (**AQO**) limit for **NO2** is evident at two monitoring receptors within Park Street **AQMA**. However, there has been an improving trend in **NO2** concentrations since 2017. As the development is unlikely to be fully operational by 2034, air quality conditions within the Park Street **AQMA** are likely to be improved further with no risk to the existing **AQO**. This is supported by assessments carried out for Park Street **AQMA** Air Quality Action plan (**AQAP**), which predict that the **AQMA** may be suitable for revocation by 2027. Within the **AQAP**, measure 18, a restriction of traffic entering St Leonards Road from Park Street was found to have benefits in terms of reducing congestion and improving air quality within the existing area currently exceeding the **AQO** for **NO2**. This measure is currently on hold; however, implementation of this measure is likely to improve air quality further with additional traffic generated by the development and should be considered.

In conclusion, the **AQA** for the mixed-use development of land west of Bridgend is conservative and based on being operational by 2026. As the development is not expected to be completed by 2034, air quality within the Park Street **AQMA** is likely to be substantially improved by this time and assessments in support of the **AQAP** have predicted revocation may be possible by 2027. By 2034, vehicular emission contributions as a result of the development are also likely to be less than those predicted within the assessment. Both of these factors may reduce the impact descriptor ratings within the current assessment. There is some level of uncertainty related to projected future emissions. However, using professional judgement and considering the full completion of the development being in 2034, it is unlikely that the development will contravene any national or local policies, including the **AQAP**, related to air quality within the existing legislative framework’.

In summary, on the basis of the information presented and the careful consideration of the scheme by **SRS** Officers who have raised no objections to the proposal, the scheme is unlikely to generate serious air quality concerns.

Health and Well-Being

Policy **SP8** Health and well-being of the **RLDP** states that ‘health inequalities will be reduced and healthy lifestyles and choices encouraged by ensuring that development proposals:

1. Reflect the spatial distribution of need for healthcare provision, ensuring such proposals are accessible by non-car modes and have the potential to be shared by different service providers;
2. Create sustainable places that accord with the principles of placemaking (refer to **SP3**) to support climate change mitigation and adaptation;
3. Are supported by appropriate social infrastructure and community facilities (refer to **SP9 & SP10**);
4. Are supported by a Health Impact Assessment (**HIA**) where appropriate (major developments must be supported by a **HIA**, which demonstrates how the proposal will result in beneficial effects (and avoid adverse impacts) on the key determinants of health in the County Borough);
5. Promote a healthy lifestyle through the utilisation of the physical and built environment, in particular maintaining and/or enhancing the extent, quality and connectivity of the Active Travel and Green Infrastructure Networks; and
6. Protect (and where possible enhance) safety, security and resilience and do not result in significant risk to life, human health or well-being, particularly in respect of air, noise, light, water or land pollution.’

In relation to Criterion 1, Cwm Taf Morgannwg University Health Board submitted a response regarding the **RLDP**. Within this response, it was noted that the new Bridgend Health and Wellbeing Centre is designed to accommodate approximately 23,000 patients, addressing the forecasted population growth in Bridgend over the plan period.

Cwm Taf Morgannwg University Health Board have also raised no objections to the specific Hybrid Application submission, commenting that they welcome the submission of the **HIA** and appreciate the consideration to their input. The **HIA** has been reviewed and no further comments are raised.

It is also considered the proposal generally accords with the aims and principles of good placemaking with the site being appropriately served by infrastructure and community facilities including a new primary school, public open space, recreational areas, and safe pedestrian and cycle links to existing shops and the local amenity and public open space provision within the wider areas of Bryntirion and Laleston.

Furthermore, it is again acknowledged that a Health Impact Assessment (**HIA**) has been undertaken in support of the Application, following the template provided by Bridgend County Borough Council (**BCBC**). The development has been assessed against identified health and well-being determinants and population groups, as well as additional themes identified by **BCBC**. This is considered to adequately satisfy Policy **SP8** of the **RLDP**, and the scheme generally meets health and well-being objectives set within local and national planning policy and guidance.

Overall, the layout and design of the scheme, coupled with the extensive supporting information and evidence base, illustrates that the scheme raises no serious residential amenity, environmental impacts, health implications, nor general amenity concerns to such a degree that would harmfully impact existing or future residents within the locality. It is therefore considered that the development would comply with Policies **SP3 (k)**, **SP8** and **DNP9** of the **RLDP** 2024, and the Council's Supplementary Planning Guidance **SPG02: Householder Development**, in respect of neighbouring amenity protection and safeguarding general levels of amenity enjoyed within the area.

HIGHWAYS, ACCESS AND SUSTAINABLE TRANSPORT

A key objective of Planning Policy Wales (Edition 12, February 2024)(**PPW**) is to ensure that new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities. This will be achieved through integrating development with sustainable transport infrastructure and designing schemes in a way which maximises provision and use of sustainable forms of travel, including prioritising these modes over the private car. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity and realising the goals of the Well-being of Future Generations (Wales) Act 2015.

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

Policy **PLA11** of the adopted **RLDP** 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.

In line with Policy **PLA3** of the **RLDP** the development must also provide the following requirements (highways):

- 4) On-site highway improvement to ensure the principal point of vehicular access is achieved from a new signalised junction with the A473 at the southern boundary; the junction will accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route BRC9b on the southern side of the A473;*
- 5) A primary street, accommodating a shared foot/cycle path and street planting, to provide access to the development area, the new Primary School and Community Green.*
- 6) A Green Travel Corridor by closing Llangewydd Road to motor vehicles (except emergency) between Bryntirion to where it joins the lane running north to south;*
- 7) Off-site highway improvements with regard to the requirements arising from the Transport Assessment and as identified in the Transport Measures Priority Schedule / Infrastructure Development Plan;*
- 8) Provide on-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A473, with Bryntirion Comprehensive School and Bridgend Town Centre (including the bus station and train station). New routes should be provided to accord with the proposed routes within the Council's ATNM: INM-BR-52, INM-BR-55, INM-BR-57, INM-BR-58, INM-BR-127 and 2120;*
- 9) Provide a new shared cycle / footway on the northern side of the A473, connecting the site with active travel route INM-BR57 linking to the shops at Bryntirion to the east, and a widened footway to the west of the site to provide a connection to the eastbound bus stop on the A473;*
- 17) Locate new pitches as an accessible focal point within the new neighbourhood and provide strategic links to Bryntirion Playing Fields, Penybont Football Club and Cylch Meithrin Gwdihw Community Centre.*

The Application and supporting Transport Assessment (**TA**), Environmental Statement (**ES**) Travel Plan Framework, Road Safety Audit and Transport Notes, have been submitted to support the proposal and aim to illustrate the schemes compliance with planning policy.

It is noted that the submitted Transport Assessment (**TA**) (prepared by **SLR**) indicates that the principal point of vehicular access would be located from a new signalised junction with the A473 at the southern boundary. The junction will also accommodate a new-shared use crossing to connect the internal cycleway/footway with the existing active travel route (BRC9b) on the southern side of the A473. In addition, the supporting **TA** and site layout indicates the presence of a primary street, which would accommodate a shared foot-cycle path measuring 3m in width, to provide access to the development area, including the new primary school and central community green. The **TA** and site layout also indicates that there would be an introduction of a prohibition of driving traffic onto Llangewydd Road between Bryntirion to enable a Green Travel Corridor to be provided.

The supporting **TA** and submitted plans set out the following highway improvements:

- Broadlands Roundabout – to be upgraded to a signalised junction with improved Active Travel crossing.
- A473 Site Access – Safe access requires a 3-arm traffic signal-controlled junction with the A473.
- The proposed development will provide pedestrian and cycle linkages along the A473, connecting to Bryntirion Comprehensive School and Bridgend town centre. It also seeks new and improved pedestrian link to existing bus stops located along the A473. An upgraded shared footway / cycleway on the northern side of the A473

would be provided.

- Prohibition of driving of motor vehicles on Llangewydd Road at the point where it joins Bryntirion to the east, and approximately 300 west of this point near the S bend to enable a future active travel route connecting the site to Bryntirion.
- Dropped kerbs and tactile paving, along with widened footways within the locality.

The above measures seek to illustrate the proposals broad compliance with Policy **PLA3** development requirements, with the **TA** highlighting the site is well placed in terms of existing and future connectivity opportunities. It forms a natural extension to the existing urban area of Bridgend and the good sustainable travel provision available is an excellent starting point for creating a fully integrated and socially inclusive community west of Bryntirion.

The scheme and supporting information have been carefully considered in respect of the transportation and access implications of the proposal, and as earlier highlighted the proposal has been subject to extensive and prolonged negotiations and engagement with the Highway Authority.

The Highway Authority have carefully considered the revised submission and advised the latest, amended proposals are now deemed acceptable. The following observations are provided.

Principle of Development

The Application seeks hybrid planning permission for the development of Land West of Bridgend, also known as Parc Llangewydd. The site is allocated for strategic mixed-use development under Policy **PLA3** of the adopted Bridgend Replacement Local Development Plan, 2024 (**RLDP**). The principle of development at this location has therefore effectively been established through the statutory development plan process. The role of the Highway Authority is not to revisit the principle of the allocation, but to ensure that the access strategy, strategic highway mitigation, active travel provision, internal layout and parking arrangements are acceptable and, importantly, that the development secures and does not prejudice the strategic highway improvements identified through the **RLDP**, namely the Broadlands roundabout junction upgrade, for which this allocation is the principal delivery mechanism.

Independent technical review and ongoing engagement

Given the strategic importance of the A473 and A48 corridors and their central role in the delivery of the **RLDP**, the Highway Authority has been assisted by Link Transport Planning as an independent consultant to undertake detailed technical reviews of the submitted information accompanying this Application. This process has ensured that the development and proposed mitigation are rigorously tested against a range of future-year and cumulative scenarios, including the interaction with the recently consented Craig Y Parcau development and other strategic allocations, so that the Highway Authority's position is informed by robust and proportionate advice.

The review has been reported through a series of project notes issued to the applicant and discussed in regular multi-disciplinary meetings between the Council and the applicant's technical team. The matters arising from the technical reviews have been dealt with through design iterations where possible, and those outstanding are considered capable of resolution through detailed design and condition and do not alter the acceptability of the scheme in principle.

The Highway Authority has also been actively and consistently involved throughout the determination process, through a programme of project, planning, and highway meetings, and correspondence with the Council's officers, Llanmoor Homes, SLR Consulting, and

the wider professional team; and the Highway Authority acknowledges the constructive and continued engagement of all parties in reaching a coordinated and deliverable outcome.

Site Access (A473)

Vehicular access to the development is taken from the A473, by way of a new signal-controlled junction, as shown within the submitted drawing package. The A473 junction is the permanent means of access to the site and is distinct from the A48/B4622 Broadlands junction upgrade, which is secured separately as strategic highway mitigation and is not relied upon as the means of access to the development. The Highway Authority is satisfied that a signal-controlled arrangement is the appropriate form of access at this location, providing controlled entry and egress and the opportunity to incorporate controlled crossing facilities for pedestrians and cyclists.

Swept path (vehicle tracking) analysis has been provided for the proposed access and demonstrates that the largest anticipated vehicles, including refuse and service vehicles, can enter, leave and manoeuvre at the junction satisfactorily without recourse to inappropriate movements. The Highway Authority is satisfied that the vehicle tracking provided is acceptable. The detailed junction geometry, visibility splays, signal layout and staging will be finalised through the Council's highway agreement and technical approval process and informed by the appropriate stages of Road Safety Audit.

The A473 access will be delivered together with a package of associated active travel improvements, including controlled crossing facilities and shared-use pedestrian and cycle connections linking the development into the surrounding active travel network, together with the bus stop infrastructure (raised boarding kerbs, shelters and seating). These works support safe, direct and convenient access by walking, cycling, wheeling and public transport from the outset, consistent with the Active Travel (Wales) Act 2013 and Policy **SP5** (Sustainable Transport and Accessibility) of the **RLDP**.

The proposed A473 signal-controlled access is accepted in principle, subject to detailed design and technical approval. The Stage 1 Road Safety Audit undertaken for the scheme did not identify any issues with the proposed site access that cannot be resolved at the detailed design stage.

The need for a secondary emergency access has been considered and, following discussions with South Wales Fire and Rescue Service, a dedicated secondary emergency access is not required. Notwithstanding this, heavy-duty highway apparatus is located at or immediately adjacent to the A473 access and could, in exceptional circumstances, temporarily obstruct the principal access. The site layout therefore retains the option for an informal emergency access via the unclassified lane running north to south along the western site boundary, providing additional resilience in such circumstances. This route is not relied upon as the primary or dedicated emergency access for the purposes of determining the Application.

Internal layout, access and parking

The Application is made in hybrid form. Matters of internal estate road layout, detailed residential access arrangements and parking provision will be controlled through condition and, where reserved, at reserved matters stage. The internal road network will be required to be designed as an adoptable layout providing appropriate carriageway and footway widths, visibility, turning, refuse and emergency access arrangements, secured through the highway technical approval and Section 38 process. Residential parking provision will be required to accord with the **BCBC** Parking Standards (**SPG17**), applied flexibly in accordance with Planning Policy Wales (Edition 12), which supports lower levels of provision in support of sustainable travel while having regard to local car ownership. The

overall planning layout and parking provision as shown on the submitted details are to be secured by condition. Electric vehicle charging, garage internal dimensions and secure, covered cycle parking would also be secured by condition.

Strategic highway context: the Broadlands Roundabout improvement

A critical highway matter for this allocation is the upgrade of the existing A48/B4622 Broadlands Roundabout to a staggered signal-controlled junction arrangement. This improvement is not a site-specific measure for Parc Llangewydd alone. It forms a critical component of the co-ordinated strategic highway mitigation identified through the **RLDP** and its supporting Strategic Transport Assessment (2021), prepared by Mott MacDonald, independently examined and endorsed through the **LDP** examination to address the cumulative impact of strategic growth throughout the County Borough. The scheme serves multiple allocations across the corridor, including Craig Y Parcau, Land South of Bridgend (Island Farm), Porthcawl Waterfront and Land East of Pyle, and its timely delivery is fundamental to the overall deliverability of the **RLDP**.

The current **SLR** Broadlands junction design (drawing 425.000776.00001_PD14) is an evolution of the improvement scheme promoted, tested and endorsed through the **RLDP** process. It is noted that the proposed junction improvement differs from the scheme originally tested and agreed at **LDP** stage, the applicant's evidence indicates that the promoted scheme nonetheless achieves capacity benefits comparable to those tested in the Strategic Transport Assessment, reflecting the conservative nature of the original strategic testing. The Highway Authority is content with this position in principle. A definitive design for the Broadlands junction upgrade has not yet been finalised and drawing PD14 remains indicative, the full detailed design is to be developed through the Council's highway agreement and technical approval process, in accordance with the Transport Assessment and so as to incorporate and integrate the consented Craig Y Parcau A48 access into the final junction arrangement (secured by condition).

A Stage 1 Road Safety Audit has been undertaken in respect of the consented Craig Y Parcau A48 access, which has been designed so that it can form part of the future staggered junction arrangement. The definitive Broadlands junction scheme will be subject to the appropriate Road Safety Audit stages as part of detailed technical approval.

The A48 in the vicinity of the Broadlands junction is to be designed on the basis of a 40mph environment, consistent with the corridor's function as an important distributor and relief route, with the existing 50mph limit reduced by Traffic Regulation Order and the necessary signage, road markings and high-friction surfacing provided where required.

The Highway Authority is satisfied that a 40mph arrangement is physically deliverable, having regard in particular to the consented Craig Y Parcau junction works, which are designed for a 40mph environment and form a substantial first element of the ultimate staggered arrangement. Traffic Management has confirmed support in principle for the reduction to 40mph. The current Broadlands general arrangement drawing PD14 has been prepared on the basis of a 30mph environment and will therefore need to be updated through detailed technical approval to reflect the 40mph design environment. Shared-use and verge buffer widths shall similarly be confirmed at detailed design to accord with Active Travel Act Guidance for the adopted 40mph design speed.

The Highway Authority is satisfied that these road safety and design matters are capable of being resolved through detailed design and technical approval. A full package of detailed design for the off-site strategic highway works, integrating the consented Craig Y Parcau A48 access, is therefore required to be submitted and approved prior to the beneficial occupation of the 100th residential unit, well in advance of the delivery trigger (beneficial occupation of the 250th residential unit).

Relationship with the consented Craig Y Parcau Development

The Parc Llangewydd allocation is closely related to the nearby Craig Y Parcau residential site, which was resolved to grant planning permission, subject to S106 agreement, on 11 June 2026. The Highway Authority has maintained a clear and consistent position that development at Craig Y Parcau could not rely on the continued operation of the existing Broadlands roundabout, precisely so that the roundabout can in due course be removed and replaced by the strategic staggered signal-controlled junction associated with Parc Llangewydd, which will provide significant capacity and highway safety improvements. Consistent with that position, the Craig Y Parcau consent secures a three-arm signal-controlled access junction on the A48, located to the west of the existing roundabout, designed so that it aligns with, and does not prejudice, the future staggered signal-controlled junction to be delivered through this allocation. The two consents are therefore mutually reinforcing: Craig Y Parcau provides an access arrangement capable of being integrated into the Parc Llangewydd strategic junction, together with early active travel improvements that include a controlled crossing of the A48 immediately to the east of that access (to the west of the existing roundabout) and a separate standalone controlled crossing on the eastern side of the A48 (to the east of the Broadlands roundabout, this is the A48 PRoW eastern crossing addressed below), together with associated crossing points on the B4622 to the north of the roundabout. Parc Llangewydd will deliver the strategic junction capacity upgrades along with further active travel enhancements.

The new A48 controlled crossing associated with the Craig Y Parcau access, immediately to the east of that junction, will form part of the final Broadlands upgrade, as that upgrade involves carriageway widening, Parc Llangewydd will be required to adjust and integrate that crossing as part of the full improvement scheme.

The new standalone controlled crossing on the A48 to the east of the Broadlands roundabout (the A48 PRoW eastern crossing) addresses an existing road safety deficiency that will be compounded by traffic increases and is a need that exists irrespective of which development brings the crossing forward. This section of the A48 carries significant traffic at speed, lies on Active Travel Network Map routes INM-BR-48 and INM-BR-128, is crossed by existing Public Rights of Way (with pedestrian crossing warning signage present approximately 80 metres east of the junction), and has a recorded history of personal injury collisions.

The Highway Authority therefore requires the provision of a signal-controlled pedestrian and cycle crossing in this location, no later than the beneficial occupation of the 249th residential unit and secured through condition, given the speed and volume of traffic, an uncontrolled crossing is not considered appropriate. The consented Craig Y Parcau development is separately required to provide an equivalent crossing on the eastern side of the A48 prior to its first beneficial occupation. This is acknowledged in the applicant's Technical Note TN04, and the Highway Authority agrees that duplication of provision should be avoided. Accordingly, the Parc Llangewydd obligation falls away only to the extent that an equivalent permanent signal-controlled crossing, designed in accordance with Active Travel Act Guidance and retained for public use, has already been provided and made available for public use through the Craig Y Parcau development, if that equivalent facility is not delivered, Parc Llangewydd remains responsible for securing the permanent eastern crossing.

The access strategy for Parc Llangewydd is accepted in principle and the preliminary design work undertaken for both the Craig Y Parcau and the Parc Llangewydd sites provides sufficient reassurance that the full **LDP** junction scheme can be delivered in a staged and coordinated manner.

It is acknowledged that controlled active travel crossing facilities along this corridor will result in some reduction in vehicular capacity to what could theoretically be achieved. This is considered a necessary and proportionate outcome: the safety and active travel benefits clearly outweigh the capacity implications, and the case does not depend on any single collision cluster. However, this approach is consistent with the Active Travel (Wales) Act 2013 and associated design guidance, with the sustainable transport hierarchy in Planning Policy Wales (Edition 12), which places the safety and convenience of pedestrians and cyclists above general traffic capacity, and with the Highway Authority's duties under the Well-being of Future Generations (Wales) Act 2015 to secure a healthier and more sustainable Wales.

Broadlands Roundabout junction upgrade delivery trigger

A key matter through the determination process has been the timing of delivery of the Broadlands Roundabout replacement signalisation scheme. The **RLDP** and its Infrastructure Delivery Plan were adopted on the basis that this strategic mitigation would be delivered at the earliest appropriate opportunity, a position agreed with the site promoters during the **LDP** process.

The applicant's delivery position has moved progressively and positively through the determination process, from an initial position of delivery by the 450th dwelling, to the end of Phase 1 (377 dwellings), and subsequently, through Technical Note TN04, to acceptance of the 350-dwelling trigger recommended through Link Transport Planning's review. Following further constructive discussion, the applicant has agreed to bring delivery forward again, to prior to the beneficial occupation of the 250th residential unit. This commitment is strongly welcomed by the Highway Authority and accords with the strategic intent of the **RLDP** that the mitigation is delivered at the earliest appropriate opportunity.

The agreed trigger also provides important assurance in respect of the interim period. At the anticipated build-out rate for the site of circa 100 dwellings per annum, as confirmed by the applicant, the junction upgrade would be expected to be delivered within approximately two and a half years of first beneficial occupation. Accordingly, no more than 249 residential units may be beneficially occupied unless the full Broadlands Roundabout replacement signalisation scheme, including all compliant pedestrian and cycle crossing facilities, has been completed and made available for public use. The trigger is deliberately related to the occupation of dwellings rather than to a fixed date: the requirement for the junction upgrade arises from the traffic generated by occupied dwellings, and a slower rate of build-out would also slow the rate at which that traffic arises, with the interim position, assessed as acceptable for up to 249 occupied dwellings (the technical assessment considered up to 350 occupied dwellings), simply accruing more gradually. In the event that another allocation served by the junction comes forward in a manner that materially relies upon the Broadlands junction capacity in advance of this trigger being reached, the Highway Authority would address that reliance through its assessment of the relevant Application, and any necessary mitigation would be secured through that consent.

The Section 106 agreement shall secure the corresponding positive delivery obligation by the 250th beneficial occupation trigger. The 250-unit trigger reflects the specific circumstances and delivery programme of this allocation and must not be relied upon as a precedent for, or to justify, a later trigger at this or any other Application.

Additional Active Travel Improvements

Beyond the crossing facilities described above, the development will deliver a wider package of active travel improvements, including the strategic A48 crossings associated with the Broadlands junction upgrade and a high-quality active travel route along the section of Llangewydd Road, which may be subject to a prohibition of driving or an

equivalent alternative arrangement (to be delivered in Phase 2 of the scheme and subject to continued stakeholder engagements). This route is critical in connecting the northern part of the site (Phase 2) with the existing Bryntirion community and the local secondary school, and the majority of local facilities, services, schools, public transport links and the wider active travel network lie to the north of the A48. The delivery of these active travel connections is a requirement of allocation **PLA3** and Policy **SP5** (Sustainable Transport and Accessibility) of the **RLDP**.

The wider package of off-site pedestrian and cycle improvements as detailed through the submission shall be provided in phases to the point at which element is needed; the developer-delivered A473 site frontage access and enabling active travel works are required before any residential unit is beneficially occupied, the Council-delivered A473, Oaklands Road and Park Court Road improvements are to be secured no later than the beneficial occupation of the 200th residential unit, the active travel elements forming part of the Broadlands upgrade are delivered with that scheme, and the Llangewydd Road connection is required before the first beneficial occupation of Phase 2. This replaces a single end-of-Phase-1 trigger and ensures that the most important connections are available when they are first required.

The applicant has also provided an updated active travel design which addresses a missing section of the active travel network at the A473/B4622 signal junction. The works comprise revised signage, the provision of tactile paving and the upgrade of the existing crossing to a toucan (signal-controlled pedestrian and cycle) crossing. This upgrade completes the continuity of the active travel network through the junction and is welcomed by the Highway Authority. These works are to be secured through the Section 106 agreement.

The active travel function of Llangewydd Road is best secured by managing or removing through-traffic along the relevant section of Llangewydd Road. The Highway Authority is aware that objections to the proposed Traffic Regulation Order have been received during early scheme engagement, including from the local community council and elected Members. Having considered those representations, the Highway Authority acknowledges that the final scheme may be subject to change. The Highway Authority also notes the responses provided in the applicant's Technical Note TN04 to the matters raised through that engagement, including in relation to enforcement and the physical restraint of motor vehicles, which indicate that the matters raised are capable of being addressed through the detailed design of a self-enforcing scheme, these will be considered further through the relevant statutory processes. However, it is critical to the success of the development that a high-quality, safe, direct and inclusive active travel route must be delivered along this corridor, given the narrowness of the lane, lack of formal active travel provision, and the expected usage for school children associated with Phase 2 of the site development. This position accords with the sustainable transport hierarchy in Planning Policy Wales (Edition 12), which prioritises walking, cycling and wheeling over the retention of general through-traffic, and with the Highway Authority's duties under the Well-being of Future Generations (Wales) Act 2015, and with Policy **SP5** (Sustainable Transport and Accessibility) of the **RLDP**, which requires development to accord with the sustainable transport hierarchy and to deliver supporting active travel infrastructure.

The Highway Authority is, however, content to retain flexibility as to the means by which this is achieved, an approach which also responds to the applicant's position, set out in Technical Note TN04, that the delivery of future phases should not be dependent upon the outcome of a separate statutory process: the outcome may be delivered through a prohibition of driving or through an alternative arrangement that demonstrably delivers an equivalent active travel benefit and inclusivity consistent with **PLA3** and Active Travel Act Guidance. The definitive design solution, including any associated Traffic Regulation Order

or alternative traffic management measures, is to be secured by condition and the Section 106 agreement.

Where the chosen solution involves the closure of, or a prohibition of driving on, Llangewydd Road, the resulting redistribution of vehicular movements onto the unclassified lane running north to south along the western site boundary must be satisfactorily addressed, in the interests of highway safety, the three new passing laybys proposed on that lane (Transport Assessment drawings PD12.1 and PD12.2) shall be completed and made available for use before any such closure or prohibition takes effect.

Public transport

The Highway Authority notes the proposed new bus stop infrastructure to be provided (raised boarding kerbs, shelters and seating, as shown on drawing 10335-1000-01 Rev E) and the applicant's commitment to improvements at the Mount Pleasant stops in Phase 2. The transport case does not rely upon the provision of an enhanced bus service. Modal shift will instead be supported through the Residential Travel Plan and an index-linked Active or Sustainable Travel Vouchers Contribution, currently identified as **£400,000**. The detailed voucher scheme is to be agreed with the Council and is intended to allow new residents to use the incentive for eligible sustainable travel products, including up to one year's bus travel, alongside other agreed sustainable travel options. An Interim Residential Travel Plan (SLR, Revision 01, 14 July 2025) has been submitted, and a full Travel Plan is required by condition to be prepared, implemented, monitored and reported in accordance with the agreed framework.

Conclusion

The Highway Authority is satisfied that the strategic and detailed highway matters arising from this Application can be addressed, and that the development is capable of securing the strategic highway and active travel infrastructure required by the **RLDP**. The applicant's constructive engagement throughout the determination process is acknowledged. Accordingly, the Highway Authority raises 'No Objection' to the proposed development, subject to conditions and the completion of the necessary Section 106 and highway agreement mechanisms to secure the full package of strategic highway, active travel, signal, Traffic Regulation Order, sustainable travel and related works. The 'No Objection' is expressly dependent upon those mechanisms being completed in a form that secures the mitigation, delivery triggers and safeguards identified above.

As such, the proposed development is considered to be compliant with Policies **SP3**, **SP5**, **PLA11** and the relevant development requirements of Policy **PLA3** of the **RLDP** and is acceptable from an access, highways and pedestrian safety perspective.

BIODIVERSITY, GREEN INFRASTRUCTURE PROVISION AND TREES

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

Planning Policy Wales (Edition 12, February 2024) (**PPW**) states at Paragraph 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."*

PPW further states that *"All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities. Where adverse effects on the environment cannot be avoided or mitigated, it will be necessary to refuse*

planning permission.”

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

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

Policy **DNP6** of the **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** of the **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** of the **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.

Section 40 of the Natural Environment and Rural Communities Act 2006 (as amended) states that *‘every public authority must, in exercising its function, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity’*. This *“duty to conserve biodiversity”* has been replaced by a *“biodiversity and resilience of ecosystems duty”* under Section 6 of the Environment (Wales) Act 2016 which came into force on 21 March, 2016.

Section 6 (1) states 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.”* Section 6(2) goes on to state that *“In complying with subsection (1), a public authority must take account of the resilience of ecosystems, in particular:*

- (a) diversity between and within ecosystems;*
- (b) the connections between and within ecosystems;*
- (c) the scale of ecosystems;*
- (d) the condition of ecosystems (including their structure and functioning); and*
- (e) the adaptability of ecosystems.”*

Regulation 9 of the Conservation of Habitats & Species Regulations 2010 (as transposed into the Conservation of Habitats & Species Regulations 2017) requires **LPA's** to take account of the presence of European Protected Species at development sites. If they are present and affected by the development proposals, the Local Planning Authority must establish whether "the three tests" have been met, prior to determining the application.

The three tests that must be satisfied are:

1. That the development is *"in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment"*.
2. That there is *"no satisfactory alternative"*.
3. That the derogation is *"not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"*.

Policy **PLA3** of the **RLDP** sets the following masterplan principle for the site (C), that states the development must:

Create a multi-functional green infrastructure network within the site that facilitates active travel, enhances biodiversity, provides sustainable drainage and fosters healthy communities. There must be particular emphasis on retaining existing trees and hedgerows within the public realm, incorporating appropriate landscaping, protecting biodiversity, providing habitats for local species and supporting a range of opportunities for formal and informal play in addition to community-led food growing.

The following development requirements are also set within Policy **PLA3** for the site:

10) Retain and provide suitable buffers to habitats, particularly hedgerows, trees (including Ancient and/or Semi-Ancient Woodland) and Laleston Meadows SINC, which includes the green space bordering the northern and north-western boundaries of the site. Also seek to maintain a green buffer at the front of the site, known locally as the 'Circus Field';

11) Submit and agree ecological management plans including proposals for mitigation, enhancement and maintenance for retained habitats and protected species (including for bats and dormouse) and provide appropriate compensatory and replacement habitat;

The proposal is also located within the setting of the Laleston Meadows Site of Importance for Nature Conservation (**SINC**) as defined by Policy **DNP5** Local and Regional Nature Conservation Sites of the **RLDP**. This policy 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.

The Application is supported by a comprehensive suite of ecological reports and surveys, along with landscaping information, including the Environmental Statement (**ES**) (and associated addendum received 18/02/2026), a shadow Habitats Regulations Assessment (**HRA**), a Green Infrastructure Statement (**GIS**), an outline Landscape & Environmental Management Plan (**LEMP**), an Ecological Construction Method Statement (**ECMS**), a Construction Environmental Management Plan (**CEMP**), an Arboricultural Impact Assessment (**AIA**), a **SINC** mitigation strategy, and various other surveys and reports.

The reports undertaken have established the ecological baseline of the Application site and fully informed the submission. They include an extended phase 1 habitat survey, botanical and hedgerow assessments, surveys for tree roosting bats, badger and great crested newt surveys, breeding/nesting bird and general bat surveys, along with dormouse and marsh fritillary butterfly surveys.

The following valued ecological resources were identified during the baseline ecological investigations undertaken for the Application site:

- Laleston Meadows **SINC** overlapping with the Application Site across its north-

eastern extent, supporting marshy grassland, broadleaved semi-natural woodland (including ancient semi-natural woodland) and ponds;

- A network of intact, native hedgerows supporting some mature tree standards delineating agricultural fields;
- Presence of a breeding bird assemblage dominated by common and widespread species, predominantly garden-variety birds but with some woodland species and priority species typically associated with the hedgerow network;
- Presence of a foraging/commuting bat assemblage including some rarer species utilising the hedgerow network for dispersal;
- Tress with low to high suitability to support roosting bats;
- Habitats suitable for badger and other notable mammals;
- Habitats suitable for common reptiles, albeit with only low numbers of individuals supported at best; and
- Habitats suitable for marsh fritillary due to the presence of populations of its food plant, devil's-bit scabious (*Succisa pratensis*), within fields F8 and F9 comprising Laleston Meadows **SINC**.

Overall, land-take associated with the development would result in the permanent loss of approximately 20 hectares (ha) (circa. 54% of the total Application Site area (total area measuring 36.7 hectares), with habitat losses confined predominantly to improved grassland fields. Hedgerow loss would however also be required to facilitate the development with such losses totalling approximately 0.4 hectares (approximately 1,361 linear metres) that equates to approximately 33% of the total hedgerow resource. The loss of trees/tree groups, and partial removal to facilitate the development would also be required totalling approximately 0.06 hectares. The total loss of woody habitat across the Application site equates to approximately 2.9% of the overall woody resource across the site.

In terms of specific tree loss, master planning and informed arboricultural reports and tree surveys have identified the site comprises a total of four category U items (poor quality and value) the condition of which renders them likely unsuitable within the future context of the development, with two of these trees (T68 and G101) being identified to be removed to facilitate the development.

An Assessment of the overall planning layout determines that in terms of category B (of moderate quality) and category C (low quality) there are 26 items impacted by the development proposals. This includes six category B items (of moderate quality and value) and twenty items of category C (of low quality and value). A total of ten Category A items (trees of high quality and value) trees, groups of trees and hedgerows have been identified across the site, none of which would be affected by the scheme.

In total, 102 trees, groups and hedgerows (of Category A to C) have been identified across the site with 26 items being affected by the scheme (including partial removals and crown reductions, with eight items being lost completely, including two individual trees).

Nevertheless, the scheme continues to minimise losses as far as possible, with the retention of circa 67% of the total hedgerow resource and with the offsetting of such features from built development through the inclusion of habitat buffers, incorporating, as a minimum, the root protection zones of retained shrubs. This is in addition to the provision of new tree, hedgerow and shrub planting to compensate for proposed losses with the planting of new trees/tree groups delivered at a 3:1 replacement ratio in accordance with Planning Policy Wales, Edition 12 (**PPW**).

The illustrative landscape strategy illustrates that significant replanting would take place

across the site which has the potential for longevity within the landscape and would enhance the species diversity of the site, whilst also contributing to the green infrastructure for the area.

The Ancient Woodland with the site (within the **SINC**) has also been fully respected and retained with the existing trees protected under a Tree Preservation Order on the northeastern perimeter of the site (within the **SINC**) also remaining unaffected and retained as part of the proposal.

The proposed development has been designed to retain and protect some of the valued resources, in addition to providing additional features for biodiversity as a whole. Such retention amounts to in excess of 16 hectares across the site, as follows:

- Retention of all habitats onsite associated with Laleston Meadows **SINC**, including semi-natural broadleaved woodland, ancient semi-natural woodland, marshy grassland and ponds.
- Full retention of 8 hedgerows and partial retention of a further 14 hedgerows including those assessed as species-rich and those assessed as 'important' in accordance with the Wildlife and Landscape criteria provided in Part II of Schedule 1 of the Hedgerows Regulations 1997, with such retention amounting to circa 67% of the total hedgerow resource.
- Retention of the majority of trees/tree groups onsite (with protection and buffering through the implementation of protective fencing and employment of sensitive timings and working methods during the enabling/construction process).
- The treatment of invasive species, notably Himalayan Balsam associated with Laleston Meadows **SINC**.

In addition, the following habitat creation measures are proposed:

- The creation of a network of open green spaces across the Application site for wildlife, visual amenity and recreation, totalling approximately 2.9 hectares, including a multifunctional green corridor along the western boundary of the Application Site, together with several community spaces incorporating sustainable drainage features.
- Such areas of informal and formal open space would be located adjacent to retained habitats as far as possible to maximise opportunities for biodiversity, and would accommodate new tree, shrub and grassland planting comprising native species in compensation for the loss of habitats elsewhere. Such planting would seek to strengthen and create ecological networks across the site linking into the **SINC** and wider countryside setting.
- The provision of habitat features across the Application site, including bird and bat boxes, reptile hibernacula and a bug hotel. With respect to the southern aspect of the Application site (Full Application), 10 bat boxes would be installed along suitable trees to be retained on the periphery of the site, with a further 66 bat roost features integrated into the built development. Additionally, a further 8 bat boxes would be installed upon retained trees within the Laleston Meadows **SINC**. In terms of bird boxes, within the southern aspect of the site (Full Application), 10 nest boxes would be installed upon suitable mature trees to be retained along the periphery of the site. A further 86 nesting chambers would also be integrated within suitable buildings located in close proximity to suitable areas of open space. Additionally, a further 8 bird boxes would be installed within the retained Laleston Meadows **SINC**. In respect of the Full Application 4 hibernacula/refugia would also be created across the site and a further 3 hibernacula are also proposed to be created within the Laleston Meadows **SINC**. The creation of a '*bug hotel*' is also proposed within the

SINC.

- The implementation of a sensitive lighting strategy necessary to minimise the spillage of artificial lighting on retained and new roosting, foraging and commuting/dispersal habitats for wildlife, and;
- The protection, enhancement and sensitive management, maintenance and monitoring of all retained and newly created habitat features over the long-term.

In accordance with the requirements of **PPW** a stepwise approach has therefore effectively been adopted for the Application. Avoidance of the high value habitats (**SINC**) and associated woodland and grassland have been incorporated into the design of the scheme. Minimising habitat fragmentation has been considered where possible through the provision of connected green infrastructure and hedgerow retention. Mitigation is incorporated into the design through minimising light spill in sensitive areas to not exceed 0.5 Lux, using lighting bollards and columns with hoods accordingly. Pollution prevention measures during the construction phase are also set out through submission of the Construction Environmental Management Plan (**CEMP**) and a suitably qualified ecologist/ Ecological Clerk of Works would provide assistance and guidance to the developer and ensure compliance with nature legislation and policy; ensuring appropriate mitigation measures are in place and to reduce any disturbance impacts.

Compensation, where impacts cannot be fully avoided in the form of enhancements such as habitat creation in open spaces and the implementation of a comprehensive landscaping strategy, has also been detailed for the development. Long term management and maintenance of all retained and newly created habitats and features is also proposed over the lifetime of the development (through implementation of the Landscape and Environmental Management Plan (**LEMP**)) and thereby would deliver a net benefit to biodiversity.

Importantly, the application is also supported by a **SINC** Mitigation Strategy which has sensitively informed the design of the proposed development and largely illustrates the Laleston Meadows **SINC** would be retained and enhanced as part of this development with no significant built development encroaching into this designated area. The scheme also incorporates appropriate buffers within the layout, including within the former 'Circus Field' to the southern boundary, and an appropriate buffer to the north and northwest in the form of a trim trail.

Figure 16 – Illustrative Landscaping Layout



Natural Resources Wales (**NRW**) and the Council's Ecologist have carefully reviewed the submission and provided positive observations on the scheme with no objections being raised.

NRW, following negotiation and the submission of revised details, including an updated **SINC** mitigation strategy and Ecological Construction Method Statement (**ECMS**), subject to conditions raise no objection against the scheme. It is advised the updated information alleviates their original concerns with protected species, in particular the proposed management of Fields F8 and F9 (within the **SINC**), which form suitable habitat for marsh fritillary butterflies, a feature of Cefn Cribwr Grasslands Special Area of Conservation (**SAC**) which is located approximately 1.8km north of the site.

It is agreed that any adverse effect upon the integrity of the **SAC** can be ruled out, although conditions should be imposed to ensure the mitigation measures outlined in the submitted documentation are fully implemented. Conditions are also suggested in respect of lighting and undertaking relevant pre-construction surveys. It is also noted the **ES** indicates that no trees with potential to be used by bats are to be lost to facilitate the development.

The Council's Ecologist who has been involved in prolonged Pre-Application discussions in respect of the scheme has also raised no objection against the proposal subject to the implementation of conditions (in line with those suggested by **NRW** in respect of lighting and protected species).

It is commented that following a review of the submitted ecological information, including the Environmental Statement Addendum, updated Shadow Habitats Regulations Assessment, Landscape and Ecological Management Plan (**LEMP**), updated **SINC** Mitigation Strategy, most of the ecological issues previously raised have now been satisfactorily addressed.

The updated Shadow Habitats Regulation Assessment (**HRA**) acknowledges the advice of **NRW** regarding the potential functional linkage between the site (fields F8 and F9) and the Cefn Cribwr Grasslands **SAC** and adopts a precautionary approach by assuming potential use of the site by marsh fritillary. Potential impact pathways are identified, and mitigation is proposed through the long-term management of the retained **SINC** grassland.

NRW have reviewed the updated information and confirmed that they are satisfied that the proposed mitigation – particularly the management of fields F8 and F9 – addresses their previous concerns, and that an adverse effect on the integrity of the **SAC** can be ruled out, subject to the relevant mitigation and management measures being secured through appropriate conditions.

The **SINC** Mitigation Strategy and supporting management documents now provide appropriate detail regarding marsh fritillary habitat management, including sward height targets, scrub control thresholds, retention of tussocky habitat, and an appropriate grazing or rotational cutting regime. Monitoring and adaptive management over a 30-year period are also proposed. Whilst these could have gone further, measures to manage recreational pressure have been incorporated, including restricting public access from the most sensitive habitat areas and directing access to less sensitive parts of the site.

It is noted that no community growing, or allotment areas are currently proposed within the **SINC**. However, as the development will be delivered in phases and further details will be secured through future Reserved Matters Applications, any future proposals for community growing within the **SINC** should be carefully considered to ensure they do not conflict with

the ecological management objectives for the site.

NRW also note that the breeding bird surveys informing the **ES** were undertaken two years ago and comprised three survey visits. Having reviewed the submitted information, it is considered the survey effort is proportionate to the habitats present and that no significant ornithological constraints have been identified. Updated surveys are therefore not considered necessary at this stage. However, vegetation clearance should be undertaken outside the bird breeding season or following confirmation by a suitably qualified ecologist that nesting birds are absent.

Based on the information submitted, and subject to the implementation of the mitigation and management measures proposed as part of the development, the proposal is not expected to result in unacceptable ecological impacts.

In light of the proposed mitigation and enhancement measures, no significant effects are anticipated on ecological receptors. Indeed, the development would likely achieve a net benefit for biodiversity as set out in Future Wales and **PPW** and the supporting information and reports shows how the stepwise approach has been followed and applied in this case. As such, with due regard to the comments raised by specialist consultees in this respect, and whilst carefully balancing the need and justification for such a development and its associated benefits, on balance, the proposal is considered to comply with local and national planning policy in regard to biodiversity maintenance and enhancement, as well as the requirements of the Habitats Regulations 1994 (as amended), and Section 6 of the Environment (Wales) Act 2016.

LAND DRAINAGE AND FLOOD RISK

Policy **SP3** of the Bridgend Replacement Local Development Plan, 2024 (**RLDP**) requires development to incorporate appropriate arrangements for the disposal of foul sewage, waste and water.

The development requirements of Policy COM 3 of the **RLDP** further highlights that the scheme must provide:

14) On and off-site measures including any appropriate upgrades to the clean water supply or public sewerage networks.

The proposed drainage strategy for the development has been a significant driver in contributing to the detailed design of the development with basin sizing, catchment areas and surface water flow routes shaping the scheme. The final drainage strategy for surface/storm water, as detailed in the Drainage Strategy Report compiled by Phoenix Design Partnership details the site has been split into two distinct catchment areas comprising the northern and southern catchments.

The northern catchment represents the smaller of the two catchments and would drain to the **SINC** Area with a greenfield run off rate to maintain the ecological balance of the **SINC**. The southern catchment represents approximately two thirds of the development and also includes the school site. Proposed flows would reach a rate of 50 l/s, representing a reduction on greenfield rates, which would drain into the Broadlands network to the south, achieved by a Dwr Cymru/Welsh Water (**DCWW**) requisition. Both catchments would be designed and built in accordance with adopted standards for Sustainable Drainage. The drainage system would utilise bio-retention verges and basins (three in total within the Full Application Area). Bio-retention verges would exist alongside 80% of the highways and shared private drives where surface water would be designed to discharge. In addition, three large attenuation basins, strategically located within this aspect of the development would accept surface water runoff from private roofs and

driveways. The combined strategy of bioretention and basin storage ensures the site's surface water drainage meets necessary interception targets through sustainable methods.

In terms of foul water, the proposed sewers within the development boundary would rely on gravity to drain to what would become a **DCWW** adopted pumping station located in the southeastern corner of the site. The foul waste would then be pumped eastwards along the A473 connecting to the public sewers at Bright Hill, junction.

A Hydraulic Modelling Assessment (**HMA**) indicates that whilst the first 50 plots can connect to the public sewers immediately, local reinforcement works to the sewers are required to accommodate the remaining 800 houses and school, this will consist of 160 cubic meters of offline storage designed and installed by **DCWW**.

Following consultation with Welsh Water and the Council's Drainage Team, there have been no objections raised against the proposed scheme.

Welsh Water advise the proposed development site is located in the catchment of a public sewerage system which drains to Penybont Merthyr Mawr Wastewater Treatment Works (**WwTW**). They are content that the existing public sewerage network can accommodate 50 dwellings. The Applicant has commissioned a Hydraulic Modelling Assessment to assess the impact of foul flows from the remainder of the development. The conclusion of which identified that off-site reinforcement works are required to mitigate any additional detriment associated with the proposed development. (It is understood the Applicant Llanmoor Homes are in the process of requisitioning the sewer improvements and **DCWW** are in the process of designing the scheme ready for implementation and delivery).

Turning to surface water drainage, 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'. In this instance, Welsh Water offer no objection to proposals for disposal of surface water flows into an existing watercourse, in principle, and the surface water drainage strategy should form part of the approved plans.

The Hydraulic Modelling Assessment has also identified a suitable connection point to accommodate the proposed development, notwithstanding this, conditions are suggested to ensure no detriment to existing residents or the environment and to Welsh Water assets.

Accordingly Welsh Water raise no objection against the scheme subject to the imposition of conditions should Planning Permission be granted in this case.

The Council's Drainage Officer, who has been engaged in Pre-Application discussion and ongoing engagement with the developer has also raised no objection to the scheme. The following comments have been raised on the scheme:

'A review of the Flood Map for Planning advises a small proportion of the development site is located with the surface water flood risk zone based on existing levels which would be managed by the proposed surface water development proposals.

The Application states that foul water will be disposed via the main sewer. The Applicant should provide an agreement in principle from **DCWW** for the proposed foul water connection to the public sewer.

The Applicant shall also provide an agreement in principle from **DCWW** for the proposed foul water requisition.

The Application states that surface water will be disposed to the existing watercourse.

Phase 1 (South) – The engineering drawings outline that surface water would be managed via rain gardens and attenuation basins before being discharged to a local watercourse via an offsite surface water overflow sewer to be installed via a **DCWW** surface water sewer requisition. An indicative route of the offsite sewer has been identified in the drainage strategy.

The Applicant shall provide an agreement in principle from **DCWW** for the proposed surface water requisition. **BCBC** Drainage Officers are aware that discussions are already ongoing with **DCWW** with regards to the sewer requisition. The Applicant shall submit an ordinary watercourse consent for any new outfall structure to the existing watercourse or modifications to existing outfall structures.

Phase 2 (North) – No engineering drawings have been provided for Phase 2 of the proposed development to outline how surface water flows will be managed as part of the development. Please note that infiltration systems must not be situated within 5 m of buildings or boundaries. Infiltration systems must be designed in accordance with BRE-Digest 365 and a minimum of three infiltration tests for each trial hole must be provided. Similar to Phase 1, if infiltration is proposed an overflow sewer will be required to dispose flows to the adjacent watercourse. The Applicant shall provide an agreement in principle from **DCWW** for any proposed surface water requisition. The Applicant shall submit an ordinary watercourse consent for any new outfall structure to the existing watercourse or modifications to existing outfall structures.

Any proposal to utilise an infiltration system in this location will be objected to unless a detailed geotechnical report confirming that limestone cavities will not be formed by surface water disposal from the development.

A water management plan has been provided as part of the Construction Environment Management Plan to outline how surface water will be managed during storm events. Given the development area and number of dwellings, a sustainable drainage Application will be required. Maintenance of the sustainable drainage features serving 2 or more private residential properties would be provided by **BCBC** with commuted sums required to cover the maintenance activities of the **SuDS** features (sought under separate legislation).

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.

The Applicant has submitted a pre-app enquiry to the **SAB** team for the Phase 1 development and a Teams meeting has been held to discuss the proposals.

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.'

Conditions are suggested accordingly for the necessary control of both the Full and Outline phases of the development accordingly.

Having regard to the above, and subject to the imposition of necessary conditions, on balance, it is considered that the development has been designed to appropriately accommodate sustainable drainage systems and will not increase the risk of flooding within or outside the site. Appropriate wastewater arrangements would also be implemented for the scheme with the scheme complying with Policies **SP3** and **PLA3** of the **RLDP**.

IMPACT ON THE PUBLIC RIGHT OF WAY (PROW)

Policy PLA 9 of the Bridgend Replacement Local Development Plan, 2024 (**RLDP**) requires that as part of adopting a sustainable placemaking approach, development must link with and seek to minimise impacts on the **PROW** network. Any predicted adverse impacts on the character, safety, enjoyment and convenient use of a PROW must be mitigated.

The Development Requirements of Policy **PLA3** of the **RLDP** also highlights that the scheme must:

13) Incorporate the Laleston Trail within the central part of the site, providing access to the Bridgend Circular Walk and realigned Public Right of Way;

The effect of development on a **PROW** is a material consideration in the determination of Applications for planning permission. Appropriate weight should be given to the impact on the **PROW** including the surrounding network when determining this Application. As such, the Council's Public Right of Way Officer has fully engaged with the developers and has been involved with the Pre-Application discussions surrounding the development proposal. Following further discussion held with the Applicant during the Application stage, in respect of the impact of the scheme on Footpath 11 Laleston (part of the Bridgend Circular Walk promoted route), which crosses the second phase of the development (Outline Application), the following observations have been highlighted:

'The Rights of Way Section should Planning Permission be granted request a number of conditions be imposed and applied to the phase of the development which affects the **PROW**, notably the Outline Application and not the initial phase of development (Full Application), which does not affect the **PROW**. Conditions are suggested to ensure an Application for the diversion or extinguishment of the **PROW** is submitted accordingly, and a diversion or extinguishment Order is appropriately confirmed for the route, which shall be provided to the certifiable standard (with the Definitive Map and Statement amended to reflect the new alignment of the **PROW**).'

The Public Rights of Way Officer also suggests advisories be added to any approved consent to remind the developers that the granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct the **PROW**. The development, insofar as it affects the **PROW**, cannot be started - until such time as an Order necessary for its diversion has been made and confirmed. The development insofar as it obstructs the **PROW** may not be occupied until such time as the new alignment for the **PROW** has been constructed and certified by the appropriate Authority (as stipulated in the diversion Order). The successful making and confirmation of an Order should not be assumed.

In light of the above comments and general support for the scheme by the Public Rights of Way Officer, subject to necessary conditions, the scheme is deemed acceptable in terms of its likely impact on the Public Right of Way network, in accordance with the

requirements of Policies **PLA9** and **PLA3** of the **RLDP**.

OTHER MATTERS

Ground Contamination

The planning system should guide development to reduce the risk from natural or human-made hazards affecting the land surface or sub-surface. The aim however is not to prevent the development of such land. Key is understanding the risks associated with the previous land use, pollution, groundwater, subsidence, mine and landfill gas emissions and rising groundwater from abandoned mines. Responsibility for determining the extent and effects of surface and subsurface hazards remains with the developer. It is for the developer to ensure that the land is suitable for the development proposed.

The following information has been submitted in relation to land quality:

- IG, March 2020; LAND WEST OF BRYNTIRION, BRIDGEND Desk Study Report 12614/LP/20/DS
- IG, April 2024; Site Investigation Report Ref: 12614/JJ/24/SI/RevA

The above reports include a contamination and ground gas assessment of the proposed development. The reports have been checked and reviewed by Shared Regulatory Services Officers who comment the reports have not identified any significant contamination issues over the majority of the site that would require remediation. However, soils tested from within a small stockpile of made ground situated in the southwest corner of the site included arsenic contamination and remediation is required in relation to this. A detailed remediation scheme and verification plan is required prior to commencing this phase of the works, which can be achieved by a suitably worded condition.

In addition, should there be any importation of soils to develop the garden/landscaped areas of the development, 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. Further conditions are therefore recommended for inclusion should the Application be granted in accordance with best practice and to ensure that the safety of future occupiers is not prejudiced in accordance with policy **DNP9** of the **RLDP**.

Mineral Safeguarding Zone

The site is located within a number of Mineral Safeguarding Zones (Category 2: Limestone) 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 mineral resource was justified as part of the **RLDP's** evidence base (Background Paper 12: Aggregate Safeguarding Assessment of Site Allocations). The loss is appropriately justified. Such justification includes there being an overriding need to meet housing need, an overriding need to provide education facilities, the site is logically located to the settlement of Bridgend and there are no appropriate

alternative sites adjacent to the settlement of Bridgend that would avoid safeguarded resources. Furthermore, the Limestone Resource is sandwiched between sensitive residential properties at Bryntirion and Laleston and minor roads to the north and west. The site is not considered to be an appropriate location for mineral working and is unlikely to support a commercially viable limestone extraction operation given the proximity of residential development and the need to mitigate visual impact.

Provision of onsite heat network

The Development Requirements of Policy **PLA3** of the **RLDP** also highlights that the scheme must provide (15) a new on-site heat network in accordance with Policy ENT10 of the **RLDP**.

Policy **ENT10** Low Carbon Heating Technologies for New Development states the **RLDP** has an aspiration for all new homes to be net zero carbon in the first instance. New major development must: (1) Be accompanied by an 'Energy Masterplan' that demonstrates that the most sustainable heating and cooling systems have been selected. This must include consideration of the proposed system as a whole, including the impact of its component materials on greenhouse gas emissions, and (2) Demonstrate that heating systems have been selected in accordance with the sequential approach.

Policy **SP4** Mitigating the Impact of Climate Change of the **RLDP** further highlights all development must make a positive contribution towards tackling the causes of and adapting to the impacts of Climate Change.

The Application is supported by a Renewable Energy Strategy (prepared by Llanmoor Homes) of which confirms that a sequential approach has been taken into the design of heating systems on this development in accordance with Policy **ENT10**. However, the statement indicates that connection to a heat network is not currently a viable option for the development. Therefore, heating is proposed to be via air source heat pumps and individual solar energy production (all properties and buildings benefiting from roof solar arrays and air source heat pumps) and it is also stated that the development has been designed as not to prejudice any future installation or connection to a district heat network in the future. All homes with associated parking, as highlighted within the Renewable Energy Strategy would also have an electric vehicle (**EV**) Charge point. As such, the proposed development is therefore considered to generally satisfy Policies **PLA3**, **ENT10** and **SP4** of the **RLDP**.

Heritage/Archaeology

The planning system recognises the need to conserve archaeological remains. The conservation of archaeological remains and their settings is a material consideration in determining planning Applications, whether those remains are a Scheduled Monument or not.

Policy **SP18** Conservation of the Historic Environment states Development proposals must protect, conserve, and, where appropriate, preserve and enhance the significance of historic assets and their settings.

*The Development Requirements of Policy **PLA3** of the **RLDP** also highlights that the scheme must:*

12) Positively integrate the remains of Llangewydd Church and Churchyard Scheduled Ancient Monument in a manner that preserves and enhances the remains as part of the wider site;

Following consultation with HENEB (Glamorgan - Gwent Archaeology), the trust for Welsh

Archaeology, the following observations have been raised:

'The information in the Historic Environment Record (HER) curated by this Trust shows that the proposal is located in an area of archaeological potential. Immediately to the north of the proposal is the Remains of Llangewydd Church and Churchyard, a Scheduled Monument (Cadw ref. GM237) and likely dating to the medieval period. The monument is of national importance for its potential to enhance our knowledge of medieval ecclesiastical organisation. It forms an important element within the wider medieval context and the structure itself may be expected to contain archaeological information in regard to chronology, building techniques and functional detail. Additionally, Laleston cemetery borders the western extent of the proposed site.

The proposed development involves the Hybrid Planning Application (Outline/Full) for a residential development for up to 850 homes, public open space and a primary school, alongside landscaping, drainage, Green Infrastructure with vehicular and pedestrian/cycle access. Whilst we note that the northern extent of the site will be largely undeveloped, there is still potential for groundworks, such as the excavation of the nature basin, and construction of the houses bordering Laleston Cemetery, to encounter buried archaeology. Therefore, it is our recommendation that a condition requiring the Applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted by Members. However, this element is an Outline Application, and the works in this area are not due to begin until a later date, the submission of the written scheme of investigation can be delayed until a time closer to the commencement of groundworks.'

HENEB have further confirmed the standard condition should only be attached to the northern phase of the development with the Full Application submission being appropriately offset from the nearby, identified historic resources, to have no adverse impacts.

CADW have also been consulted on the Application and highlight that having carefully considered the information submitted, they raise no objection to the proposed development in regard to the scheduled monuments or registered historic parks and gardens likely to be affected by the scheme.

Whilst designated historic assets have been identified within a 3km distance of the Application site intervening topography, buildings and vegetation block all views between them except in regard to GM237 Remains of Llangewydd Church & Churchyard. Consequently, the proposed development will have no impact on the settings of these designated historic assets other than GM237 Remains of Llangewydd Church & Churchyard. The Application area is inter-visible with this scheduled monument and extends into the monument's immediate setting. This area has a high potential to contain remains from the medieval period and which could relate to settlement associated with the church. However, this part of the Application area is not intended to be developed as it forms part of the Laleston Meadows Site of Importance for Nature Conservation (**SINC**). As such the proposed development would not have any effect on the way that the monument is experienced, understood and appreciated. Consequently, the proposed development would not have an unacceptably damaging effect upon the settings of scheduled monument GM237 Remains of Llangewydd Church & Churchyard, or any identified historic assets.

Accordingly, the proposed development, subject to condition, is considered to satisfy Policies **SP18** and **PLA3** of the **RLDP** in terms of safeguarding the significance of historic assets and their settings.

SECTION 106 LEGAL REQUIREMENTS/PLANNING OBLIGATIONS

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

Following significant discussion, negotiation and dialogue between necessary Officers and the Applicant/Agent the following contributions shall be sought from the developer:

Affordable Housing

Policy **PLA3** and **COM3** set a site-specific affordable housing policy of 20% of the total number of residential units as affordable housing units (**AHU**) for this site, with an anticipated quantum of 170 affordable homes based on the allocated number (in the **RLDP**) of dwellings (850). The site's affordable housing mix should respond to the prevailing housing need identified in the Local Housing Market Assessment for Bridgend, while remaining akin to the tenure split deemed viable at allocation stage. On a proportionate basis, this equates to the following tenure split (applicable across the whole site):

(Phase 1 and 2):

Size	Social Rented Units (50% of total AHU)	Intermediate Units (50% of total AHU)
1-bed	65%	
2-bed	16%	50%
3-bed	11%	50%
4-bed	8%	

The following **AHU** mix for Phase 1/Full Application shall be provided, which will be reflected in the wording of the s106 Agreement, to ensure the delivery of the agreed affordable tenure and mix on site:

(Phase 1/Full Application):

Size	Social Rented Units	Intermediate Units
1-bed	30	
2-bed	9	20
3-bed		16
4-bed	1	
Total	40	36

The Applicant is proposing to deliver 76 affordable dwellings (20% of 377 dwellings for the phase one of the site/Full Application) and phase 2 would provide the balance of **AHU** to deliver the overall figures outlined above. They are proposing to split affordable housing delivery between 1 to 4 bed properties and 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 the **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 siting and small clustering of affordable dwellings is in accordance with the adopted **RLDP** policy.

Social Rented units 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 (**ACG**), as detailed within Appendix A (Table 2) of the adopted Affordable Housing **SPG 13**). Intermediate units will be transferred to a Council nominated **RSL** at a transfer price equivalent to 70% of market value.

Public Open Space

Policy **PLA3** requires 10ha of green infrastructure and outdoor recreation facilities to be delivered in accordance with Policy **COM10** Provision of Outdoor Recreation Facilities. Policy **COM10** Provision of Outdoor Recreation Facilities (**RLDP**), specifically requires the provision of satisfactory standards of Outdoor Recreation Facilities from all new residential development.

A site of this scale would usually be expected to include a Local Area for Play (**LAP**), Local Equipped Area for Play (**LEAP**), Neighbourhood Equipped Area for Play (**NEAP**), playing pitch, Multi-Use Games Area (**MUGA**), non-pitch based recreation area and allotment (or community growing space) provision to achieve policy compliance. The detailed design (phase one) and illustrative masterplan incorporate a range of green infrastructure and outdoor recreation facilities for the development site.

The illustrative masterplan(s) also illustrate the provision of a **MUGA** within the school grounds which could potentially be made available for wider community use. This is recognised as a pragmatic means of achieving policy compliance by making the most efficient use of land in the context of enabling the allocated quantity of dwellings on this site.

In terms of equipped play areas, following negotiation one **LAP** is included in the south-east of the site which is deemed appropriate. A further **LAP** would be introduced into the northern section of the site although full design details would be likely agreed at the Reserved Matters stage. A single, large **LEAP** (well in excess of 400 sqm) is proposed towards the centre of the site, integrating into the surrounding green space and central nature play area, that following much negotiation is deemed acceptable and appropriate for the site (the exemplary standard of the **LEAP** negating the need for a **NEAP** in this instance). The provision of community growing spaces have also been incorporated into the design of the development.

The provision of nature play areas, trails, and Local Landscape Areas of Play are also fully welcomed as natural playable spaces and add play value to the scheme overall, including the provision of the *Welsh Maze* (1.200msq multigenerational play and reflection area including but not exclusively seating, focal tree, stone boulders and grass mounds), with the proposal largely meeting the requirements of policies **PLA3** and **COM10** of the **RLDP** in terms of public open space provision.

Timings for provision of the key Open Space features:

- Phase 1 **LAP** – prior to the occupation of the 100th Residential Unit.

- Phase 2 **LAP** – prior to the occupation of the 500th Residential Unit.
- Phase 1 **LEAP** (and central nature play area) – prior to the occupation of the 250th Residential Unit.
- Welsh Maze – prior to the occupation of the 250th Residential Unit.
- Phase 2 Nature Play area – prior to the occupation of the 600th Residential Unit in accordance with future reserved matters plan.
- Community growing spaces (phase 1) – prior to the occupation of the 200th Residential Unit.

The proposal however does not contain provision for any other sport provision and this should be rectified through provision of a commuted sum to upgrade facilities off site. Recent evidence of costings would support a capital contribution of **£208,404.43** (index linked) and 25-year maintenance contribution of **£126,125.10**, to be spent on upgrading recreation facilities within the vicinity of the site, that shall be secured by an appropriately worded S106 legal agreement.

On the basis the commuted sum is appropriately made to the Council for off-site recreational upgrades and all of the detailed-on site provisions are undertaken and provided in a reasonable and timely manner throughout the development of this site, which would be secured by appropriate timings and triggers within the Section 106 Legal Agreement, the scheme is deemed satisfactory in terms of public open space provision.

Whilst the preference of the Council is usually to adopt on site facilities the Applicants propose the establishment of a management company and management scheme for the ongoing maintenance of the open space and recreational facilities created throughout this site, which again would be fully secured by the S106 legal agreement.

Highways

The Applicant will be required to make a series of contributions and on-site/off-site development works (in respect of highways matters) to include:

- Delivery of the full Broadlands Roundabout signal-controlled junction upgrade (A48/B4622), including all compliant pedestrian and cycle crossing facilities before the beneficial occupation of the 250th Residential Unit.
- A highway contribution of **£62,000** (Index linked) for signal enhancements in the vicinity of the site, to be paid at the latest prior to the occupation of the 100th Residential Unit.
- **Traffic Regulation Order (TRO)** Contribution of **£27,000** (Index Linked) including for Road Traffic Regulations Order(s), relating to Llangewydd Road, relocation of bus stop markings on the A473, Double Yellow Lines around the new junction, and traffic orders on the A473 (prior to the commencement of development).
- Developer delivered Active Travel Improvements including access and enabling works along the A473 site frontage.
- Contribute to Council delivered Active Travel Improvements, including:
 - Oaklands Road and Park Court Road Works to deliver dropped kerbs and improvements within the vicinity of the site (at the latest prior to the occupation of 200 Residential Units).
 - Improvements along Llangewydd Road (at the latest prior to the occupation of 378 Residential Units).
- Provide a total figure of **£529,977.50** (Index linked) Active Travel Contribution to deliver the active travel improvements within the vicinity of the site.
- Delivery of the identified bus stop improvements and provide an Active or Sustainable Vouchers Contribution of **£400,000** (Index linked).

Education

Policy **PLA3** of the **RLDP** requires 2.3 hectares of land (inclusive of a buffer for future expansion) to accommodate a 1.5 form entry primary school with co-located nursery facility at the site, and the school must be accessible to new and existing residents by all travel modes, enabled by the development.

The trigger for the Section 106 obligation relating to the transfer of the Primary School Land shall be structured around the following milestones:

- The developer shall transfer the Primary School Land (minimum 2.3 hectares) to the Council for use as and to accommodate a 1.5 form entry primary school with a co-located nursery facility;
- The developer and the Council shall exchange contracts with and transfer the Primary School Land to the Council upon the earlier of (i) completion of a contract for the construction of the Primary School between the Council and the building contractor or (ii) upon the occupation of 200 dwellings.

In addition to the on-site provision of land for a primary school, Policy **PLA3** requires a financial contribution to nursery, primary, secondary and post-16 education provision as required by the Local Education Authority. The Section 106 Agreement shall secure a financial contribution, including the timing and phasing of such payments, in accordance with the adopted version of the Educational Facilities and Residential Development SPG which currently equates to a total, education contribution of **£9,625,648.50** (Index linked – towards education provision within the vicinity of the site, calculated on a development of 800 dwellings) apportioned as follows:

- i) Nursery (**£437,076.50**, Index Linked)
- ii) Primary (**£4,277,770**, Index Linked and inclusive of **£300,000** towards Primary School Design fees)
- iii) Secondary (**£4,116,840**, Index Linked), and
- iv) Post -16 (**£793,962**, Index Linked)

The Education Contribution will be reviewed should the final, total number of Residential Units proposed in a future Reserved Matters Application result in the development exceeding 800 dwellings. Any additional financial contribution arising from such increase shall be calculated in accordance with the adopted *Educational Facilities & Residential Development SPG* in force at that time and taking account of any spare capacity available at that time.

The triggers for the Section 106 obligation relating to the financial contributions shall be structured around the following milestones:

- First Education payment consisting of £300,000 (Index Linked) of the Primary Contribution towards Primary School Design Fees shall be payable upon commencement of the development.
- Second Education payment comprising the Nursery and remaining Primary Contribution shall be payable prior to and at the last upon the occupation of the 200th residential unit.
- Third Education payment of the Secondary and Post-16 Contributions shall be payable prior to and at the last upon the occupation of the 370th residential unit.

CONCLUSION

Section 38(6) of the 2004 Act requires that if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations

indicate otherwise.

Factors to be considered in making planning decisions (*material considerations*), must be planning matters, that is, they must be relevant to the regulation of the development and use of land in the public interest, towards the goal of sustainability.

In this case, it is considered that the information submitted in support of the **EIA** development is *material* to the determination of the Hybrid Application and has been fully taken into account during the consideration of the proposal.

On balance, and having regard to the objections raised and consultee responses, and the above weighing up of all material considerations relevant to this scheme, it is considered that the proposed development is acceptable in this location due to the allocated nature of the site for mixed use purposes and in regard to its potential impacts on surrounding residents by way of visual impact, residential amenity, any impact on the character and appearance of the site and surrounding areas, its potential impact on highway safety and the highway network, biodiversity in and around the site, drainage and the impact on the **PROW** crossing the site.

In addition, the general impacts of the development must be fully weighed up against the overall benefit to the wider County Borough community through the provision of new homes, and a primary school on this specifically allocated site. Following much negotiation the scheme is considered to broadly meet the general principles and requirements of the master plan policies of the **RLDP**, 2024.

The scheme would create a natural and logical extension to the West of Bridgend, integrating, over time, with its existing setting and providing a quality mixed use, residential driven development (including a new primary school) with substantial place making qualities.

The Application site forms one of the specifically allocated sites under Policy **SP2 (3)** of the **RLDP** as a sustainable urban extension known as Land West of Bridgend. The site (alike all allocated sites) is considered essential to the delivery of the aims and objectives of the **RLDP** and falls in line with the Council's aspirations for delivering high-quality new development within the plan period. Policy **PLA3** of the **RLDP** identifies and allocates the Application site for a comprehensive green infrastructure led residential development, which should deliver circa 850 homes, new primary school, recreation facilities and associated infrastructure. The site forms a fundamental and essential, allocated site for development within the **RLDP**, that has been subject to rigorous viability and sustainability testing, along with detailed design considerations, with the proposal deemed an appropriate and acceptable development scheme in line with the key principles of the **RLDP**.

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.

This Hybrid Application is therefore recommended for approval.

A detailed consent can be issued for the Full planning Application element of the development, and an Outline planning consent can be issued for the remainder of the site, subject to conditions and securing the necessary Section 106 Legal Agreement.

RECOMMENDATION

(A) The Applicant enters into a Section 106 Agreement to secure as follows (and as detailed in full earlier in this report):

I. Affordable Housing

Provide **20%** of the total number of residential units as affordable housing units.

II. Public Open Space

Public Open Space provision in the form of:

- Phase 1 LAP at the latest prior to the Occupation of the 100th Residential Unit.
- Phase 2 LAP at the latest prior to the Occupation of the 500th Residential Unit.
- Phase 1 LEAP (and central nature play area) prior to the occupation of the 250th Residential Unit.
- The *Welsh Maze* (1,200m² multigenerational play and reflection area including but not exclusively seating, focal tree, stone boulders and grass mounds), at the latest prior to the Occupation of the 250th Residential Unit.
- Phase 2 Nature Play Area at the latest prior to the Occupation of the 600th Residential Unit.
- Phase 1 Nature Trail at the latest prior to the Occupation of the 200th Residential Unit.
- Phase 2 Nature Trail at the latest prior to the Occupation of the 500th Residential Unit.
- Community Growing Space (comprising but not exclusively raised timber planters with integrated seating) at the latest prior to the Occupation of the 200th Residential Unit.
- Additional Community Growing Space (comprising but not exclusively raised timber planters with integrated seating) at the latest prior to the Occupation of the 500th Residential Unit.
- A financial contribution of **£208,404.43** (Index Linked) towards the upgrading of recreation facilities within the vicinity of the Application site and a Maintenance Contribution of **£126,125.10** (Index Linked) to be used towards maintaining recreation facilities within the vicinity of the site.
- Submit a *Public Open Space Management Scheme* in writing for the approval of the Council.

III. Highways

- The **Broadlands Roundabout**: Upgrade (Staggered Junction Arrangement A48/B4622) to be constructed to an adoptable standard (subject to the technical approval of the Local Highway Authority for the purposes of adoption) at the latest prior to Occupation of the 250th Residential Unit.
- Highway Contribution of **£62,000** (Index Linked) for signal enhancements in the vicinity of the site, to be paid at the latest prior to the occupation of the 100th Residential Unit.
- TRO Contribution of **£27,000** (Index Linked) including for Road Traffic Regulations Order(s),
- **Developer Delivered Active Travel Improvements**: the developer to design and build the active travel improvements bounding the site as follows:
 - Access and enabling works along the A473 site frontage at the latest prior to the beneficial occupation of any Residential Units
 - Improvements associated with the Broadlands Roundabout Upgrade at the latest prior to the beneficial occupation of 250 Residential Units.

- **Council Delivered Active Travel Improvements:** the developer to design and the Council to construct the active travel improvements bounding the site as follows:
 - A473, Oaklands Road and Park Court Road Works to deliver Dropped kerbs and improvements within the vicinity of the site, at the latest prior to the beneficial occupation of 200 Residential Units.
 - Improvements along Llangewydd Road at the latest prior to the beneficial occupation of 378 Residential Units.
- Provide a total figure of **£529,977.50** (Index Linked) **Active Travel Contribution** to deliver active travel improvements within the vicinity of the site,
- Delivery of the identified bus stop improvements and provide an Active or Sustainable Vouchers Contribution of **£400,000** (Index linked).

IIII. Education

- The transfer, from the developer, of the Primary School Land (minimum 2.3 hectares) to the Council for use as and to accommodate a 1.5 form entry primary school with a co-located nursery facility.
- Provide a total Education Contribution (**£9,625,648.50**, Index Linked) towards education provision within the vicinity of the site, calculated on a development of 800 dwellings, apportioned) as follows:
 - i) Nursery (**£437,076.50**, Index Linked)
 - ii) Primary (**£4,277,770**, Index Linked and inclusive of £300,000 towards Primary School Design fees)
 - iii) Secondary (**£4,116,840**, Index Linked), and
 - iv) Post -16 (**£793,962**, Index Linked)

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

CONDITIONS RELATING TO THE DETAILED/FULL PLANNING PERMISSION (i.e. the first 377 homes and associated infrastructure)

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

Reason: To comply with the requirements of Section 91 of the Town and Country Planning

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

Approved plans

Site wide interception plan – 10335-1100 – SAB-01 Received 13/08/2025

Storm Water Catchment Areas – 10335-901-01 Rev A Received 18/02/2026

Drainage Phasing Plan – 10335-1100-SAB-03 Received 18/02/2026

Refuse Vehicle Tracking 10335-905 Rev F – Received 18/02/2026

Area 1 Engineering Plan Sheet 1 10335-100-01 Rev C Received 18/02/2026

Area 1 Engineering Plan Sheet 2 10335-100-02 Rev C Received 18/02/2026

Area 2 Engineering Plan Sheet 1 10335-200-01 Rev C Received 18/02/2026

Area 2 Engineering Plan Sheet 2 10335-200-02 Rev C Received 18/02/2026

Area 3 Engineering Plan Sheet 1 10335-300-01 Rev C Received 18/02/2026
Area 4 Engineering Plan Sheet 1 10335-400-01 Rev C Received 18/02/2026
Area 4 Engineering Plan Sheet 2 10335-400-02 Rev C Received 18/02/2026
Area 5 Engineering Plan Sheet 1 10335-500-01 Rev C Received 18/02/2026
Site Wide Infrastructure Overview 10335-900-01 Rev D Received 18/02/2026
Bioretention Verge Details 10335-906-01 Rev A Received 13/08/2025
Site Wide Composite Plan Sheet 1 10335-903-01 Rev D Received 18/02/2026
Site Wide Composite Plan Sheet 2 10335-903-02 Rev D Received 18/02/2026
Basin 3 Sections 10335-904-01 Rev A Received 18/02/2026
Basin 4 Sections 10335-904-02 Rev B Received 18/02/2026
Basin 2 Sections 10335-904-03 Rev A Received 18/02/2026
Section 111 General Arrangement 10335-1000-01 Rev E Received 18/02/2026
Site Access Bus Tracking 10335-1000-02 Rev A Received 13/08/2025
Rising Main Long section 10335-907 Rev A Received 13/08/2025
Visibility Splays Plan 10335-908 Rev D Received 18/02/2026
Articulated Vehicle Tracking 10335-909 Rev A Received 18/02/2026
Highway Construction Details Sheet 1 10335-910-01 Received 18/02/2026
Highway Construction Details Sheet 2 10335-910-02 Received 18/02/2026
Illustrative Landscape Strategy edp3980_d033h Received 18/02/2026
General Arrangement Plan – Overview edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 1 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 2 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 3 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 4 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 5 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 6 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 7 of 8 edp3980_d035i Received 02/07/2026
General Arrangement Plan - Sheet 8 of 8 edp3980_d035i Received 02/07/2026
Detailed POS Landscape Proposals: General Arrangement Plan edp3980_d036 H
Received 02/07/2026
Detailed POS Landscape Proposal: General Arrangement Plan Sheet 1 of 6
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Detailed POS Landscape Proposal: General Arrangement Plan Sheet 2 of 6
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edp3980_d036h Received 02/07/2026
West Bridgend LAP – CAS-564501 – S2J5H1 Rev E – Received 02/07/2026
West Bridgend – LEAP – CAS-573001-L4T7W4 Rev F – Received 02/07/2026
Detailed On Plot Planting Proposals Sheet 1 edp3980_d037f Received 18/02/2026
Detailed On Plot Planting Proposals Sheet 2 edp3980_d037f Received 18/02/2026
Detailed On Plot Planting Proposals Sheet 3 edp3980_d037f Received 18/02/2026
Detailed On Plot Planting Proposals Sheet 4 edp3980_d037f Received 18/02/2026
Detailed On Plot Planting Proposals Sheet 5 edp3980_d037f Received 18/02/2026
Detailed On Plot Planting Proposals Sheet 6 edp3980_d037f Received 18/02/2026
Detailed On Plot Planting Proposals Sheet 7 e dp3980_d037f Received 18/02/2026
Planting Strategy edp3980_d038e Received 18/02/2026
Planting Strategy Sheet 1 of 6 edp3980_d038e Received 18/02/2026
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Detailed POS Areas Sheet 1 of 4 Edp3980_d039f Received 18/02/2026
Detailed POS Areas Sheet 2 of 4 Edp3980_d039f Received 18/02/2026
Detailed POS Areas Sheet 3 of 4 Edp3980_d039f Received 18/02/2026
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Site Location Plan – LP-01 Rev A Received 13/08/2025
Overall Planning Layout OVPL-01 Rev E Received 02/07/2026
Overall Planning Layout - Sheet 1 of 2 OPL-01 Rev C Received 02/07/2026
Overall Planning Layout - Sheet 2 of 2 OPL-02 Rev C Received 02/07/2026
External Works Layout - Sheet 1 of 2 EW-01 Rev C Received 02/07/2026
External Works Layout - Sheet 2 of 2 EW-02 Rev C Received 02/07/2026
Fire Tender Strategy – Sheet 1 of 2 Fire -01 Rev C Received 02/07/2026
Fire Tender Strategy – Sheet 2 of 2 Fire -02 Rev B Received 02/07/2026
House Finishes Layout - Sheet 1 of 2 HFL-01 Rev C Received 02/07/2026
House Finishes Layout - Sheet 2 of 2 HFL-02 Rev C Received 02/07/2026
House Style Layout – Sheet 1 of 2 HSL-01 Rev C Received 02/07/2026
House Style Layout – Sheet 2 of 2 HSL-02 Rev C Received 02/07/2026
Parking Strategy Layout PS-01 Rev C Received 02/07/2026
PV Renewable Energy Strategy Layout PV-01 Rev C Received 02/07/2026
Refuse Strategy Layout – Sheet 1 of 2 RS-01 Rev C Received 02/07/2026
Refuse Strategy Layout – Sheet 2 of 2 RS-02 Rev C Received 02/07/2026
Affordable Housing Layout- AFF-01 Rev C Received 02/07/2026
Roof Finishes Plan RF-01 Rev C Received 02/07/2026
Storey Heights Layout SH-01 SH-01 Rev C Received 02/07/2026
Single Garage G10-B-01 Received 13/08/2025
Single Garage G10-R-01 Received 18/02/2026
Double Garage G11-B-01 Received 18/02/2026
Double Garage G11-R-01 Received 18/02/2026
Shed SHED-01 Received 18/02/2026
Bin Store BIN-01 Received 18/02/2026
Street Scenes – Sheet 1 of 2 SS-01 Rev A Received 18/02/2026
Street Scenes – Sheet 2 of 2 SS-02 Rev A Received 18/02/2026
Apartment 1 Style 4 APT1-01 Rev A Received 12/09/2025
Planning Floor Plans 211E-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 211E-ST1 Received 13/08/2025
Planning Floor Plans 321-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 321-ST1 Received 13/08/2025
Planning Floor Plans 421E-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 421E-ST1 Rev A Received 13/08/2025
Planning Floor Plans 531E-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 531E-ST1 Rev A Received 13/08/2025
Planning Floor Plans 641D-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 6421-ST1 Received 13/08/2025
Planning Floor Plans 2B3V2-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 2B3V2-ST1 Received 13/08/2025
Planning Elevations Style 2 Render 2B3V2-ST2 Received 13/08/2025
Planning Elevations Style 4 Cladding 2B3V2-ST4 Received 13/08/2025
Planning Floor Plans 3B4-F01 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3B4-ST2 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3B4-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B4-ST4 Rev A Received 13/08/2025
Planning Elevations Style 5 Front Render 3B4-ST5 Rev A Received 13/08/2025
Planning Floor Plans 3B5-F01 Rev A Received 13/08/2025

Planning Elevations Style 1 Brick 3B5-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3B5-ST2 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3B5-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B5-ST4 Rev A Received 13/08/2025
Planning Floor Plans 3B11-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 3B11-ST1 Received 13/08/2025
Planning Floor Plans 3B12-F01 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3B12-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B12-ST4 Rev A Received 13/08/2025
Planning Elevations Style 5 Front Render 3B12-ST5 Rev A Received 13/08/2025
Planning Elevations Style 6 Full Render Stone 3B12-ST6 Rev A Received 13/08/2025
Planning Floor Plans 3B13SD-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3B13SD-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3B13SD-ST2 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3B13SD-ST4 Rev A Received 13/08/2025
Planning Floor Plans 3B19SD-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 3B19SD-ST1 Received 13/08/2025
Planning Elevations Style 2 Render 3B19SD-ST2 Received 13/08/2025
Planning Elevations Style 4 Cladding 3B19SD-ST4 Received 13/08/2025
Planning Floor Plans 3BC-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3BC-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 3BC-ST2 Rev A Received 13/08/2025
Planning Elevations Style 3 Stone 3BC-ST3 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3BC-ST4 Rev A Received 13/08/2025
Planning Elevations Style 8 Full Stone 3BC-ST8 Rev A Received 13/08/2025
Planning Floor Plans 3SC-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3SC-ST1 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3SC-ST4 Received 13/08/2025
Planning 3S-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 3S-ST1 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 3S-ST4 Rev A Received 13/08/2025
Planning Floor Plans 4B2-F01 Rev A Received 13/08/2025
Planning Elevations Style 1 Brick 4B2-ST1 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 4B2-ST2 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 4B2-ST4 Rev A Received 13/08/2025
Planning Elevations Style 5 Front Render 4B2-ST5 Rev A Received 13/08/2025
Planning Elevations Style 6 Full Render Stone 4B2-ST6 Rev A Received 13/08/2025
Planning Floor Plans 4B13-F01 Rev B Received 13/08/2025
Planning Elevations Style 1 Brick 4B13-ST1 Rev B Received 13/08/2025
Planning Elevations Style 3 Stone 4B13-ST3 Rev B Received 13/08/2025
Planning Elevations Style 5 Front Render 4B13-ST5 Rev B Received 13/08/2025
Planning Elevations Style 6 Full Render Stone 4B13-ST6 Rev B Received 13/08/2025
Planning Floor Plans 4B17-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4B17-ST1 Received 13/08/2025
Planning Floor Plans 4BC-F01 Rev A Received 13/08/2025
Planning Elevations Style 2 Render 4BC-ST2 Rev A Received 13/08/2025
Planning Elevations Style 4 Cladding 4BC-ST4 Rev A Received 13/08/2025
Planning Elevations Style 8 Full Stone 4BC-ST8 Rev A Received 13/08/2025
Planning Floor Plans 4BTG142-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTG142-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTG142-ST4 Received 13/08/2025
Planning Floor Plans 4BTG150-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTG150-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTG150-ST4 Received 13/08/2025
Planning Floor Plans 4BTH-F01 Received 13/08/2025

Planning Elevations Style 1 Brick 4BTH-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTH-ST4 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTH-ST4.1 Received 13/08/2025
Planning Floor Plans 2B3SPV2-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 2B3SPV2-ST1 Received 13/08/2025
Planning Elevations Style 2 Render 2B3SPV2-ST2 Received 13/08/2025
Planning Elevations Style 4 Cladding 2B3SPV2-ST4 Received 13/08/2025
Planning Floor Plans 3B13SP-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 3B13SP-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 3B13SP-ST4 Received 13/08/2025
Planning Floor Plans 3SSP-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 3SSP-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 3SSP-ST4 Received 13/08/2025
Planning Floor Plans 4BTG242-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTG242-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTG242-ST4 Received 13/08/2025
Planning Floor Plans 4BTG250-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTG250-ST1 Received 13/08/2025
Planning Elevations Style 4 Cladding 4BTG250-ST4 Received 13/08/2025
Planning Floor Plans 4BTHSP-F01 Received 13/08/2025
Planning Elevations Style 1 Brick 4BTHSP-ST1 Received 13/08/2025
Illustrative Outline Masterplan PLIMP-01 Rev A Received 18/02/2026
Development Framework Plan PLDF-01 Rev A Received 18/02/2026
Land Use Plan PLUU-01 Rev A Received 18/02/2026
Active Travel Route Plan PLATR-01 Rev A Received 18/02/2026
Street Hierarchy Plan PLSH-01 Rev A Received 18/02/2026
Open Space Plan PLOS-01 Rev A Received 18/02/2026
Building Scale BSPP-01 Rev A Received 18/02/2026
Phasing Plan 001 Rev C Received 06/03/2026
Proposed Pedestrian and Cycle Improvements 1 of 4 SLR N/A PD03 Rev B Received 18/02/2026
Proposed Pedestrian and Cycle Improvements 2 of 4 N/A PD04 Rev A Received 18/02/2026
Proposed Pedestrian and Cycle Improvements 3 of 4 N/A PD05 Rev A Received 18/02/2026
Proposed Pedestrian and Cycle Improvements 4 of 4 N/A PD06 Received 18/02/2026
Proposed Improvements A473 Signalised Junction N/A PD07 Received 18/02/2026
Proposed Pedestrian and Cycle Improvements and highway improvements -SLR Drawing PD16 Rev C Received 30/07/2026
Topographical Survey Sheet 1 of 17 E1192-1-1 Rev A Received 13/08/2025
Topographical Survey Sheet 2 of 17 E1192-1-2 Rev A Received 13/08/2025
Topographical Survey Sheet 3 of 17 E1192-1-3 Rev A Received 13/08/2025
Topographical Survey Sheet 4 of 17 E1192-1-4 Rev A Received 13/08/2025
Topographical Survey Sheet 5 of 17 E1192-1-5 Rev A Received 13/08/2025
Topographical Survey Sheet 6 of 17 E1192-1-6 Rev A Received 13/08/2025
Topographical Survey Sheet 7 of 17 E1192-1-7 Rev A Received 13/08/2025
Topographical Survey Sheet 8 of 17 E1192-1-8 Rev A Received 13/08/2025
Topographical Survey Sheet 9 of 17 E1192-1-9 Rev A Received 13/08/2025
Topographical Survey Sheet 10 of 17 E1192-1-10 Rev A Received 13/08/2025
Topographical Survey Sheet 11 of 17 E1192-1-11 Rev A Received 13/08/2025
Topographical Survey Sheet 12 of 17 E1192-1-12 Rev A Received 13/08/2025
Topographical Survey Sheet 13 of 17 E1192-1-13 Rev A Received 13/08/2025
Topographical Survey Sheet 14 of 17 E1192-1-14 Rev A Received 13/08/2025
Topographical Survey Sheet 15 of 17 E1192-1-15 Rev A Received 13/08/2025
Topographical Survey Sheet 16 of 17 E1192-1-16 Rev A Received 13/08/2025

List of Approved Documents

Design & Access Statement Issue 03 – February 2026

Planning Statement - July 2025

Arboricultural Impact Assessment (AIA) (Incorporating Tree Protection Measures)

February 2026 - (Report Ref. edp3980_r012e - February 2026)

Arboricultural Baseline Note - July 2025

SINC Mitigation Strategy by EDP - February 2026 (Report Ref. edp3980 -r013e)

Outline Landscape & Environmental Management Plan (LEMP) – February 2026 (Report Ref. edp3980 -r014d)

Ecological Construction Method Statement (ECMS) - February 2026 (Report Ref. edp3980-r015e)

Green Infrastructure Statement (GIS) – February 2026 (Report Ref. edp3980-r016f)

Shadow Habitat Regulations Assessment – February 2026 (Report Ref. edp3980_r018c)

Himalayan Balsam Management Strategy – Received 18/02/2026

Assessment of ASHP noise on existing properties – Received 18/02/2026

Construction Environmental Management Plan (CEMP) - July 2025

Environmental Statement (ES) - July 2025

Addendum to the Environmental Statement edp3960_r019b – Received 18/02/2026

Health Impact Assessment - July 2025

Public Rights of Way Statement – Received 13/08/2025

Archaeological & Heritage Assessment – Received 13/08/2025

Drainage Strategy & Flood Risk Assessment (Rev D) - September 2025

Noise Assessment for Planning - August 2024

Site Waste Management Plan (SWMP) - April 2025

Utilities Statement - April 2025

Air Quality Assessment - May 2025

Renewable Energy Strategy - April 2025

Transport Assessment Rev 4 – 425.000776.00001 (July 2025)

Interim Residential Travel Plan Rev1 - 425.000776.00001 (July 2025)

Stage 1 Road Safety Audit – 425.000776.00001 (July 2025)

Technical Note 01 - 425.000776.00001 Rev 4 (July 2025)

Technical Note 02 - 425.000776.00001 Rev 2 (January 2026)

Technical Note 03 – 425.000776.00001 Rev 3 (March 2026)

Technical Note 04 – 425.000776.00001 Rev 2 (June 2026)

Schedule of offsite works – dated 10/12/2025

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

3. The development shall be undertaken in strict accordance with the recommendations and mitigation measures (including timings), of Section 6 of the submitted Environmental Statement - July 2025, Section 4 & 5 of the Outline Landscape & Environmental Management Plan - February 2026 (Report Ref. edp3980 -r014d), Section 5 to 7 of the SINC Mitigation Strategy - February 2026 (Report Ref. edp3980 - r013e) and the Ecological Construction Method Statement – February 2026 (Report Ref. edp3980-r015e)

Reason: To avoid doubt and confusion as to the nature and extent of the approved development and in the interests of safeguarding protected species and enhancing biodiversity in accordance with Policy PLA3, SP3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

4. All the trees and planting shown on the landscaping details as "to be retained" shall be protected by strong fencing (in accordance with BS 5837:2012), as detailed within the

submitted Arboricultural Impact Assessment (incorporating Tree Protection Measures) (edp3980_r012e) and the supporting Tree Protection Plans (Overview edp3980_d034c) - Received 18/02/2026. The fencing shall be erected in accordance with the submitted details before any equipment, machinery or materials are brought onto the site for the purposes of the specific phase of development being implemented, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site for that particular phase of development. Nothing shall be stored or placed within any fenced area, and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the prior written consent of the Local Planning Authority.

Reason: In the interests of safeguarding visual amenities and biodiversity, in accordance with Policies SP3, SP17, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

5. Before beginning any development at the site, the developer/Applicant 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.

6. Notwithstanding the requirements of condition 2, prior to their use in the construction of the development hereby permitted, a detailed specification for (including drawings where necessary) and samples where appropriate, of the stone finishing materials for the second phase of the residential development (as detailed on submitted Phasing Plan 001 Rev C - Received 06/03/2026) and within the southwestern corner of the development site, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: In the interests of visual amenities and the preservation of the character and appearance of the Laleston Conservation Area, and to accord with Policies PLA3, SP3 and SP18 of the Bridgend Replacement Local Development Plan (2024).

7. Notwithstanding the requirements of condition 2, prior to the installation of the foul water pumping station (within the southeast corner of the development), full details of its design and detailed scale including above ground paraphernalia, means of enclosure and a detailed timescale for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure that effective drainage facilities are provided for the proposed development and in the interests of safeguarding general amenities, and to accord with policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

8. 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 accord with policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

9. No more than 50 dwellings shall communicate with the public sewer at chamber reference SS88799903 until the necessary off-site reinforcement works, as informed by a Hydraulic Modelling Assessment, has been completed to the written satisfaction of the Local Planning Authority. The development shall be carried out in accordance with the agreed scheme. Thereafter, no surface land or highway drainage shall connect directly or indirectly with the public sewerage system.

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

10. No building hereby approved shall be occupied until a potable water scheme to serve the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply system can suitably accommodate the proposed development. If necessary, a scheme to reinforce the existing public water supply system in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason: To ensure the development is served by a suitable potable water supply.

11. 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 the interests of general amenities, and to ensure the development complies with Policies SP3, PLA3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

12. 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 the approved landscaping drawings, including the detailed POS Landscape proposals (sheets 1-6) and the General Arrangement plans/overview (sheets 1-8) received 02/07/2026 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 maintain and improve the appearance of the area in the interests of visual amenity, and to promote nature conservation, in accordance with Policies SP3, SP17, DNP7 and DNP8 of the Bridgend Replacement Local Development Plan (2024).

13. Notwithstanding the submitted details, prior to its installation within each phase of the development, full details of lighting shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide:
- Details of the siting and type of external lighting to be used during and post construction.
 - Drawings setting out light spillage in key ecologically sensitive areas.
 - An Environmental Lighting Impact Assessment against conservation requirements for protected species including retained or proposed features planned to be functionally used by bats for foraging/dispersal purposes.
 - Details of the timescales for the installation of the lighting schemes.

The Lighting schemes shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species and safeguarding sensitive habitats, and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

14. Prior to the commencement of each phase of development, including site clearance, a pre-construction survey in respect of protected species shall be carried out for the development or phase of development. If the survey confirms the presence of protected species the results of the survey together with proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be carried out in accordance with the approved details.

Reason: To ensure the potential presence of protected species is confirmed prior to construction and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

15. The glazing and ventilation specification for the facades exposed to road traffic noise from the A473 (plots 7-30 as shown on figure 10 of page 23 of the In Acoustics Noise Report entitled 'Land near Laleston' Bridgend dated 12th August 2024) shall be designed in order to meet the rating level prescribed in table 9, page 24 of this noise report. Prior to the installation of the glazing and trickle vents, the details of these shall be submitted and agreed with the Local Planning Authority to demonstrate compliance with this condition. The approved glazing and ventilation scheme shall be implemented within plot 7-30 prior to their first beneficial use and retained as such thereafter.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

16. 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), no doors, windows or dormer windows (other than those expressly authorised by this permission) shall be

constructed without the prior grant of planning permission in that behalf, to plots 7-30 as shown on figure 10 of page 23 of the In Acoustics Noise Report entitled 'Land near Laleston' Bridgend dated 12th August 2024.

Reason: In order to safeguard the amenities of the area by enabling the Local Planning Authority to consider whether planning permission should be granted for such additional doors / windows / dormers, having regard to the particular layout and design of the development and the need to protect the amenity of future occupiers of properties (from noise pollution), and to accord with Policy SP3 and DNP9 of the Bridgend Replacement Local Development Plan, 2024.

17. Prior to occupation of plots 7-30 and plots 163-174 and plot 199 and plots 369-382 (as shown on Parc Llangewydd Phasing Plan Job Number 2348, drawing number OVPL-01), a solid boundary structure, either solid masonry walls or close-boarded timber fence, no less than 1.8m in height shall be erected to the gardens of the closest dwellings to the A473 (plots 7-30) and to the properties adjacent to the school site (plots 163-174 and plot 199 and plots 369-382). The solid boundary structures shall be maintained and retained in perpetuity.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

18. The Air Source Heat Pumps (ASHPs) located at properties on the western and eastern boundaries of the development site which are adjacent to existing residential boundaries (including the noise levels to be achieved) shall be installed in accordance with the details shown on document entitled: 'Parc Llangewydd West Bridgend Assessment of ASHP noise on existing properties'. The 1.8m close-board fencing boundary treatments to the plots referred to within the document shall not be less than 1.8m in height and shall have no gaps. The close-board fencing shall be retained for as long as the ASHPs within the development site remain in operation.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

19. The Air Source Heat Pumps (ASHPs) installed at any new residential property shall not exceed the sound power level of 62dBA and shall be installed by an MCS approved contractor. The ASHPs shall be located, designed and installed in accordance with the external works drawings detailed in documents 2348 external works layout sheet 1 and 2. Boundary treatments where ASHPs have a separation distance of less than 3m distance between the ASHP and another new residential property shall be in accordance with the details shown on external works drawings documents 2348 external works layout sheet 1 and 2. The close-board fencing (or similar equivalent structure such as a solid masonry wall) shall have a minimum height of 1.8m with no gaps. The close-board fencing or equivalent structure shall be retained for as long as the ASHPs remain in operation at the property.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

20. Construction works shall not take place outside the following hours: -

08:00 hours to 18:00 hours Mondays to Fridays

08:00 hours to 13:00 hours on Saturdays

No work shall take place on Sundays or Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of safeguarding residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

21. Prior to the commencement of phase 2 of the detailed residential development scheme (as detailed on submitted Phasing Plan 001 Rev C - Received 06/03/2026) OVPL-01 REV 02) and towards the southwestern corner of the development site) 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 Replacement Local Development Plan (2024).

22. The remediation scheme approved by condition 21 (above) must be fully undertaken in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. On the completion of the measures identified in the approved remediation scheme and prior to the occupation of any part of the development unless otherwise agreed in writing by the Local Planning Authority, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.

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

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

23. 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 Replacement Local Development Plan (2024).

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

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

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

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

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

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

26. Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B and C 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), no buildings shall be erected other than those expressly authorised by this permission and shown on plan 'Overall Planning Layout OVPL-01

Rev E Received 02/07/2026 (Site Layout Plan) in respect of plots 10 - 21, adjacent to the A473 highway.

Reason: To enable the Local Planning Authority future control over the scale of development as well as the installation of new windows or dormers or the extension of the property, in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

27. Notwithstanding the provisions of Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no buildings shall be erected other than those expressly authorised by this permission and shown on plan 'Overall Planning Layout OVPL-01 Rev E Received 02/07/2026 (Site Layout Plan) in respect of plots 10 - 21, adjacent to the A473 highway.

Reason: To enable the Local Planning Authority future control over the scale of development, in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road (other than those expressly authorised by this permission).

Reason: To enable the Local Planning Authority future control over the scale of development and in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

29. The development shall be accessed from the A473 in accordance with the approved A473 junction and access improvements. No residential unit shall be beneficially occupied until the A473 access and associated developer-delivered frontage active travel works serving the development have been constructed, brought into operation and made available for use in accordance with the approved details. For the avoidance of doubt, the A48/B4622 Broadlands junction upgrade is to be secured as strategic highway mitigation and is not the means of vehicular access to the development.

Reason: In the interests of highway safety and to ensure a suitable and permanent means of access to the development is provided from the A473 and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

30. A definitive detailed design drawing package for the A48/B4622 Broadlands junction upgrade works shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to the beneficial occupation of the 100th residential unit. The detailed design shall be developed in accordance with the Transport Assessment, shall incorporate and integrate the consented Craig Y Parcau A48 access into the ultimate junction arrangement, shall reflect a 40mph design environment and shall include all necessary highway infrastructure.

The approved, detailed design shall thereafter form the basis of the Broadlands works secured by condition 31 below and the Section 106 agreement and shall be implemented in accordance with the approved phasing and the relevant highway agreement and technical approval process.

Reason: In the interests of highway safety, active travel, sustainable movement and the proper planning of the wider highway network. As a definitive design for the strategic junction has not yet been finalised, the detailed design package is required in advance of the delivery trigger to ensure that a compliant and deliverable scheme, integrating the consented Craig Y Parcau access and developed in accordance with the Transport Assessment, is secured in good time, and to accord with Policies PLA3 and SP5 of the Bridgend Replacement Local Development Plan (2024).

31. No more than 249 residential units shall be beneficially occupied until the full A48/B4622 Broadlands signal-controlled junction, together with all associated pedestrian and cycle crossing facilities, signal equipment, MOVA control, road markings, signage, lighting, drainage and visibility works, has been completed, brought into operation and made available for public use in accordance with the approved details. For the avoidance of doubt, construction of residential units may continue beyond this threshold, but beneficial occupation shall not occur until the strategic junction works are operational.

Reason: To ensure that the strategic highway mitigation required by the Bridgend Replacement Local Development Plan (2024) is delivered at the earliest appropriate opportunity and before the development's cumulative impact is realised.

32. Full details of the A48 PRoW eastern controlled pedestrian and cycle crossing shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to the first beneficial occupation of the development, and no more than 249 residential units shall be beneficially occupied until that crossing has been completed and made available for public use in accordance with the approved details, unless an equivalent permanent signal-controlled crossing of the A48 in this vicinity, designed in accordance with Active Travel Act Guidance and retained for public use, has already been provided and made available for public use through the consented Craig Y Parcau development.

Reason: To address an existing road safety deficiency and to provide safe and direct active travel crossing facilities in advance of the full junction upgrade, while avoiding duplication of a crossing separately secured through the Craig Y Parcau consent, and to accord with Policy SP5 of the Bridgend Replacement Local Development Plan (2024).

33. Full details of the design for the Llangewydd Road active travel route, based in principle on submitted SLR drawing 425.000776.00001_PD11 Rev J (Signage Scheme Option B), including surfacing, lighting and signage in accordance with Active Travel Act Guidance, together with the means of managing or prohibiting motor traffic along the relevant section (whether by Traffic Regulation Order prohibiting the driving of motor vehicles or by an alternative arrangement delivering an equivalent active travel benefit), shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority prior to the beneficial occupation of the 100th residential unit. The three new passing laybys on the unclassified lane running north to south along the western site boundary, as shown on Transport Assessment drawings PD12.1 and PD12.2, shall be completed

and made available for use before any closure of, or prohibition of driving on, the relevant section of Llangewydd Road takes effect. No residential unit within Phase 2 shall be beneficially occupied until the approved Llangewydd Road active travel route, together with any associated Traffic Regulation Order or approved alternative traffic management measures, has been completed and made available for use.

Reason: To ensure a safe, direct, inclusive and high-quality active travel connection to local facilities, the secondary school and the existing Bryntirion community is delivered as a key requirement of Phase 2, in accordance with Policy PLA3 of the Bridgend Replacement Local Development Plan (2024) and the Active Travel (Wales) Act 2013.

34. Prior to occupation of any dwelling the carriageway and footways fronting that property shall be completed up to binder course level as a minimum, and street lighting provided fronting the property and linking onto the nearest public highway.

Reason: To ensure a safe and suitable internal highway layout, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

35. Residential parking shall be provided in accordance with the approved overall planning layout (Overall Planning Layout OVPL-01 Rev E Received 02/07/2026) and parking provision (Parking Strategy Layout PS-01 Rev C Received 02/07/2026), designed to accord with the BCBC Parking Standards (SPG17) applied flexibly in accordance with Planning Policy Wales (Edition 12). Any garage relied upon as a parking space shall meet the Council's minimum internal dimensions and shall be retained for parking purposes. No residential unit shall be beneficially occupied until the parking provision has been provided for that unit in accordance with the approved details and those facilities shall thereafter be retained in perpetuity.

Reason: To ensure adequate and sustainable parking provision and to prevent highway obstruction, in accordance with the parking standards of the RLDP and SPG17 and in support of the Active Travel (Wales) Act 2013.

36. Secure, covered and convenient cycle parking, and electric vehicle charging provision, shall be provided for each residential unit in accordance with details to be first submitted and approved in writing by the Local Planning Authority. No residential unit shall be beneficially occupied until the cycle parking and electric vehicle charging provision serving that unit has been provided in accordance with the approved details, and those facilities shall thereafter be retained in perpetuity.

Reason: To ensure adequate and sustainable parking provision and to prevent highway obstruction, in accordance with the parking standards of the RLDP and SPG17 and in support of the Active Travel (Wales) Act 2013.

37. No development shall commence on any phase of the Full development until a Construction Traffic Management Plan, relative to that particular phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The statement shall include construction access and routing, delivery hours, contractor parking and compound, wheel washing, temporary traffic management, protection of pedestrians and cyclists, phasing of signal and crossing works, and measures to prevent mud and debris on the highway. The approved plan shall be implemented throughout the construction period.

Reason: In the interests of highway safety and residential amenity, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

38. No residential unit shall be beneficially occupied until a full site-wide Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The full Travel Plan shall be prepared in accordance with the timescales and framework set out in the approved Interim Residential Travel Plan (SLR, Revision 01, 14 July 2025, ref 425.000776.00001), and shall include mode-share targets, measures to promote walking, cycling, wheeling and public transport use, resident travel information, the appointment of a Travel Plan Coordinator (including their contact details) prior to first beneficial occupation, baseline travel surveys within three months of the beneficial-occupation monitoring threshold specified in the approved Interim Residential Travel Plan, further monitoring surveys at years 3 and 5, and ring-fenced remedial measures where targets are not met. The approved Travel Plan shall thereafter be implemented and monitored, and the monitoring results reported to the Local Planning Authority, in accordance with the agreed triggers and timescales.

Reason: To encourage sustainable travel behaviour and reduce reliance on the private car, in accordance with Planning Policy Wales (Edition 12) and the Active Travel (Wales) Act 2013.

INFORMATIVE NOTES (Not Conditions)

- The granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct the Public Right of Way (PRoW). The development, insofar as it affects the PRoW, cannot be started - until such time as an Order necessary for its diversion has been made and confirmed.
- The development insofar as it obstructs the PRoW may not be occupied until such time as the new alignment for the PRoW has been constructed and certified by the appropriate authority (as stipulated in the diversion order). The successful making and confirmation of an Order should not be assumed.
- The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/cifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.
- The developer's attention is drawn to the comments of South Wales Police (Designing out Crime Officer) and the Fire Authority in respect of the development, which are available to view in full under the Planning Pages of the Council's website – the developer should consider the need for the provision of:-
 - Adequate water supplies on the site for firefighting purposes; and
 - Access for emergency firefighting appliances.
- 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.

- To satisfy the above drainage condition (condition 8), the Applicant must:
 - The Applicant shall provide an agreement in principle from DCWW for the proposed connection to the foul water sewer.
 - The Applicant shall provide an agreement in principle from DCWW for the proposed foul and surface water requisition.
 - The Applicant shall submit an ordinary watercourse consent for any new outfall structure to the existing watercourse or modifications to existing outfall structures.
 - Submit a Sustainable Drainage Application to the Bridgend SAB – SAB@bridgend.gov.uk. The SAB Application must be approved prior to commencement of construction.
- 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 advised that some public sewers and lateral drains may not be recorded on Welsh Water 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 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.

As of 7th January 2019, this proposed development is subject to Schedule 3 of the Flood and Water Management Act 2010. Approval of Sustainable Drainage Systems (SuDS) features will be required in accordance with the 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems'. It would therefore be 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.

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Any dewatering which does not meet the requirements of The Water Abstraction and Impounding (Exemptions) Regulations 2017 will require an abstraction licence. The developer is referred to NRW's website for further advice and guidance: Natural Resources Wales / Apply for a water abstraction or impoundment licence.

- In addition to planning permission, it is the developer's responsibility to ensure they secure all other permits/consents/licenses relevant to their development.

CONDITIONS RELATING TO THE OUTLINE PLANNING PERMISSION (i.e. the development of the remainder of the site for up to 850 homes and associated infrastructure, and a primary school)

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (As amended).

2. Any Application for approval of the reserved matters shall be made to the Local Planning Authority not later than five years from the date of this permission.
Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (As amended) and having regard to the expected timescales for developing the site.

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3. The development shall begin either before the expiration of 7 years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (As amended).

4. The development hereby permitted shall be carried out broadly in accordance with the following approved plans and approved documents:

List of Approved Plans

Site Location Plan – LP-01 Rev A Received 13/08/2025

Building Scale Parameter Plan - BSPP - Rev A Received 18/02/2026

List of Approved Documents

Design & Access Statement Issue 03 – February 2026

Planning Statement - July 2025

Arboricultural Impact Assessment (AIA) (Incorporating Tree Protection Measures)
February 2026 - (Report Ref. edp3980_r012e - February 2026)

Arboricultural Baseline Note - July 2025

SINC Mitigation Strategy by EDP - February 2026 (Report Ref. edp3980 -r013e)

Outline Landscape & Environmental Management Plan (LEMP) – February 2026 (Report Ref. edp3980 -r014d)

Ecological Construction Method Statement (ECMS) - February 2026 (Report Ref. edp3980-r015e)

Green Infrastructure Statement (GIS) – February 2026 (Report Ref. edp3980-r016f)

Shadow Habitat Regulations Assessment – February 2026 (Report Ref. edp3980_r018c)

Himalayan Balsam Management Strategy – Received 18/02/2026

Assessment of ASHP noise on existing properties – Received 18/02/2026

Construction Environmental Management Plan (CEMP) - July 2025

Environmental Statement (ES) - July 2025

Addendum to the Environmental Statement edp3960_r019b – Received 18/02/2026

Health Impact Assessment - July 2025

Public Rights of Way Statement – Received 13/08/2025

Archaeological & Heritage Assessment – Received 13/08/2025

Drainage Strategy & Flood Risk Assessment (Rev D) - September 2025

Noise Assessment for Planning - August 2024

Site Waste Management Plan (SWMP) - April 2025

Utilities Statement - April 2025

Air Quality Assessment - May 2025

Renewable Energy Strategy - April 2025

Transport Assessment Rev 4 – 425.000776.00001 (July 2025)

Interim Residential Travel Plan Rev1 - 425.000776.00001 (July 2025)

Stage 1 Road Safety Audit – 425.000776.00001 (July 2025)

Technical Note 01 - 425.000776.00001 Rev 4 (July 2025)

Technical Note 02 - 425.000776.00001 Rev 2 (January 2026)

Technical Note 03 – 425.000776.00001 Rev 3 (March 2026)

Technical Note 04 – 425.000776.00001 Rev 2 (June 2026)

Schedule of offsite works – dated 10/12/2025

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

5. Before commencing any development for any of the Reserved Matters phases on this site, the developer/Applicant 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.

6. No development shall commence on site until a scheme for the comprehensive and integrated drainage of the site, showing how foul, road and roof/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 accord with policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

7. No building hereby approved as part of the reserved matters development shall be occupied until a potable water scheme to serve the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that the existing water supply system can suitably accommodate the proposed development. If necessary, a scheme to reinforce the existing public water supply system in order to accommodate the development shall be delivered prior to the occupation of any building. Thereafter, the agreed scheme shall be constructed in full and remain in perpetuity.

Reason: To ensure the development is served by a suitable potable water supply.

8. Prior to the commencement of each phase of development approved as part of the reserved matters stage, including site clearance works, a pre-construction survey in respect of protected species shall be carried out for the development or phase of development. If the survey confirms the presence of protected species the results of the survey together with proposed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be carried out in accordance with the approved details.

Reason: To ensure the potential presence of protected species is confirmed prior to construction and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

9. Prior to its installation and in support of each reserved matters Application, full details of lighting shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide:
 - Details of the siting and type of external lighting to be used during and post construction.
 - Drawings setting out light spillage in key ecologically sensitive areas.
 - An Environmental Lighting Impact Assessment against conservation requirements for protected species including retained or proposed features planned to be functionally used by bats for foraging/dispersal purposes.
 - Details of the timescales for the installation of the lighting schemes.

The Lighting Plan shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: A lighting plan should be submitted to ensure lighting details are agreed prior to installation and to reduce the impacts of lighting in the interest of protected species, and to accord with policies PLA3 and SP17 of the Bridgend Replacement Local Development Plan (2024).

10. Prior to the commencement of any development works for any residential Reserved Matters phase, the Applicant, or their agents or successors in title, shall secure agreement for a written scheme of historic environment mitigation which has been submitted by the Applicant and approved by the Local Planning Authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource, and to accord with Policies PLA3 and SP18 of the Bridgend Replacement Local Development Plan (2024).

11. Prior to the commencement of any phase of the development which would affect the PRow, an Application for the diversion or extinguishment of the PRow will be submitted and confirmation of the formal approval of the diversion or extinguishment of the PRow shall be provided to the Local Planning Authority. The diversions or extinguishment shall be fully implemented prior to the first beneficial use of the affected phases of development.

Reason: To ensure the timely diversion / extinguishment of the PRow and enable the consented development to lawfully progress, and to accord with Policies PLA3 and PLA9 of the Bridgend Replacement Local Development Plan (2024).

12. Prior to the occupation of those units to be constructed on the original alignment of the PRow the new route of the PRow will have been provided to the certifiable standard.

Reason: To ensure the timely provision of the new route in the interests of the amenity of the public, and to accord with Policies PLA3 and PLA9 of the Bridgend Replacement Local Development Plan (2024).

13. Prior to the school development being brought into beneficial use, details of the lighting scheme for the MUGA, playing fields and school shall be submitted to and agreed with the Local Planning Authority. The scheme shall include the following:

A plan showing the location and orientation of the lights, lighting levels within the development site and predicted levels at the nearest residential receptor, together with an isolux plan specify operational hours and contain mitigation measures to reduce light spillage beyond the site boundary and upward light spillage and mitigation measures to ensure that the lights are only operational between the agreed hours.

Upon approval in writing, the details shall be implemented as agreed and thereafter the development shall be operated in accordance with the approved details and retained for so long as the use continues.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

14. Prior to the construction of the school, MUGA and Playing fields, a noise report shall be submitted to and agreed with the Local Planning Authority to assess the noise impact from the MUGA, playing fields, plant noise and any school yard activities. The acoustic report shall include any necessary mitigation that is required to ensure that the school and its activities do not cause an adverse impact to any residential property, including a restriction in the hours of use for the playing fields and MUGA if used for community purposes outside of normal school hours.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

15. The combined noise rating levels from any mechanical fixed plant and equipment when assessed in accordance with BS4142: 2014 at any residential premises shall not exceed the following limits in Table 1 below:

Table 1

Time Period	Maximum Noise rating level
Day (07:00-23:00)	33 dB LAeq,1 hour
Night (23:00-07:00)	30dB LAeq, 15mins

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

16. Prior to the installation of any fixed mechanical plant and equipment a scheme detailing the location and noise levels of all fixed mechanical plant and equipment shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a noise technical report to demonstrate compliance with the noise rating levels in Table 1 (condition 15). The scheme shall be implemented as agreed and approved.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

17. The Air Source Heat Pumps (ASHPs) installed at any new residential property shall not exceed the sound power level of 62dBA and shall be installed by an MCS approved contractor. Boundary treatments where ASHPs have a separation distance of less than 3m distance between the ASHP and another new residential property shall comprise close-board fencing (or similar equivalent structure such as a solid masonry wall) shall have a minimum height of 1.8m with no gaps. The close-board fencing or equivalent structure shall be retained for as long as the ASHPs remain in operation at the property.

Reason: To safeguard residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

18. Construction works shall not take place outside the following hours:-

08:00 hours to 18:00 hours Mondays to Fridays

08:00 hours to 13:00 hours on Saturdays

No work shall take place on Sundays or Bank Holidays.

Reason: To maintain noise levels at a sustainable level in the interests of safeguarding residential amenities, and to accord with policies SP3 and DNP9 of the Bridgend Replacement Local Development Plan (2024).

19. 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 Replacement Local Development Plan (2024).

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

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

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

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

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

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

22. No residential unit within the Reserved Matters phase of this site, shall be beneficially occupied until the approved Llangwydd Road active travel route, together with any associated Traffic Regulation Order or approved alternative traffic management measures, has been completed and made available for use.

Reason: To ensure a safe, direct, inclusive and high-quality active travel connection to local facilities, the secondary school and the existing Bryntirion community is delivered as a key requirement of Phase 2, in accordance with Policy PLA3 of the Bridgend Replacement Local Development Plan (2024) and the Active Travel (Wales) Act 2013.

23. Prior to occupation of any dwelling within the reserved matters development the carriageway and footways fronting that property shall be completed up to binder course level as a minimum, and street lighting provided fronting the property and linking onto the nearest public highway.

Reason: To ensure a safe and suitable internal highway layout, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

24. No development shall commence on any phase of the reserved matters development until a Construction Traffic Management Plan, relative to that particular phase, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The statement shall include construction access and routing, delivery hours, contractor parking and compound, wheel washing, temporary traffic management, protection of pedestrians and cyclists, phasing of signal and crossing works, and measures to prevent mud and debris on the highway. The approved plan shall be implemented throughout the construction period.

Reason: In the interests of highway safety and residential amenity, in accordance with Policies SP3 and PLA3 of the Bridgend Replacement Local Development Plan (2024).

25. No residential unit shall be beneficially occupied on the reserved matters development until a full site-wide Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved Travel Plan shall thereafter be implemented and monitored, and the monitoring results reported to the Local Planning Authority, in accordance with the agreed triggers and timescales.

Reason: To encourage sustainable travel behaviour and reduce reliance on the private car, in accordance with Planning Policy Wales (Edition 12) and the Active Travel (Wales) Act 2013.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse which fronts onto a road (other than those expressly authorised by the approved permission).

Reason: To enable the Local Planning Authority future control over the scale of development and in the interests of safeguarding the visual amenities of the area and to accord with Policies PLA3 and SP3 of the Bridgend Replacement Local Development Plan (2024).

INFORMATIVE NOTES (Not Conditions)

- The granting of planning permission confers on the developer no other permission or consent. The granting of planning consent does not entitle the developer to obstruct the Public Right of Way (PRoW). The development, insofar as it affects the PRoW, cannot be started - until such time as an Order necessary for its diversion has been made and confirmed.
- The development insofar as it obstructs the PRoW may not be occupied until such time as the new alignment for the PRoW has been constructed and certified by the appropriate authority (as stipulated in the diversion order). The successful making and confirmation of an Order should not be assumed.
- The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), (www.archaeologists.net/codes/cifa) and it is recommended that it is carried out either by a CIfA Registered Organisation (www.archaeologists.net/ro) or an accredited Member.
- The developer's attention is drawn to the comments of South Wales Police (Designing out Crime Officer) and the Fire Authority in respect of the development, which are available to view in full under the Planning Pages of the Council's website – the developer should consider the need for the provision of:-
 - Adequate water supplies on the site for firefighting purposes; and
 - Access for emergency firefighting appliances.
- 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.

- 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.

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JANINE NIGHTINGALE
CORPORATE DIRECTOR COMMUNITIES

Background Papers

None